

EAST MIDLANDS AIRPORT

INDEPENDENT CONSULTATIVE COMMITTEE

GENERAL MEETING

APPROVED Minutes of the Meeting
held at DHL Offices, East Midlands Airport

19 March 2010

Present:

Independent Chairman

Mr B Whyman MBE, Ch, JP

Users:

Consumers Association

Dr A Manhire

DHL

Mr A Hewett

Leicestershire Chamber of Commerce

Mr P Collin

Loughborough University

Dr D Gillingwater

UPS

Mr R Pryce

Derbyshire & Nottinghamshire Chamber of Commerce

Mrs E Whitehead

Local Authorities:

Derby City Council

Councillor L Care

Erewash Borough Council

Councillor R Parkinson

Leicestershire County Council

Councillor Mrs L Pendleton

Nottinghamshire County Council

Councillor L Sykes

North West Leicestershire District Council

Councillor D Stevenson

Rushcliffe Borough Council

Councillor Mrs M Males

Local Groups:

Association of Airport Related Parish Councils

Mr A Corbett

CPRE Derbyshire

Ms C Barker

CPRE Nottinghamshire and Rushcliffe

Mrs B Walker

Derbyshire Association of Local Councils

Councillor S Jackson

Leicestershire & Rutland Association of Local Councils

Councillor J Pike

Melbourne Civic Society

Dr P Grimley

PAIN - People Against Intrusive Noise

Mrs P Beddoe

SAVE – Save Aston Village Environment

Mr J Gidlow

WINGS

Mr I Robertson

East Midlands Airport:

Director of Sustainability

Mr N Robinson

Director of Planning and Development

Mr J Froggatt

Head of Government and Industry Affairs

Mr B Conway

Deputy Managing Director and Finance Director

Mr B Thompson

Principal Planner

Mr J Hockley

Minute Secretary

Mrs A Lamin

10/01 **APOLOGIES AND DECLARATIONS OF INTEREST**

The Chairman welcomed everyone to the meeting. Apologies were received from Mr A Morris-Richardson, Cllr S Spencer, Cllr M Barrett, Cllr J Harrison, Mr S Charlish, Mr S Leech and Ms P Coates. It was noted that Mr R Pryce is now the formal representative for UPS replacing Mr Macefield.

Declarations of interest were received as follows:

Cllr Mrs L Pendleton recorded a personal interest in the Sound Insulation Grant Scheme; Cllr D Stevenson declared an interest as a member of the Planning Committee for NWLDC and Cllr Stevenson left the meeting for the discussion of item 7c.

10/02 **MINUTES OF THE MEETING HELD ON 13 NOVEMBER 2009**

a. The minutes of the meeting held on 13 November 2009 were accepted as a true record.

b. **ACTIONS ARISING FROM THE MINUTES**

09/27 a. EMA will provide statistics to the next meeting of the ICC for the year to the end of March 2010 to show the EMA market share within the UK and highlight national trends to illustrate benchmarks

ACTION: EMA

10/03 **CHAIRMAN'S REPORT**

a. The Chairman thanked Dr Paul Grimley of the Melbourne Civic Society for the paper to be presented to the meeting at item 4 - The Master Plan Review.

b. The Chairman outlined in detail items reviewed at a recent UKACC Working Group meeting at Gatwick Airport, which he attended. The DfT was represented at the meeting. Discussion included:

(i) Consultation on the reform of the economic framework of UK airports. This had a passenger focus and consultation ended in March. The CAA will have a duty to have regard to environmental factors - balancing safety against environmental impact. The CAA will report on these issues to the DfT.

(ii) Slots at Heathrow for regional airports and the economic viability of flights from UK airports to Heathrow.

(iii) Guidelines for ICC's. The general view was that guidelines should not be prescriptive and airports should organise consultation in a manner appropriate to each individual airport. It was noted that one airport does not have an ICC. It was considered that there should be no enforceable legislation but any problems would be reviewed as appropriate. It was agreed that there was no compelling need for the DfT currently to review the role of the ICC's.

The methods of appointment of the Chairmen and Minute Secretaries were discussed. It was noted that some Local Authorities provide a secretarial service, but funding can be problem. Arrangements are individual to each airport.

Technical advice for ICC's was provided at the discretion of individual airports. Heathrow Airport provide a full time technical adviser, EMA bring people in where appropriate.

The composition of committees, and the balance of representatives were discussed. Opening committee meetings to the media and the public was discussed. The previously expressed view of EMA ICC members not to include the public or the media at meetings was outlined.

Various methods are used in dealing with complaints. Some airports involve committee members but it was felt overall that the ICC is a consultative body only.

(iv) The Chairman outlined the format of the EMA ICC and MENT and TEP sub-committees and details of how these operated have been provided to another airport.

The Chairman summarised that there were different practices operating and that EMA ICC was in many aspects an exemplar. The DfT is considering all the comments made at the meeting. Should it propose amendments to the Guidelines it will come forward with proposals for consultation.

A member said the only negative was that the meetings are not open to the public or the media. The Chairman said the issue had been thoroughly discussed but was open to further discussion if ICC members wished to review the situation again.

A member noted that there was a considerable amount of variation on the figures available on complaints from different airports.

In response to a query, the Chairman said he is not aware of any ICC meetings where MP's attend.

10/04 **THE MASTER PLAN REVIEW PRESENTED BY THE MELBOURNE CIVIC SOCIETY**

Dr Paul Grimley proposed that members consider in detail the report circulated. Dr Grimley said it was time to look forward to the review of the Master Plan due in 2011, and recommended the involvement of the two established ICC sub committees - MENT and TEP. Dr Grimley stressed the need for an outline timetable and plans to enable meaningful contributions from the sub committees and the ICC. ICC members agreed with the recommendations.

EMA said this report was very useful, that it hoped that there would be more clarity on requirements following the General Election, and there is a need to include public consultation in the timetable. The revised Master Plan is scheduled to be published in December 2011 and EMA will produce a timetable working towards this date.

ACTION: EMA

A member said that plans for EMA and the direction of movement impacted on Local Authority plans. Members agreed there is a lot of work to be done and the process should start as soon as possible.

EMA said the economic situation is uncertain and forecasting at this time is particularly difficult. Government offices are currently gathering information prior to the General Election.

The Chairman thanked Dr Grimley, and this was endorsed by ICC members, for producing this comprehensive report which is an important source of monitoring and scrutiny.

The night noise contour was highlighted and members endorsed the view that the statement that the night noise was not expected to increase substantially over the next two years was a great relief to the local population.

EMA agreed that the night noise contours will be reviewed in a structured way as planned and controlled within the five year cycle. It was noted that the DEFRA website now detailed various Noise Action Plans for roads, rail and various conurbations.

10/05 **CAR PARKING ARRANGEMENTS AT EMA**

EMA presented details of proposed revised car parking arrangements at EMA. These had been reviewed at length at the recent TEP meeting and the TEP sub-committee members had requested that EMA consult with ICC members before any changes were implemented.

The history and layout of the EMA car parking arrangements was outlined with three current definitions - short stay, medium and long stay parking. Car parking is a major source of airport income but health & safety and security issues require changes.

The new proposed layout was outlined, detailing the different users and areas.

Proposals include:

- A new rapid Short Stay drop off/pick up area with a toll hopper for £1 for 10 minutes (removing 10 minutes free)
- 20% of the Short Stay Car Park would remain a blue badge area - providing all on-site car parking for blue badge holders
- Short Stay with 30 minutes for £1.90 and one hour for £2.90
- Drivers can wait in Long Stay Car Park 6 free for one hour - with a shuttle bus available to the terminals, or stay for 2 hours for £4.50
- Automatic Number Plate Recognition (ANPR) could be used to ensure vehicles do not repeat park

These proposals give short stay users several options and price comparisons with other airports were outlined.

Member comments included:

- All charges should be round pounds as this would be simpler for users
- Suggestion to replace the existing ticket machines with automated toll booths so that customers can pay for the time they use - but it was noted this would not enable credit card use
- The use of the Long Stay Car Park 6 for one hour free was excellent - this can be used for both drop off and pick up
- There was still concern that taxis will wait in the local villages and separate arrangements for taxis are requested
- Concern that the queues at the access barriers would remain although EMA said the change of layout in the Short Stay Car Park was aimed at improving the flow of vehicles
- Concern that there would be no free drop off and pick up area
- Suggestion that the car hire area be moved from the short stay car park - this will be considered by EMA as the use of the car park increases
- Recommendation that the A453 will need policing to ensure vehicles do not wait on the road rather than go into the car parks
- The difference in charges is too high
- Clear signage for all users is vital - EMA will action this
- An area is available for cycle parking, this should be promoted

A member said that there are more and more vehicles parked long term in Diseworth. Clearway lines are proposed for the main road which will add to village problems. This is a major problem for villages and vehicles are causing obstruction in some cases. The feedback from the police is that if vehicles are parked on the public highway this is unrestricted and the police are powerless to move vehicles.

A member said that when flights are delayed then vehicles should not be restricted from going round twice into the free one hour long stay car park and customers should be

encouraged to use the free car parking in the long stay car park for both drop offs and pick ups.

EMA stressed the need to balance service with profitability and there was a commercial imperative to make the changes. EMA will implement the new arrangements this summer and will monitor the implications for taxis and all users. The comments received at this meeting would be referred to EMA Commercial Department. Hard copy of the revised car park layout and arrangements would be circulated to all members with the minutes of this meeting.

ACTION: EMA

ICC members in general endorsed the proposals. A member said that the cost of visiting a hospital is considerably more than parking at the Airport.

10/06 **PUBLIC TRANSPORT**

EMA outlined the Skylink services and said the main aim of the Airport subsidised service was to transport passengers and staff to and from the Airport. EMA would be contributing some £400k in subsidies to the bus network in the next financial year.

Skylink Nottingham currently has 500k passengers per year and the EMA contribution is £80k over budget. Skylink Derby-Leicester would have a new timetable from 25 April 2010 rerouting the service via Kegworth between 7.00pm and 7.00am which would mean that Diseworth and Long Whatton will lose the night time service. The revisions were to ensure viability of the whole Derby-Leicester service. Loughborough train station would be removed from the route to improve the service from Leicester and Derby to the Airport.

A member said that train tickets to London from East Midlands Parkway were more expensive than from Loughborough.

The **Coalville 155 Airlink** service between 7.00pm and 7.00am and on Sundays will cease. This costs EMA £100k pa and is not used sufficiently by airport passengers. The service is therefore unsustainable.

A member said that EMA should confer with NWLDC about providing a service to villages.

East Midlands Parkway - 10% of passengers using the station were travelling from the train station to EMA. 54% travel to London, 46% travel elsewhere. From April, partner funding will cease and the one year trial would end in March 2010. The trial had shown that a two bus service was needed but is not currently financially viable. EMA proposes to implement in collaboration with East Midlands Trains for a six month trial, a guaranteed capped fare shared taxi solution. This would be expected to operate until such time as passenger levels grow to support a two-bus link to the Airport.

A member said the changes to bus services had a huge impact on local authority planning decisions. Members agreed that EMA could not sustain the current level of funding.

EMA said that the objective of financial support is to make the Airport accessible for passengers and staff, but it cannot justify a social service. Some members agreed that the Airport cannot subsidise local services but a member said that the Airport should be putting something back to the community to balance the impact of the Airport on local people.

A member expressed concern that Loughborough train station was gradually being

usurped by East Midlands Parkway.

EMA confirmed that all changes would remain under review and when numbers increase there could be potential to implement more services.

10/07 **AIRPORT REPORT**

a. **Statistics**

The details circulated were summarised. The effects of the recession were clearly shown in the decreased passenger numbers. EMA remained open throughout the majority of the severe weather in January and were able to offer a good service to diverted planes. Bmibaby is looking to increase services from EMA. The withdrawal of easyJet from EMA was understood to be a strategic decision in favour of expanding services in Europe. easyJet training flights would be phased out as contractual agreements lapsed. Passenger numbers for 2010 are forecast as flat, which taking into account all the changes and difficulties, is considered to be good.

b. **Community Relations update**

The information circulated was reviewed. Following a successful bid to *emda* £30k has been granted for the onsite education centre - 'The Aerozone'. The education agenda would encourage businesses and schools to link up in order for young people to understand the world of work. The Aerozone is planned to be a high class facility available to all and enquiries are welcomed.

c. **Planning applications**

Cllr D Stevenson left the meeting during the discussion of this item.

EMA outlined details of the outline consent received for the 216-room hotel planned on Pegasus Park. Around 150 jobs would be created. No operator had been confirmed. The land is owned by EMA. The hotel would be a high grade 4-star hotel with the themes of aviation and the National Forest and would be an asset to the area.

A member suggested that a cycle hire facility be offered, using cycle pathways as gateways to the National Forest. EMA will relay comments to the hotel working group.

ACTION: EMA

In response to a member query, EMA confirmed that sound insulation at the hotel would be of a similar quality to that offered in the Sound and Insulation Grant Scheme.

Other applications as detailed were reviewed.

d. **Environmental summary**

The circulated report was reviewed. The reduction in both day and night noise contours was noted.

10/08 **DATE OF NEXT MEETING**

Friday 25 June 2010

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