

ANGUS COUNCIL

PLANNING AND TRANSPORT POLICY COMMITTEE

17 OCTOBER 2002

**SUBJECT: THE FUTURE DEVELOPMENT OF AIR TRANSPORT IN THE
UNITED KINGDOM : SCOTLAND – A NATIONAL CONSULTATION**

REPORT BY DIRECTOR OF PLANNING AND TRANSPORT

Abstract: This report provides the proposed response by the Council to the major consultation exercise being undertaken by the Scottish Executive and Department of Transport on the future development of Air Transport in Scotland.

1 RECOMMENDATION

It is recommended that the Committee:-

1. note the publication of major consultation documents on the future development of Air Transport in Scotland which are also accompanied by the circulation of consultant's reports and information documents on the Regional Air Services Study and Rail Links to Glasgow and Edinburgh Airports;
2. agree to submit this report to the Department for Transport as Angus Council's response to the Scottish Consultation Documents, highlighting the importance which the Council attaches to:-
 - (i) integrating air transport policy with wider transport and land use policies at National and Local levels;
 - (ii) improving surface access by all modes of transport to Glasgow, Edinburgh and Aberdeen Airports, including rail connections to all three airports;
 - (iii) reversing the concentration of international flights on the London airports in order to meet the Scottish and regional demands for direct international flights;
 - (iv) safeguarding land for a new runway, if required, at both Glasgow and Edinburgh airports;
 - (v) increasing the use which could be made of Aberdeen airport in conveniently serving some of the needs of Angus and the North East of Scotland; and
 - (vi) reinforcing the role of Dundee Airport in the local transport network and opportunity to promote the expansion of low cost airline services.

2 INTRODUCTION

- 2.1 In July 2002 the Secretary of State for Transport announced the publication of a series of major consultation documents setting out a range of options for the future development of air services and airports in the U.K. over the next 30 years.
- 2.2 The documents cover the following areas : the South East of England, the South West of England, the Midlands, the North of England, Scotland and Wales. Following this consultation, the Government intends to publish a new air transport White Paper that will provide a policy framework for the long-term future of both aviation and airports in the U.K.
- 2.3 A copy of the Air Transport in Scotland Summary Document (59 pages) has been placed in the Members Lounge. A copy of the full Consultation Document for Scotland (304 pages) is available for reference from the Director of Planning & Transport.
- 2.4 Alongside publication of the above Consultation Documents, the Scottish Executive have also forwarded copies of various reports prepared by consultants considering runway capacity needs in Scotland and identifying long-term land use and capacity solutions at Edinburgh and Glasgow Airports:-
- Edinburgh and Glasgow Airports Regional Air Services Study Part 3 Final Reports – Part A Engineering and Operational Options (106 pages); Part B Appraisal Framework (241 pages)
 - Rail Links to Glasgow and Edinburgh Airports – Information Document
- 2.5 Comments on the Consultation Documents for Scotland have been requested by 30 November 2002.

3 CONSULTATION ON THE FUTURE OF AVIATION IN SCOTLAND

- 3.1 The Air Services Consultation Document for Scotland provides an overview of a number of national and regional issues that have important implications for the future development of air services and airports in Scotland and across the U.K. as a whole. It identifies the policy background, demand for air travel in Scotland, importance of aviation to Scotland and measures for achieving a sustainable aviation strategy for Scotland. Key sections of the Consultation Document discuss:-
- The Aviation Scene in Scotland
 - National Policy Scenarios
 - Demand Forecasts and Capacity Implications
 - Key Impacts of Policy Scenarios
 - Runway Capacity – Edinburgh and Glasgow
 - Issues Affecting Air Transport in the Highlands and Islands
 - Other Key Policy Issues of Importance to Scotland
 - The Consultation Process

3.2 Among the key issues in Scotland on which the Government is seeking views are:-

- Is there sufficient capacity at Scottish airports?
- Should a new runway be built for or safeguarded at Glasgow or Edinburgh airports?
- Should there be more flights from Scottish airports to London, either for direct access or for access to onward flights?
- Should Scotland try to develop a regional hub airport and if so where?
- How should services to and from the Highlands be developed?
- Could environmental impacts, such as noise and air quality, be mitigated or reduced?
- Which surface access schemes should be regarded as the key themes for improving access to Scotland's airports?

3.3 These issues are set in a context where in Scotland over the last ten years, the number of people using the main Scottish airports has doubled to 16 million passengers a year up to the year 2000. Continued growth is expected as the Scottish economy expands with various forecast demand scenarios identified in the Consultation Document up to the year 2030 ranging from 26.2 million passengers per year to 50.9 million passengers per year. Similarly total air cargo tonnage is forecast to increase from 119,395 tonnes in 2000 to 571,912 tonnes in 2030.

4 DISCUSSION

Previous Consultation

4.1 A copy of the previous response by COSLA last year to preliminary consultation on the future of aviation is attached as appendix 1 to this report. The points made in the COSLA response continue to be relevant to the current consultation, including the call to Government to reverse the concentration of international flights on the London airports in order to meet the Scottish and regional demands for direct international flights.

Integrated Transport and Land Use Planning

4.2 The future development of air transport in Scotland should not be viewed as a stand alone exercise but requires to be considered as part of wider transport and land use policies. At a national level this includes the role of air transport within:-

- Scotland's Transport : Delivering Improvements – which lays out the Scottish Executive's transport vision for Scotland for the next decade and beyond (Report 502/02 to Planning & Transport Policy Committee, 2 May 2002 refers);
- Review of Strategic Planning – which includes proposals for the preparation of a National Planning Framework to provide guidance on how Scotland should develop spatially over the next 25 years including strategic priorities for transport (Report 999/02 to the Planning & Transport Policy Committee, 29 August 2002 refers).

Angus Perspective

- 4.3 The Consultation document highlights the significant travel times by road from Angus to most long haul and short haul air services. It also confirms the significant number of trips in 2000 originating from Angus to Aberdeen Airport (between 16,000 and 32,000), to Edinburgh Airport (over 32,000) and to Glasgow Airport (over 32,000).
- 4.4 The Consultation Document identifies Angus as falling within a number of overlapping main airport catchment areas for different types of services:-
- Aberdeen/Edinburgh for short haul scheduled services
 - Glasgow for short haul charter services
 - Edinburgh/Glasgow for long haul scheduled services
 - Glasgow for long haul charter services
- 4.5 Surface access by all modes of transport to Glasgow, Edinburgh and Aberdeen airports therefore raise issues of interest and concern for Angus. Considerable attention is given in the Consultation Document and associated reports to the options for securing rail links to both Glasgow and Edinburgh airports. From an Angus perspective such rail links would be welcome providing more convenient and sustainable access in line with key objectives of the Angus Local Transport Strategy which include:-
- to maintain and improve accessibility to jobs, services and facilities for all members of the Angus Community in the most sustainable way;
 - to widen travel choices and improve the convenience and efficiency of transport services for the benefit of Angus residents, visitors and businesses.
- 4.6 Improving accessibility from Angus to the major Scottish Airports is not, however, solely confined to direct rail links to Glasgow and Edinburgh airports. The important and potential role of Aberdeen airport to provide convenient air services accessible from Angus also merits consideration of rail connections. For all three main Scottish Airports it is also vital that road infrastructure is improved to facilitate bus based public transport connections and to enable access by private car avoiding increasing delays in travelling to or from the three main airports. This is particularly important where travellers from Angus have to cross Glasgow and Aberdeen to reach these airports.
- 4.7 Comparing existing airport capacities with forecast demand at 2030 the Consultation Document indicates varying needs for additional terminal and apron (aircraft parking) capacity at both Edinburgh and Glasgow airports. Only under the highest growth scenarios is a new runway in the Central Belt required. For Aberdeen airport the difference in forecasts between different scenarios is relatively small requiring additional terminal and apron capacity by 2015 under all scenarios.
- 4.8 Previous comments by COSLA indicated there should not be any blanket limitation of growth at airports and that Scottish and regional airports should be able to use their full current capacity. This has been echoed, in part, in recent comments on Glasgow and Edinburgh Airports by the Managing Director of BAA Scottish Airports who own and operate Aberdeen, Edinburgh and Glasgow Airports. BAA Scottish Airports have

called on the Government to keep its options open for the site of a new runway for Scotland and adopt a two airport protection policy. This is based on the view that if the current consultation process concludes that there may well be a requirement for a new runway in Scotland, then Government should ensure that land is safeguarded for this purpose at both Edinburgh and Glasgow Airports.

- 4.9 While the full Scottish Consultation Document focuses mainly on the larger Scottish Airports, particularly Glasgow and Edinburgh, it also includes a brief discussion of the position at Dundee Airport and at RAF Leuchars as part of the consideration of Scottish Internal Issues. The document notes that there is support in the Structure Plan for the development of Dundee Airport, and the site possesses potential to be developed to meet foreseeable potential demand to grow from around 50,000 passengers per annum to 250,000 per annum in the longer term. This is based on the development of new routes to a second London airport, Manchester, Birmingham, Southampton and possibly a European hub if airline interest can be attracted. The consultation Document also notes that the MOD is exploring the potential for increased civil aviation use at RAF Leuchars and suggests that careful consideration needs to be given to its relationship with Dundee airport and its potential future role in the airport system.
- 4.10 The Finalised Dundee and Angus Structure Plan identifies Dundee Airport as a significant asset in the local transport network providing an important link from the area to other parts of the U.K. and beyond with an emphasis on business usage. Further developing the role of Dundee as a regional airport to provide new and improved services and linkages is therefore highlighted as desirable in the Structure Plan. This is also compatible with the view previously expressed by COSLA that Government should promote expansion of low cost airline services from Scottish and regional airports.

5 FINANCIAL IMPLICATIONS

- 5.1 There are no financial implications arising from this report.

6 HUMAN RIGHTS IMPLICATIONS

- 6.1 There are no human rights implications arising from this report.

7 CONSULTATION

- 7.1 The Chief Executive, Director of Finance, Director of Law & Administration, Director of Roads and Economic Development Manager have been consulted in the preparation of this report.

8 CONCLUSION

- 8.1 Consultation on the future development of Air Transport in Scotland forms part of a nationwide exercise which will help the Government develop its aviation policy for the whole of the U.K. up to the year 2030, in the face of growing demand for air travel. The consultation paper looks at making the most out of existing capacity. It asks where new capacity should be situated, whether it should be concentrated at one or two key airports or be spread across all Scottish airports. It also asks what scope

there is to develop Glasgow or Edinburgh as a hub airport for Scotland attracting new services to a wider range of destinations.

8.2 From an Angus perspective important issues concern:-

- the integration of air transport policy with wider transport and land use policies at National and Local levels;
- the importance of improving surface access by all modes of transport to Glasgow, Edinburgh and Aberdeen airports, including rail connections;
- the need to reverse the concentration of international flights on the London airports in order to meet the Scottish and regional demands for direct international flights;
- the merit of safeguarding land for a new runway, if required, at both Glasgow and Edinburgh airports;
- the increased use which could be made of Aberdeen airport in conveniently serving some of the needs of Angus and the North East of Scotland;
- the important role of Dundee Airport in the local transport network and opportunity to promote the expansion of low cost airline services.

NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973, (other than any containing confidential or exempt information) were relied on to a material extent in preparing the above Report.

- The Future Development of Air Transport in the United Kingdom : Scotland – A National Consultation (Summary and Full Documents), Department for Transport, July 2002
- Edinburgh and Glasgow Airports : Regional Air Services Study 3 Parts A and B Final Reports, Arup Transport Planning, July 2002
- Rail Links to Glasgow and Edinburgh Airports : Information Document – Scottish Executive, July 2002

AA/CGR/KW
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