

# Aviation 2050: the future of UK aviation

## 1. Introduction

Thank you for responding to this consultation on Aviation 2050: the future of UK aviation strategy.

The easiest way to respond to this consultation is via the online form:

<https://www.smartsurvey.co.uk/s/aviation2050/>

The online form allows you to save and continue your response and save or print a final version for your records.

The aviation strategy sets out the Government's vision for aviation to 2050 and includes proposals to:

- develop a partnership for sustainable growth which meets rising passenger demand, balanced with action to reduce environmental and community impacts
- enhance the passenger experience
- build on the UK's success to establish new connections across the world and create greater choice for consumers

Your answers will help us to shape the policy proposals within this document to create a final strategy which will support the industry to deliver even greater improvements for passengers, the environment and our country.

This consultation has been extended, and now closes at 11:45pm on 20 June 2019. This is with the exception of the questions posed in 'Annex A: Legislation to enforce the development of airspace change proposals', which will still close for responses at 11:45pm on 11 April 2019.

### Confidentiality and data protection

The Department for Transport (DfT) is carrying out this consultation to gather views and evidence on measures for inclusion within the statutory guidance issued for the aviation strategy. This consultation, and the processing of personal data that it entails, is necessary for the exercise of our functions as a government department. If your answers contain any information that allows you to be identified, DfT will, under data protection law, be the controller for this information.

As part of this consultation we're asking for your name and email address. This is in case we need to ask you follow-up questions about any of your responses. You do not have to give us this personal information. If you do provide it, we will use it only for the purpose of asking follow-up questions.

We may contract a third party to analyse the responses we receive to the consultation. If you provide your contact details, we may share this information with a contractor in case they need to contact you regarding your consultation response.

[DfT's privacy policy](#) has more information about your rights in relation to your personal data, how to complain and how to contact the Data Protection Officer.

Your information will be kept securely and destroyed within 12 months after the consultation has

been completed. Any information provided through the online questionnaire will be moved to our internal systems within 2 months of the consultation end date.

## 2. Personal details

### 1. Your name and email address (only used if we need to contact you).

Your name

Your email

### 2. Are you responding as:

<input type="checkbox"/>	an individual? (Go to section 4. Chapter 2: Build a global and connected Britain)
<input checked="" type="checkbox"/>	on behalf of an organisation? (Go to 3. Organisation details)

### 3. Organisation details

#### 3. What organisation do you work for?

Coast to Capital Local Enterprise Partnership

#### 4. What type of organisation is this?

	Airline
	Airport
	Regulatory body
	Interest group
	Community group
	Industry
X	Other: - <b>Public / Private Partnership</b>

# Chapter 1: The role of aviation in a changing world

## Aviation 2050 opening statement from Coast to Capital

Coast to Capital is one of 38 Local Enterprise Partnerships (LEP) in the UK and we are proud that Gatwick Airport sits within our area. Gatwick is the second busiest airport in the UK and the most efficient single runway airport in the world. It is our single biggest driver of economic growth, contributing £1.4 billion<sup>(1)</sup> directly to the Gatwick area, supporting a total £2.7 billion Gross Value Added (GVA) in the Coast to Capital economy and a total £4.1 billion<sup>(1)</sup> GVA in the UK economy through wider supply chains.

Gatwick 360°, our Strategic Economic Plan (SEP), places Gatwick Airport at the heart of future growth for our region. Growth for us is not only about productivity but, with it, social and environmental prosperity too. As the figures show, Gatwick is vital not only to our economy but that of the wider South East and the UK as a whole – a gateway to international markets, never more so important than now as we prepare to leave the EU. This national strategic economic importance is central to the development of our Local Industrial Strategy, which we look to agree with Government and publish at the end of 2019/start of 2020.

Growth in our area depends, therefore, on a future UK aviation strategy that will allow Gatwick to maximise its potential. For this reason we have previously supported the case for Gatwick to deliver a second runway (through our response to the Davies Commission) and subsequently by supporting the proposals in the current Draft Gatwick Master Plan. Our support for expansion has always been on the basis that crucial infrastructure upgrades are delivered in tandem with airport growth. Both public and private investment funding sources will have a role to play in delivering this.

Furthermore, while we continue to support Gatwick's sustainable growth to meet aviation demand, either met or as yet unmet, our focus as a LEP is to look more widely – not only at the airport in isolation, but rather its importance as a catalyst for development of more closely coordinated plans for growth of the towns surrounding the airport. We are also minded of the distinct environmental challenges and opportunities presented by aviation growth, both in terms of cleaner aircraft and airport operations with their wider surface access strategies.

This consultation response provides Coast to Capital's views on some of the more detailed aspects of the Aviation 2050 Strategy. We have answered those questions we feel it is appropriate for us to do so as a Local Enterprise Partnership. We have omitted those questions we believe extend beyond our knowledge and expertise, but would ask you to carefully consider the more detailed views on technical aspects put forward by our key partners including Gatwick Airport and the Local Authorities around the airport.

(1) Gatwick Airport Draft Master Plan (2018)

## 4. Chapter 2: Build a global and connected Britain

The UK has the largest aviation network in Europe and the third largest in the world, an industry that contributes at least £22 billion to the UK economy, along with over 230,000 jobs. The government supports the growth of the aviation sector, provided that this happens in the most sustainable way, to ensure its continued success.

### Build a global and connected Britain

Aviation is important for the government's goal of building a global and connected Britain. The UK already plays a prominent role on the world stage with the biggest international aviation network in Europe and currently the third largest in the world. Through the Aviation Strategy the UK will be equipped to build new connections in rapidly growing aviation markets, and to use the leverage we have internationally to pursue our objectives on environmental measures and liberalisation.

The government is working to:

- improve standards globally
- maintain and improve the UK's connectivity
- support UK aviation exports, including overcoming barriers to exporting

**5. This section contains questions on chapter 2 of the consultation document - Build a global and connected Britain. Which of the following topic areas are of interest to you as an individual or to the organisation on behalf of which you are answering? (choose all relevant options)**

	Air services agreements
	Liberalisation of air traffic rights
	Airline ownership and control
	Interchange (short term leasing of aircraft between airlines)
	International standards
X	Aviation Exports
X	Global connectivity
	Airline competition

## 7. What should the UK's priorities be for strengthening existing connections and establishing links with emerging markets?

*This question is referring to Government's position and priorities on the following subjects: Brexit and access to European airspace after we leave the European Union, Regulatory standards, Liberalisation of markets and priorities for future access to overseas markets.*

Coast to Capital recognises the important role that aviation connectivity to other markets has for consumers and businesses, locally, nationally and internationally.

We agree with Government's focus on increasing access to emerging markets, whether this is renegotiating existing agreements or creating new ones to open up new markets for international trade and tourism. This will be particularly important after our departure from the European Union.

## 14. Looking ahead to 2050, are there any other long term challenges which need to be addressed?

*This question is asking whether Government has missed any other long-term challenges from chapter two in the strategy, which could prevent the future growth of the aviation sector in the UK. The chapter talks about: Liberalisation of markets, Airline ownership and control, Aircraft leasing (Interchange), Cooperation on international aviation standards, Airline competition, Supporting aviation exports and Air Services Agreements (ASA's). An ASA is an agreement between two Governments which determine the terms under which airlines can operate between countries.*

Coast to Capital acknowledges that there are a range of potential future opportunities and challenges to help build and maintain a global and connected Britain.

The first challenge is around airport capacity and the ability to maximise opportunities for consumers and businesses if, for example, Government is successful in renegotiating increased access to other countries aviation markets through ASA's. Please refer to our opening statement in section one regarding airport capacity and required infrastructure investments.

The second challenge is that we also consider it vitally important to provide targeted support to the aviation and airport related clusters, including enterprises providing professional services related to the sector. There is an opportunity to partner with the Department for International Trade and the British Aviation Group to identify airport and aviation related opportunities and work with businesses in the broad cluster to help them develop their strategies and implementation plans and identify funding to support export growth.

Equally, there are also opportunities to develop a general aviation sector deal that extends beyond the scope of the existing aerospace sector, which tends to be focused more on the manufacturing of aerospace vehicles. There is also the opportunity to develop networks of aviation cluster businesses and for the introduction of peer to peer groups.

The Coast to Capital area has over 1,900 businesses in the aviation related sector generating turnover in excess of £9.9 billion per annum. It is an incredibly important sector for our region, with tremendous international opportunities to exploit. This is best achieved through a coordinated and collaborative approach.

## 6. Chapter 3: Ensure aviation can grow sustainably

Demand for aviation has grown significantly since 2010 and the government welcomes growth in the sector, but this growth must be sustainable. Achieving this requires a partnership between the government, the regulator and industry to work within a comprehensive policy framework to better manage the environmental impacts of the sector.

### The Aviation Strategy:

- outlines the government's preferred approach for developing a framework for sustainable growth and outlines the respective roles for government and industry
- makes the case for making most efficient use of infrastructure, including by reforming the system for slot allocation at airports and continuing to support industry in improving resilience
- describes the approach being taken to airspace modernisation to deliver capacity and environmental benefits
- sets out a robust policy framework and package of measures to reduce the harmful effects of aviation on the environment, such as carbon emissions, air quality and noise
- sets out government's expectations that communities should benefit directly from growth

**17. This section contains questions on chapter 3 of the consultation document - Ensure aviation can grow sustainably. Which of the following topic areas are of interest to you as an individual or to the organisation on behalf of which you are answering? (choose all relevant options)**

X	A partnership for sustainable growth
X	Airspace modernisation
X	Resilience
	Slots allocation
X	Safeguarding land
X	Community engagement
X	Carbon emissions
X	Non-carbon emissions
X	Air quality
X	Noise
X	Reducing waste
X	Sustainable journeys to the airport



**18. To what extent does the proposed partnership for sustainable growth balance realising the benefits of aviation with addressing environmental and community impacts?**

*The Partnership for Sustainable Growth is a long-term policy framework which the Government is proposing to ensure the sustainable growth of aviation. It is a holistic approach to sustainable growth. A summary diagram of The Partnership for Sustainable Growth can be found at the back of this document.*

Our answer is structured around the headings from the Partnership for Sustainable Growth diagram. Please note some headings having been answered together and some sub-headings have been addressed specifically

Coast to Capital agrees that Government's proposed Partnership for Sustainable Growth, is a reasoned and balanced approach.

**Future growth and Efficiency:**

Coast to Capital supports Government's approach that other airports beyond Heathrow making best use of their existing runways, subject to environmental issues being addressed, can be used to meet forecasted demand up to 2030.

In February 2015 we wrote to Sir Howard Davies as part of the Airports Commission Consultation, looking at which site was the best choice for new runway capacity in the South East. In our letter we said we supported Gatwick Airport as it was by far the cheapest, quickest and least environmentally damaging option. We also reiterated this in May 2017, in the Runway Consultation, as part of Airports Commission Consultation.

Last December we responded to the Draft Master Plan (2018) consultation by Gatwick Airport. In the consultation we repeated our strong support for the principle of growing Gatwick by making best use of the existing runways in line with Government policy.

Looking forward, Coast to Capital agrees with Government that if there is a need for a future runway post 2030 that a National Policy Statement (NPS), is made to set out the criteria.

As we highlight in our opening statement in section one, Chapter 1 and we discuss later on in this question our support for expansion has always been on the basis that crucial infrastructure upgrades are delivered in tandem with airport growth, which we envisage would be funded by both private and public investment.

**Safeguarding of land for growth:**

The consultation reiterates Government's commitment to identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice. We welcome Government's continued commitment to safeguarding strategic land and we continue to support the view that the land around Gatwick Airport should continue to be protected for this strategic national infrastructure asset.

**Modernising our airspace for the future:**

Coast to Capital agrees that an integrated approach of airspace needs to be taken to enable future growth in aviation due to the interdependence of airports within the South East.

In our recent submission to The Gatwick Airport Consultative Committee (GATCOM), as part of the Future Airspace Strategy Implementation (FASI) South consultation by the Civil Aviation Authority (CAA), we said that we recognise the need for the redesign of airspace to enable future economic growth in the region, whilst addressing environmental impacts. By redesigning the South East's airspace this will enable Gatwick to handle the expected increase in demand as set out in the Draft Gatwick Master Plan (2018).

### **Tackling climate change:**

Coast to Capital acknowledges the importance of tackling climate change. In our Strategic Economic Plan, Gatwick 360°, we have eight priorities for growth. Priority 3 is 'Invest in sustainable growth', this means investing in sustainability, recognising the importance of our natural assets and prioritising projects which allows our area to continue to grow in a way which enhances the strong environmental assets within the region. This is not just the right thing to do, it is an economically essential thing to do.

### **Managing noise and Air quality:**

Coast to Capital recognises the importance of managing the impact of noise and air quality on local communities from the current and future growth in aviation. We note that with increasing housing development in the South East more homes could be affected by these issues.

Furthermore, we understand that managing these impacts is also important for local communities and visitors using the area's natural assets e.g. the Surrey Hills Area of Outstanding Natural Beauty and South Downs National Park

We acknowledge the work that Gatwick is doing to minimise noise pollution. This consultation mentions one example of best practice that Gatwick is doing by structuring its landing charges to incentivise quieter aircraft. Other examples at Gatwick, include:

- Minimising noise pollution by working with airlines to maximise compliance on the voluntary code of Continuous Descent Approach (CDA), for which Gatwick has one of the highest compliance rates of any UK airport.
- Working with local communities to tackle noise pollution via the Noise Management Board, going beyond the requirements of the Aviation Policy Framework (APF) and providing additional support in the form of grants to local residents for noise insulation.

Furthermore, we recognise that changes in technology and fleet mix, through 'new generation' aircraft, will enable greater passenger capacity and less pollution, allowing more flights whilst keeping the amount of people affected by daytime noise broadly comparable with current levels. For example, according to Gatwick just 3% of the fleet are classified as new generation aircraft and this is expected to increase to 86% by 2032.

We also acknowledge the work that Gatwick are doing to minimise air pollution. This includes a range of measures including:

- The opening of the 'Gatwick Direct' consolidated logistics centre and Gatwick recycling centre which has reduced inward and outward lorry journeys by 50%.
- Introducing electrical charging points for electric baggage vehicles and airfield cars. It also has an airport-wide plan for expanding electrical vehicle infrastructure.

Equally, we would also like to highlight Gatwick's collaboration with Metrobus. Metrobus has been successful in its bid to the Department of Transport for the Ultra-Low Emission Bus Scheme. £4.3 million has been given by this scheme to help Metrobus to launch a fleet of 20 hydrogen buses which will be part of the 'Fastway' service that links the airport with Crawley and Redhill. This initiative will help to improve air quality in our region.

### **Support airports to develop surface access:**

We agree with Government's view that airports should be expected to make the most of their regional influence to provide innovative solutions and incentives against ambitious targets which reduce carbon emissions, congestion and improve air quality.

We also believe that it is important to ensure that airport growth is combined with sufficient investment in regional infrastructure so as to maintain the sustainability of the airport operation. This is important both in terms of specific issues, such as transport to the airport, but also the perception of the airport within the region and the important role of Gatwick as a major economic driver in our area. Both Government and the airport have a leading role to play in helping to identify a model of sustainable economic growth for our region.

Sustainable journeys to the airport should be addressed in four ways:

The first way is sustainable travel on site at Gatwick. Coast to Capital supports the specific initiatives by Gatwick to encourage and create more sustainable forms of private transport, in line with Priority 6 in Gatwick 360°, Promote better transport and mobility. Examples include, Bluecity electric car share, new cycling facilities and the forthcoming introduction of an electric/hybrid taxi fleet servicing the airport from 2020. We note that Gatwick has a range of targets to help improve the sustainability of the airport, we would encourage them to do more where possible.

The second way is rail connections both locally and nationally to and from Gatwick. Through the Local Growth Fund, we have helped Gatwick by providing £10 million in funding to help improve Gatwick Airport train station. These improvements will help with resilience and sustainability to handle the expected increase in passenger demand. This is an example of collaboration between Coast to Capital and Gatwick working in a coordinated manner for the benefit of travellers, businesses, our economy and environment.

Coast to Capital is also leading the 'Brighton Mainline Alliance' which is campaigning for significant investment into local rail infrastructure. An analysis by Network Rail confirms that the Brighton Mainline is the commuter route into London which is under the most pressure from a future capacity gap. Network Rail has confirmed it is the top priority for investment in the region and there is a strong business case for investment. The proposed investment would help to enhance capacity, connectivity and resilience, driving growth and productivity throughout the region. Some of the proposed upgrades include enhancements to the Windmill Bridge Junction and a major redevelopment of East Croydon Station.

Looking to the future of rail infrastructure on a national perspective, Coast to Capital would hope that any significant new transport projects, for example: Crossrail 2 or High Speed Network 2 considers the importance of linking with other strategic pieces of national infrastructure, such as Gatwick.

The third way is looking at the contribution of buses in helping increase sustainable journeys to and from the airport. We acknowledge the work that Gatwick is doing to help increase bus and coach capacity by 40% at the North Terminal. Equally, we recognise the collaborative work between Gatwick and Metrobus who are providing 24 hour bus services for passengers travelling to and from the airport.

The final way is considering the importance of our road network. The current upgrades to the M23 to make it a smart motorway and improvements to the A23 at Handcross Hill will help to relieve congestion in the area. More consideration is needed to understand how the region's roads are being used and how we cope with this now and in the future.

If Government's analysis is correct that by 2050 surface access journeys, to and from the airport, will have increased by 70%, then there needs to be a more coordinated approach in terms of capacity planning and the associated investment required in infrastructure to cope with the expected increase in demand.

Coast to Capital recognises the important role that we must play to support our partners to attract new forms of investment, and also to directly invest in projects, where possible, that will help increase the sustainability of our transport infrastructure to cope with the increasing demands placed upon it.

**Community engagement and sharing the benefits of growth:**

Coast to Capital supports Government's view that airports should engage with their local communities and share the benefits of growth.

In our region, we do consider that there is potential to more fully integrate the Gatwick and local economies, so that those communities closest to the airport stand to gain even more from its presence. We see this broadly relating to four key economic and social outcomes:

- Increased productivity – productivity in Crawley, nearest to the airport, is the highest of any Local Authority area in Coast to Capital, based on GVA per head. However, we consider there is potential to foster even closer links between research, innovation and local businesses, particularly SMEs and their scale-up potential.
- Local opportunity – a high proportion of employees in more skilled or highly paid jobs connected to the airport commute into the local area. We believe that Gatwick, and its supply chains, can have a more active role in creating local opportunities, involving the closer alignment of skills for rapidly evolving industry through further and higher education.
- Social mobility – greater opportunities, both through the local training and education system and the potential to upskill through employment (and without significant expense to the individual), is the key to meeting employment demands and to enabling greater social mobility in less affluent communities around the airport, for example: housing progression and career progression.
- Sustainable growth – in Gatwick 360°, we have 8 priorities for growth. These priorities will help us achieve our vision of becoming the most dynamic non-city region in England. We have priorities both to 'Deliver prosperous urban centres' (Priority 1) and to 'Invest in sustainable growth' (Priority 3). By this we mean growing stronger local economies that enable people to live, work and to succeed within a local area (thereby increasing opportunity and reducing the need for long commuter journeys) while also investing in natural capital to ensure that growth also has a positive environmental impact.

We note that Gatwick already undertakes community engagement in a variety of different ways, this includes: the Noise Management Board, the Gatwick Foundation Fund and the Gatwick Airport Community Trust. The 'Discover Gatwick' programme is important to give local communities a first-hand opportunity to see for themselves the work the airport is doing to tackle concerns over its environmental impact, such as noise and waste.

Finally, we note the work that Gatwick is doing in partnership with both Sussex, Surrey and Kent County Council's via the Gateway Gatwick group. This project is highlighting the unique assets and experiences on offer in the local area to international visitors coming to the UK. This project will help to attract and keep tourists in the region for longer, helping to provide jobs and growth for our local communities.

## Policy proposals

The questions in the section below refer to policy proposals contained in chapter 3 of the consultation document - Ensure aviation can grow sustainably. As with the rest of this consultation, you are welcome to respond to any, all or none of the questions in this section.

### **28. Are you aware of any relevant additional evidence that should be taken into account?**

X	Yes (see following evidence page)
	No (proceed to next section)

## 7. Sustainable growth evidence

29. Please give a brief summary of the additional evidence that you wish to provide.

Comments:

*This question is asking whether we have any additional information could help inform this strategy and Government policy.*

In Gatwick 360°, our Strategic Economic Plan, we have 8 priorities for growth. Priority 3 is to 'Invest in sustainable growth'. This sets out our aspirations for sustainable growth within the area that preserves and enhances our environmental assets, including investment in natural capital, prioritising renewable energy, reducing demand for water and minimising waste. We envisage that Gatwick will play a significant role to support not only the sustainable development of the airport but also the wider economy and space around it, adhering to and working with us to build on the principles set out in Gatwick 360°.

In March this year, Coast to Capital jointly published the South2East Local Energy Strategy in partnership with Enterprise M3 and South East Local Enterprise Partnerships. This in turn will inform the wider work of the Greater South East Energy Hub. Our shared vision for our region is to become a leader for sustainable energy production within the UK, powering innovative, decarbonised and clean economic growth.

We note that Gatwick has implemented a range of initiatives to become more sustainable, including; The Carbon Trust's Zero Waste to Landfill standard. We see significant scope for Gatwick to align its own plans and investments in the context of a pipeline of local energy projects that will help us to contribute to national targets for reduction in carbon emissions. There will be potential to look at the carbon emissions of the wider airport supply chains as part of this.

## 8. Chapter 4: Support regional growth and connectivity

Airports are vital hubs for local economies, providing connectivity, employment, and a hub for local transport schemes. The government wants to ensure, through the Aviation Strategy, that these benefits are maximised, by ensuring that:

- markets are functioning effectively for consumers and local communities
- airports are delivering the connectivity that regions need to maximise their potential
- the industry continues to provide high quality training and employment opportunities
- barriers to freight are reduced

The government recognises the importance of rebalancing the UK through economic growth of the regions and ensuring that the UK remains competitive after we leave the EU. Airports have a crucial role to play as hubs for growth within and beyond the region in which they are situated. The government is committed to working with the industry to develop appropriate and practical policies that support the industry's ambitions. The Aviation Strategy focuses on:

- regional connectivity
- regional transport hubs
- supporting freight
- regional employment, training and skills

**30. This section contains questions on chapter 4 of the consultation document - Support regional growth and connectivity. Which of the following topic areas are of interest to you as an individual or to the organisation on behalf of which you are answering? (choose all relevant options)**

X	Regional connectivity
	Public service obligations (PSOs)
	Start up aid
	Air passenger duty
X	Surface access to airports
X	Supporting freight
X	Regional employment and skills

**31. To what extent do these proposals provide the right approach to support the complex and varied role that airports play in their regions?**

*This question is referring to the following proposals: Regional connectivity, Public Service Obligations (a Government subsidy), Start-up Aid, Air Passenger Duty, Surface access to airports – (The movement of passengers to and from the airport), Supporting freight and Regional employment and skills.*



Coast to Capital will only comment only on selected parts of this question

Coast to Capital supports Government's view that airports are vital for local economies, providing domestic and global connectivity, employment opportunities, and a hub for local transport.

Last July we launched our new Strategic Economic Plan, Gatwick 360°, in preparation for Local Industrial Strategy negotiations with Government. Gatwick 360° is a direct acknowledgement of Gatwick Airport's place at the geographical and economic heart of our area. Gatwick fuels business, attracting employers, generating jobs and driving commerce from Croydon through Surrey to Brighton and across West Sussex and our coastal towns.

Gatwick 360° sets out a vision by 2030 for towns and cities in the Coast to Capital area to be known around the world as fantastic places to live, to grow and to succeed. We will become the most dynamic non-city region in England, centred around a highly successful Gatwick Airport.

In February 2015 we wrote to Sir Howard Davies as part of the Airports Commission Consultation, looking at which site was the best choice for new runway capacity in the South East. In our letter we said we supported Gatwick as it was by far the cheapest, quickest and least environmentally damaging option. We also reiterated this in May 2017, in the Runway Consultation, as part of Airports Commission Consultation.

Last December we responded to the Draft Master Plan Consultation by Gatwick. In the consultation we repeated our strong support for the principle of growing Gatwick by making best use of the existing runways in line with Government policy. Looking forward, Coast to Capital agrees with the Government that other airports should be allowed to make best use of their existing runways, subject to proposals being assessed in light of environmental and economic impacts.

### **The benefits of Gatwick Airport to Coast to Capital and the UK**

Gatwick is an important driver of productivity and economic growth contributing £2.7 billion annually to the Coast to Capital economy, according to our research, with nearly 24,000 people directly employed at the airport and thousands more are employed locally in the supply chain and associated sectors.

We note according to Gatwick's Draft Master Plan (2018) the economic and employment benefits that Gatwick gives to Coast to Capital and the UK. Gatwick currently contributes £1.4 billion<sup>(1)</sup> to the Gatwick Diamond area in Coast to Capital and £4.1 billion<sup>(1)</sup> to UK Gross Value Added (GVA) as a whole. If the airport continues to operate as a single runway these figures are anticipated to increase to £1.7 billion and to £5.0 billion respectively by 2028. Currently Gatwick supports roughly 71,000 jobs, which would increase by 8,000 over 10 years.

However, if the existing standby runway was allowed by Government to be routinely used, subject to environmental and economic impacts, the GVA contribution to the Gatwick Diamond increases to £1.9 billion and the UK to £5.8 billion by 2028. The number of jobs supported would increase by a further 12,000 by 2028.

We also note according to Gatwick that if it were allowed to build a second runway, direct employment at the airport would rise from 24,000 to approximately 59,700, with additional increases in non-direct employment, for example in the supply chain. Coast to Capital would expect that if Gatwick did have a second runway that there would be significant economic benefits not only to the local communities, but also the wider region and the UK.



### **Growing air freight**

According to the Gatwick Draft Master Plan that the volume of air cargo being handled at the airport has increased by 24% from the previous year to 102,000 tonnes (2017/2018). Almost two-thirds of the total are exports, giving an economic boost to the region. An analysis by Gatwick suggests that in terms of cargo volumes carried, long-haul routes at Gatwick are performing at a similar level to comparable routes at Heathrow airport.

Coast to Capital particularly supports Government's aim, which is outlined in this consultation, to promote the digitalisation of customs arrangements to improve efficiency and effectiveness of goods moving across borders. This is especially important given that the Government wants to support air freight and boost exports, particularly after we leave the European Union

We agree with Government that the continued growth of air freight should be encouraged. From this growth we would expect to see employment, skills and economic opportunities that could flow into our area and beyond.

### **Transport**

Coast to Capital agrees with Government's view that a more active and coordinated approach is needed between all stakeholders to enhance surface access for travellers going to and from Gatwick, and that airports should be recognised as multi-model transport hubs.

We understand Gatwick published a new Airport Surface Access Strategy (ASAS) last year and set out a five year plan to increase sustainable access to and from the airport. Gatwick has launched, or is planning, a range of initiatives including having all taxi's being converted to fully electric or hybrid by 2020.

We would like a more coordinated approach between Brighton & Hove Buses, Metrobus, Gatwick, Local Authorities, Manor Royal Business District and other partners. This group of organisations are working to deliver a journey planning and payment application. This is part of their Mobility-as-a-Service (MaaS) strategy. The application will launch later this year and will initially focus on rail and bus users. It is expected that an additional mode of transport will be added later this year and that further modes will be added in subsequent phases.

In Gatwick 360° we have eight priorities for growth. Priority 6 is to 'Promote better transport and mobility'. We state that we need a transport network that supports faster, more reliable, and less polluting journeys for business, leisure and freight travel. We will work closely with Gatwick Airport, Highways England, Surrey County Council, West Sussex County Council, Transport for the South East and all our other stakeholders to enhance and make our transport network more sustainable. This is essential in order to support the sustainable growth of the airport.

### **Skills**

As discussed in the Aviation 2050 Strategy, skills is another area which needs attention to help maintain the UK's competitiveness in the industry. We recently launched our employment and skills board, Skills 360°, which will act as the Skills Advisory Panel (SAP) for the Coast to Capital area. As part of its role as the SAP we will be undertaking a full research project into the skills supply and demand for the area.

The Department for Education has asked all Local Enterprise Partnerships to create SAPs, with the intention of gathering a business lead critique and analysis of the skills situation in our area. The overall outcome is an evidence based report which will feed into our Local Industrial Strategy. Coast to Capital's SAP is designed to align wholly with Gatwick 360°, given the strategic importance of the airport to our area. The board contains senior representatives of anchor businesses at the airport including Gatwick Airport Limited, Thales

and other businesses based in Crawley. The board also has representatives from Further Education and Higher Education sector providers, as well as businesses from across the whole Coast to Capital area. Skills 360° will be producing the evidence base by the end of September 2019.

For further information on Skills Advisory Panel, Skills 360°, please visit:  
<https://www.coast2capital.org.uk/skills-360-board>.

(1) Gatwick Airport Draft Master Plan (2018)

**40. Are you aware of any relevant additional evidence that should be taken into account?**

<input checked="" type="checkbox"/>	Yes (see following evidence page)
<input type="checkbox"/>	No (proceed to next section)

## 10. Chapter 5: Enhance the passenger experience

All passengers should have a positive experience of flying. The industry is responsive to the needs of consumers but improvements can be made for passengers with additional needs and when things go wrong. The government proposes to consult on a new Passenger Charter to promote good practice in the sector, create a shared understanding of the level of service that passengers should expect, and communicate roles and accountabilities clearly. The government proposes to take necessary action to improve the experience at the border and tackle problems cause disruptive passengers. It will also consider strengthening the Civil Aviation Authority's range of enforcement powers across the consumer agenda.

### The Aviation Strategy:

- sets out the proposed standards that could be included as part of a new Passenger Charter for aviation
- sets out a range of new measures for passengers with additional needs
- outlines measures to tackle the problem of disruptive passengers associated with alcohol
- describes the government's approach to improving the operating model at the border to enhance the passenger experience
- details proposals for simplifying and improving complaints and compensation procedures
- sets out government proposals for ensuring that consumers have timely access to the information they need to make informed choices

### 52. Are you aware of any relevant additional evidence that should be taken into account?

X	Yes (see following evidence page)
	No (proceed to next section)

# 11. Enhance the passenger experience evidence

53. Please give a brief summary of the additional evidence that you wish to provide.

Comments:

*The question refers to the Passenger Charter Diagram, which can be found at the back of this document.*

Coast to Capital welcomes any new measures that Government proposes to make the experience for recreational and business travellers easier, to allow journeys to be faster and more efficient. In a rapidly developing and competitive airport market, a first class passenger experience is vital to secure and retain custom.

The Department for Transport's Inclusive Transport Strategy highlights the different areas that need to be addressed to help users that have additional needs. These include: Awareness and enforcement of passenger rights, Staff training, Improving information, Improving physical infrastructure and Making future transport inclusive for all. The Aviation 2050 Strategy should reflect this more strongly in the Passenger Charter diagram, so that there is inclusive design and delivery.

## 12. Chapter 6: Ensure a safe and secure way to travel

The UK is a global leader in aviation security and safety, with one of the best and safest aviation systems in the world. The government and the CAA share knowledge and expertise with other nations, encouraging them to adhere to international standards and implement improvements with industry to make the skies safer for everyone.

In order to maintain the UK's safety record the Aviation Strategy focuses on:

- addressing concentrations of safety risks
- targeting emerging safety risks
- improving data and reporting
- addressing global variations in safety standards

In addition, through our Aviation Security Strategy, the government has committed to a major programme of work in partnership with industry to get ahead of the threat to aviation.

**54. This section contains questions on chapter 6 of the consultation document - Ensure a safe and secure way to travel. Which of the following topic areas are of interest to you as an individual or to the organisation on behalf of which you are answering? (choose all relevant options)**

	General aviation safety
X	New business models
X	New technologies
	Improving data and reporting
	Responding to global variations in safety standards
	UK driving global action on security
	Cyber threat to aviation
	Regulatory burden
	Electronic conspicuity

## 16. Chapter 8: Encourage innovation and new technology

Innovation is key to delivering the outcomes of the Aviation Strategy. The government recognises the important role that technological advances and new business models play in economic growth, especially in industries such as aviation and aerospace.

The government wants to capture the benefits of innovation for consumers, by unlocking mobility and offering new options on how people and goods can move around; and for the aerospace and aviation sectors, to maintain the UK's global leadership, help support jobs, increase productivity, and boost our trade and export capabilities.

### The Aviation Strategy:

- sets out some of the main areas of opportunity for innovation in aviation automation, electrification and digitalisation and data sharing
- identifies some of the barriers to innovation and how these can be addressed by government in its enabling role, working in partnership with the sector
- proposes measures to better align policy and investment

76. This section contains questions on chapter 8 of the consultation document - Encourage innovation and new technology. Which of the following topic areas are of interest to you as an individual or to the organisation on behalf of which you are answering? (choose all relevant options)

X	Automation
X	Electrification
X	Digitalisation and data sharing
	Agile regulation
	Public acceptance of emerging technology
	Anticipating future developments
X	Aerospace sector deal
X	Improving cross government working

**84. Are there any options or policy approaches that have not been included in this chapter that should be considered for inclusion in the Aviation Strategy?**

*This chapter refers to the following areas: Future trends (e.g. Electrification), The Aerospace sector deal and Regulation.*

Universities can make a positive contribution to the aviation sector by working more closely with airports and businesses to drive innovation. This potential partnership could help to drive growth and productivity locally and nationally through innovation led solutions.

The Coast to Capital area has a significant university presence with a strong focus on innovation, digital and technology sectors. One example of future collaboration is in 5G technology. Through the Digital Research and Innovation Value Accelerator (DRIVA) project, the University of Brighton is working with Gatwick Airport which is allowing them access to their data to develop next generation products and services.

Looking to the future, we will continue to promote the opportunities presented by Gatwick's sustainable growth to maximise the social and economic benefits for our area as we negotiate our Local Industrial Strategy with Government. In Gatwick 360°, our Strategic Economic Plan, it sets out the initial negotiating points for how we intend to do this, including, for example, the potential to bring a new university focus on business innovation in high growth areas such as the Gatwick Diamond (Priority 5, 'Pioneer innovation in core strengths') and a strategy for increasing exports and to attract international and domestic investment in the Gatwick area (Priority 8, 'Build a strong national and International Identity').

We also highlight private sector initiatives that are helping to bring innovation to the transport sector, this includes: 'The Billion Journey Project' – which is run by The Go-Ahead Group. This is a transport innovation programme giving innovative businesses access to Go-Ahead to test their ideas and bring forward innovative solutions to improve the passenger experience.

Currently we are producing our Local Industrial Strategy in partnership with Government. We are working in partnership with Metro Dynamics, who we have commissioned to undertake research on a more granular level to identify the innovation strengths in the area and gain a greater understanding of Coast to Capital's unique 'innovation ecosystem'. This will highlight specific targeted interventions which could be transformative for the Coast to Capital area.

# Chapter 3: The Partnership for Sustainable Growth

This relates to question 18 in this document

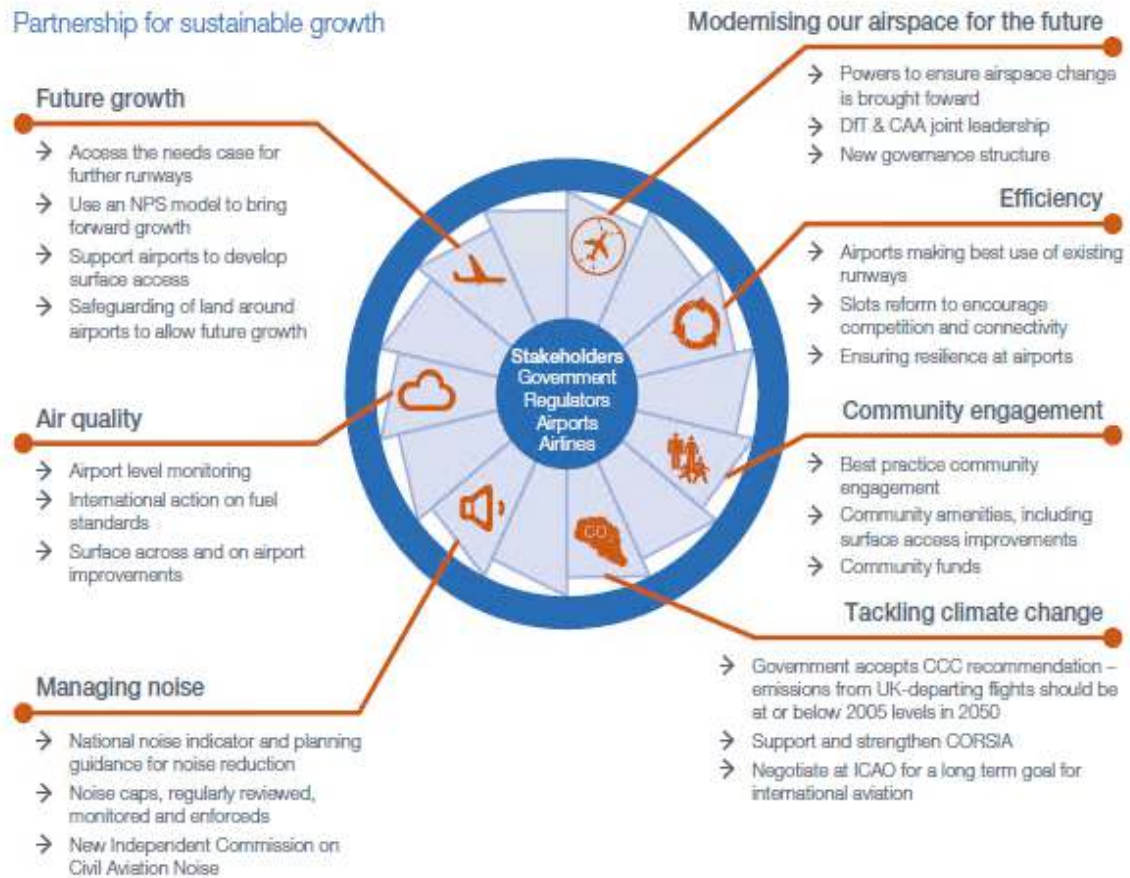


Figure 8 Partnership for sustainable growth

## Technical terms:

NPS – National Policy Statement

CAA – Civil Aviation Authority – (The UK’s aviation regulator)

ICAO – International Civil Aviation Organization – (International organisation)



# Chapter 5: Enhance the passenger experience

New Passenger Charter Diagram - This relates to question 53

