

CABINET

29-June 2005

BAA SOUTHAMPTON NOISE RE-ROUTEING TRIALS

REPORT OF DIRECTOR OF COMMUNITIES

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RECENT REFERENCES:

CAB956 13 October 2004

EXECUTIVE SUMMARY:

This report gives Cabinet an update on the outcome of the noise rerouteing trials being undertaken at Southampton Airport and builds upon previous report CAB956 in October 2004. It describes the latest information on the trials and the discussions and correspondence which have taken place with the airport and consultative committee since the original report on City Council representation regarding impact of ongoing expansion of the facility.

The issue of ensuring that there is a dialogue between those affected by the noise is an important one although it is clear that there is reluctance from BAA Southampton Airport to take part in open meetings with local residents or to extend the representation of Winchester City Council on the Consultative Committee. However, both bodies have confirmed a willingness to discuss the issues directly with Members and staff which they feel will be less confrontational. This commitment has included a recent meeting with local parish and City Councillors which was facilitated by the City Council.

RECOMMENDATIONS:

- 1      That the latest information of the noise routeings trial at Southampton Airport be noted and that the proposed way forward set out in section 7 of this report be endorsed.

CABINET29-June 2005BAA SOUTHAMPTON NOISE RE-ROUTEING TRIALSREPORT OF DIRECTOR OF COMMUNITIESDETAIL:1 Introduction

- 1.1 Following the noise rerouteing trials carried out during April to September 2004 (CAB956 refers) and further trials planned for this summer stakeholder conferences have been held by Southampton Airport in November 2004 and May 2005 to review the outcome of the trials and to plan for future actions on the basis of the conclusions. Conferences are typically attended by over 80 representatives including a number of City Council Members.
- 1.2 At the Conference held in November presentations were given by the Managing Director of Southampton Airport, David Cummings, the independent noise consultant, Dr Ian Flindell who was commissioned to evaluate the acoustic impact of the trials and a representative of the market research company, Continental Research, who are being used to carry out a survey based on 1000 telephone research calls to assess the public's reaction to any revised routeings.

2.0 Conference Summaries

- 2.1 During the November conference the Managing Director gave some details of the continuing expansion of the airport which has grown significantly in recent years, particularly since the provision of a new terminal building 10 years ago. Some of the more relevant statistics given included:
- a) A rise in passenger numbers to 1,525,365 per annum in the year ending 31 October 2004 which represents growth of 34%.
  - b) Aircraft movements continued to grow although at a slower rate and are now at 54,017 per annum which represents growth of 7.5%.
  - c) An expected continue growth rate that could see passenger numbers up to 2,500,000 by 2012 if current projections prove correct.
- 2.2 The higher percentage increase in passenger numbers than aircraft movements, reflects the larger aircraft types that are now using Southampton Airport, in addition to an increasing load factors per flight, (the percentage of passengers per flight compared to the seats available).
- 2.3 Report CAB956 described in detail the alternative routeings using during the first trial period in 2004 but in essence Phase 1 of the trial aimed to reduce the noise impact of aircraft by making departing large jet aircraft take a new steeper method of departure climb and alterations to the standard flight paths to take aircraft away from some built up areas immediately near to the airport. Phase 2 reverted back to the standard and current, arrival and departure routes and procedure and was used for comparative purposes. Further trials are planned to take place in July 2005 for a period of 6 months and the outcome of these will be reported to Members in due course but the remainder of this report will describe the outcome of the 2004 trials described above.

2.4 In order to evaluate the trial information was gathered and analysed using three separate methodologies:

- (a) Real time noise measurements
- (b) Compilation of verbal and written comments received from the local community
- (c) Telephone surveys carried out during and after the trial.

### 3.0 Noise monitoring Results

3.1 Three real time noise monitors were placed to the south of the airport and three to the north, in order to measure noise levels before and after the trial period. Two monitors were placed in the Winchester City Council area in Wardle Road and Hill Lane Colden Common. The monitors were used to take 24hourly measurements over 1036 days giving a total of 24,864 measurements over the monitoring period which were evaluated to give a conclusion as to whether the routeings trial had led to any improvement in noise levels around the airport. However, the conclusion of this study was that there was no clear benefit of Phase 1 over Phase 2.

### 4.0 Community feedback exercise

4.1 Whilst in acoustic terms the results showed no discernible difference, the results of the community feedback showed there was a significantly higher response from Twyford and Winchester as compared to that from the south of the airport. This increase was discussed in more detail in CAB 956 with the majority of responses relating to general enquiries or complaints about aircraft noise, flight tracks or the amount of increased traffic. Whilst the numbers of complaints tracked by the City Council increased significantly during Phase 2 the airport reported that there was no clear difference between Phase 1 and 2 discernable from the overall pattern of responses.

### 5.0 Telephone survey

5.1. The market research company commissioned by Southampton Airport reported back on their 1000 telephone surveys carried out during Phase 1 and 2. In general there was a high level of satisfaction amongst people living in the area and overall the presence of the Airport is appreciated by those living in the area. Two thirds of the residents said that they were not at all bothered by aircraft noise and this did not change between Phase 1 and 2.

5.2 When prompted, generally, people think that noise is a problem for other people, but doesn't really affect them. The majority did not notice any changes in the phase of the trial and there was no clear consensus on what changes had been made.

### 6.0 Latest Developments

6.1 Following the presentations at the conference a general discussion followed amongst those in the audience as to various options that could be considered. Southampton Airport plans to discuss these new ideas and suggestions within their existing Technical Working Group.

6.2 Following Member's consideration of CAB 956 and the holding of the 2004 conference, a letter was written to Eastleigh Borough Council requesting discussions to consider extending the representation of Winchester City Council on the Consultative Committee in order that the views of local residents can be more clearly heard. The reply from the Secretary of the Consultative Committee is attached as Appendix A. He feels it is unlikely that the Committee

will agree to an extension of Winchester City Council's representation but he is willing to meet to discuss the issue further.

- 6.3 In addition a letter was sent to the Managing Director of Southampton Airport requesting an annual public meeting to be held in Winchester to allow local residents to voice their concerns. His reply is attached as Appendix B. He states that he is not in favour of a public meeting with Winchester residents as such a meeting is not likely to be productive. He is however happy to meet with Members to discuss the issues further. He has also subsequently invited a representative of Environmental Health to join the Technical Officers Group and the Environmental Protection Team Leader now attends these meetings.
- 6.4 In addition to this correspondence a further meeting of the Consultative Committee was held on 10 February 2005 and Members may be interested in the log of complaints that were presented by the Managing Director at that meeting which are attached as Appendix C.
- 6.5 The airport hosted its latest annual Stakeholder and Community Conference in May 2005 when further details were given of airport expansion and noise routeing trials in addition to other ancillary issues relating to the operation of the airport. The conference was well attended by over 90 delegates from a wide cross section of organisations including the City Council.
- 6.6 As a follow up the stakeholder conference, airport management staff including the Managing Director recently agreed to attend a meeting of Winchester District Parish and City Councillors to discuss recent developments at the airport. The meeting was chaired by Councillor MacMillan who is the City Council's representative on the Consultative Committee. Members had the opportunity to question staff on a number of issues including the noise routeing trials and the increasing numbers of complaints about aircraft noise emanating from within the City Council's District.
- 6.7 The second period of noise routeing trials will commence in July 2005 for a period of 6 months. Planes leaving to the north will remain on the runway heading until at 2.5 miles from the airport where they will be redirected by air traffic control. There is a possibility that this may lead to an increase in the number of noise complaints from City Council residents as planes previously taking off would have veered east before reaching the City Council's boundary. There are no changes planned to the arrival arrangements from the North so movements over this part of the District will remain the same. Copies of the leaflet confirming these trials is attached at Appendix D and it is hoped to have colour copies available at the meeting for easier reference purposes.

## 7.0 Conclusions

- 7.1 The issue of noise from aircraft using Southampton Airport is likely to continue to cause controversy until the possibility of changes to the routeings has been resolved. However irrespective of this the increasing numbers of planes using the airport is likely to fuel more noise complaints over the next few years.
- 7.2 The issue of ensuring that there is a dialogue between those affected by the noise is an important one although it is clear that there is reluctance from BAA Southampton Airport at this stage to take part in open meetings with local residents or to extend the representation of Winchester City Council by the Consultative Committee. However both have confirmed a willingness to discuss the issues with Members and staff which they feel will be less confrontational.

- 7.3 The City Council has no powers to require the airport to meet the public so for now it seems the best way forward would be to accept the offers of the Managing Director of the airport and the Secretary of the Consultative Committee to continue to attend meetings with Members to discuss the issues in more detail as occurred recently.
- 7.4 The invitation for a City Council Environmental Health representative to attend the Technical Officers Group should also be welcomed as this will provide the opportunity to obtain up to date relevant information on aircraft routeings and flight numbers which can be fed back to Members through further update reports in due course.
- 7.5 Ultimately, however, the airport faces the challenge of communicating more effectively with City Council residents and Members now that the scale of activity has increased to a level where a view is emerging that it impacts upon the quality of life for many who live within the area. In this respect officers will also discuss with airport staff how such communication could be improved through availability of better web-based information and processes for reporting complaints.

#### OTHER CONSIDERATIONS:

8. CORPORATE STRATEGY (RELEVANCE TO):

There is no direct connection to the current corporate strategy but assessing the impact of aircraft noise is included within existing core Environmental Health functions.

9. RESOURCE IMPLICATIONS:

None

#### BACKGROUND DOCUMENTS:

None

#### APPENDICES

Appendix A – Letter from Southampton International Airport Consultative Committee

Appendix B – Letter from BAA Southampton.

Appendix C – Summary of complaints reported to Southampton International Airport Consultative Committee on 10<sup>th</sup> February 2005.

Appendix D – Proposed Noise Routeing Trial Leaflet 2005/06.