

# REPORT TO EXECUTIVE

## PORTFOLIO AREA: ECONOMIC PROSPERITY

Date of Meeting:	25 NOVEMBER 2002		
Public			
Key Decision:	Yes	Recorded in Forward Plan:	Yes
Inside Policy Framework			

**Title:** THE FUTURE OF AIR TRANSPORT IN THE UK

**Report of:** Head of Economic Development

**Report reference:** EDU.26/02

### Summary:

The report summarises the proposals outlined in the Government's consultation on the future of aviation in the UK and comments on the implications for Carlisle.

### Recommendations:

- 1) That the opportunity for increased services from Carlisle Airport be welcomed and that the response to the Department for Transport from the City Council reflects this view.
- 2) That the Executive makes any further comments to be forwarded to the Department for Transport.

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**EDU.26/02**

**TO: EXECUTIVE – 25<sup>th</sup> November, 2002.**

## THE FUTURE OF AIR TRANSPORT IN THE UK

### 1.0 BACKGROUND INFORMATION AND OPTIONS

1. The Government is undertaking a major consultation exercise to inform the direction of UK aviation policy. The consultation follows on from a series of reports and studies undertaken since the 1998 Integrated Transport White Paper and it sets out a number of options to deal with an estimated doubling of air passengers over the next 30 years. Following the consultation, the Government intends to publish a new Air Transport White Paper. Responses to the consultation are sought, in the form of a questionnaire, by 30 November.
2. There are four national scenarios outlined in the consultation:
  - Allowing airport development broadly in line with existing demand
  - Constraining airport development and therefore future growth in air travel
  - Restricting airport growth in the SE thus diverting demand elsewhere in the UK and in Europe
  - Facilitating growth, resulting in new runways at a number of airports and some new airports.
  1. There are also two local spatial scenarios, which focus on how growth in air travel should be distributed within the North and whether the government should intervene to achieve this.
    - Fly local - Growth at smaller northern airports including Blackpool, Carlisle, Humberside and Teeside to meet as much demand locally as possible.
    - Concentrated growth – Focussed on a limited number of airports notably Manchester, Newcastle and Leeds Bradford, so that these airports can develop a critical mass of traffic allowing them to offer a wider range of destinations and increased frequency of services.
  1. The consultation document for the North of England covers Manchester, Liverpool, Blackpool and Carlisle in the north west; Leeds Bradford, Humberside and Sheffield in Yorkshire and the Humber; and Newcastle and Teeside in the North East. It has been forecast that Carlisle might have a catchment that could sustain between 600,000 and 1 million passengers per annum by 2030, depending on its commercial success and the competition from other airports. New services would be mainly domestic and core European scheduled services and possibly some charter traffic. Small regional commuter aircraft and the smaller types of charter aircraft would be the most likely traffic.
  2. The Department for Transport comments that the site can handle the levels of traffic forecast although it acknowledges the need for careful planning due to the close proximity of Hadrian's Wall World Heritage Site. It suggests that Carlisle could complement Manchester and/or Newcastle airports within its own sub region and some of its services could stop at one of these airports en route.
  3. The Department for Transport is running a series of consultation discussions and one for the North West was held on 17 September. Carlisle City Council was represented by the Head of Planning

Services. The discussion focussed primarily on activities at Manchester and Liverpool. Carlisle was, however, seen as having potential, because it is in an area that is least accessible in the UK for air transport. Development would, however, depend on ability to attract operators either on a scheduled or package basis.

4. Clearly the options for wider distribution of traffic to regional airports would bring a greater range of air services closer to residents and businesses in Carlisle and the Cumbria sub region. As well as enabling direct or connecting flights to holiday destinations, the use of Carlisle Airport for internal connections to other UK destinations has great potential. At a time when train services are less reliable and more expensive and traffic congestion makes car journeys south beyond Manchester and Birmingham more lengthy, an air link to London becomes an increasingly attractive option. Conversely, it makes Cumbria a more attractive location for business and less vulnerable to competition from other more accessible regions.

## **2.0 CONSULTATION**

1. Carlisle City Council is being consulted on the document by the Department for Transport. Information from the consultation documents has also been passed to the Development Advisory Group, to the Ward Councillors for Stanwix Rural and to Irthington Parish Council. A copy of the consultation document for the North West was made available in the Members' Library and an information item was included in the September Members' briefing.

## **3. STAFFING/RESOURCES COMMENTS**

None

## **4. CITY TREASURER'S COMMENTS**

Not sought

## **5. LEGAL COMMENTS**

Not sought

## **6. CORPORATE COMMENTS**

The Director of Environment and Development comments that development at the Airport will take place in accordance with a Development Brief. Although the Brief primarily considers development at the Airport and does not consider passenger volume it does recognise the opportunity to use of the Airport for domestic and holiday flights and so reduce the need for local residents to travel to other airports. Therefore, the opportunity for increased air travel from Carlisle is consistent with the aims of the Draft Development Brief.

## **7. RISK MANAGEMENT ASSESSMENT**

Should Carlisle Airport not be expanded to offer new services, commercial and business opportunities are likely to be drawn to those areas that can offer such facilities, particularly those areas in the catchments of Manchester and Newcastle airports. Expansion of the Airport would also need to be carefully weighed against the noise impact on local residents and those living under flight paths.

## **8. EQUALITY ISSUES**

None

## **9. ENVIRONMENTAL IMPLICATIONS**

Any benefits from increased air transport need to be weighted against the environmental impacts and this debate is taking place at a national level. Locally, any expansion of services at Carlisle would need to minimise any impacts on the adjacent SSSI and Hadrian's Wall.

## **10. CRIME AND DISORDER IMPLICATIONS**

None

## **11. RECOMMENDATIONS**

- 1) That the opportunity for increased services from Carlisle Airport be welcomed and that the response to the Department for Transport from the City Council reflects this view.
- 2) That the Executive makes any further comments to be forwarded to the Department for Transport.

## **12. REASONS FOR RECOMMENDATIONS**

12.1 To enable a response to be made to the Department for Transport within the required timescale