



meeting	CROSS SERVICE AND EXTERNAL AFFAIRS SELECT COMMITTEE	
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Report of the Chair of the Cross Service and External Affairs Select Committee

Robin Hood Airport Study Group – Final Report

Purpose of report

- 1** The purpose of this report is to inform the Cross Service and External Affairs Select Committee of the findings and recommendations, based on the evidence from this study, of the Committee's Robin Hood Airport Study Group.
- 2** In July 2004 the Select Committee agreed to develop an evidence-based study of Robin Hood Airport – Doncaster Sheffield. The Committee decided to focus on the impact of the airport on Nottinghamshire as a whole, and to look particularly at the following issues in relation to the airport:
 - Highway and Transportation issues relating to the airport – including access and public transport issues.
 - Regeneration, economic development, job opportunities, and training issues
 - Impact on residents living near to the airport
 - Impact on Nottingham East Midlands Airport
 - Local investment, including impact on businesses and in-bound tourism
- 3** A Study Group was set up to develop and examine the findings from this study; the Members of the study group were Councillor Roy Barsley, Councillor Sue Bennett, Councillor Martin Brandon – Bravo OBE, Councillor Kenneth Bullivant, Councillor E Llewellyn – Jones, Councillor James Napier, and Councillor Sheila Place. Officer support was provided by Lynn Senior, Head of Scrutiny, and Trish Adams, Culture and Community Department. A number of other officers from the County Council's Culture and Community,

Environment, and Education Departments, also greatly assisted the Select Committee by providing information and/or presenting information at meetings for this study. The Study Group is also grateful for the help provided by Robin Hood Airport and other external agencies mentioned in this report.

Methodology for the study

- 4 The methodology for carrying out this study was to request and commission presentations and reports to Cross Service and External Affairs Select Committee meetings from speakers who were external and internal to the County Council, and involved with work relating to Robin Hood Airport. The presentations were then followed by questions and discussion by Members; on several occasions an invitation to attend the presentations was extended to all Members of the County Council in order to help facilitate the widest possible debate on the issues raised. The smaller Study Group of Members also met separately to plan the direction of the study and to distil the main points arising from the evidence into conclusions and recommendations for the Committee's consideration. Study Group Members also carried out several visits, including to Robin Hood Airport, and to John Lennon Airport in Liverpool, and reported back the main issues to the full Select Committee in report or presentation formats.
- 5 The key messages arising from this study are shown as **conclusions** and the points recommended for further action, either for Council Cabinet or other agencies, are listed as **recommendations**

Issue 1 – General overview of the impact of Robin Hood Airport

- 6 In order to understand the potential overall impact of Robin Hood Airport Doncaster Sheffield on Nottinghamshire, the Select Committee developed a detailed scoping report which was presented at the 14th July Select Committee meeting in 2004. This scoping report outlined the full history of Robin Hood Airport ; in summary, in 1999 Peel Airports (Finningley) Limited submitted a planning application to develop Finningley Airfield, a former RAF base, – as a commercial airport, with airport related business, leisure and hotel facilities. The site is in the Metropolitan District of Doncaster but lies very close to the County boundary being 4 kms to the north-west of Misson and 7 kms to the north-east of Harworth- Bircotes.
- 7 The First Secretary of State, John Prescott, granted consent to the application on 3rd April 2003, subject to 109 conditions. A Section 106 Agreement was completed covering a wide range of matters, including highways and transport issues.
- 8 As well as commissioning this detailed scoping report, the Committee also invited David Ryall, Managing Director Designate of Robin Hood Airport, to give a presentation to the 14th July Select Committee meeting; Mr Ryall also provided Members with an information pack, including current fact sheets

about Robin Hood Airport, and information about the location, scheme, market – passengers and cargo, and economic benefits of the new airport. The first flights from Robin Hood Airport Doncaster Sheffield were due to depart in April 2005.

- 9 The presentation by David Ryall started with an overview of Peel Holdings PLC, owners of Robin Hood Airport, and stressed the key role of Regional Airports in adding value to the local and regional economy, to the aviation sector, to passengers and freight operators by offering choice, and also by contributing to Regional Transport Strategies by reducing surface travel time. Peel Airports within the Group are; Liverpool John Lennon Airport, Sheffield City Airport, Teeside International Airport, and Robin Hood Airport.
- 10 Mr Ryall then went on to outline the Robin Hood Airport scheme; it will be an international airport for the local market, with associated business park potential. There will be an anticipated 2.33 million passengers per annum by 2014, and 62,000 tonnes of freight. He further explained the importance of regional airports to the local economy, and described how the predicted growth in low cost flights for both tourism and business travel, and increased freight capacity, will provide employment and create inward investment from international companies, leading to the economic regeneration of the South Yorkshire/North Nottinghamshire area. There is a catchment area of 4 million people within 1 hour drive time of the airport, and it will provide the region with mid and long haul potential (i.e.: future links to eastern Europe countries on joining the EU) and directly to the USA. The majority of potential customers are currently using Manchester Airport, however an estimated 16% of them will currently use Nottingham East Midlands Airport. This will obviously have some effect, but David Ryall said that a recent Government report has predicted that growth at Nottingham East Midlands Airport over the next 10 years will exceed this number.
- 11 Mr Ryall also outlined issues relating to the transport infrastructure near the new airport – for example its easy access to the motorway system and proximity to the East Coast Main Line. Through partnership with local councils and other agencies, access roads to the airport are being upgraded, links to major transport routes and the rail network are being improved, and public transport has already been re-routed to serve the airport.
- 12 Mr Ryall also covered the job creation potential at the airport, employment applications received, and the role of Directions Finningley, a one stop shop training and employment facility on the airport site. A Directions Finningley road-show is currently visiting schools in the area to influence career choices. This will help to ensure a skilled local workforce is available, not only to the airport, but also new investors to the area. The potential for job creation is as follows;

Direct Airport Operational Employment – 2350 jobs

Direct Airport Related Employment – 3250 jobs

Indirect Employment – 1700 jobs

Job Creation – Total 7300 jobs

Inbound Tourism and Inward Investment

1173 person years of construction employment

- 13** Mr Ryall concluded his presentation with an overview of the tourism potential linked to the airport, including links to tourist attractions in Doncaster and Nottinghamshire, and the indicative destinations from the airport via Thomson Charter and Thomsonfly.com. Mr Ryall said he was sure that the Robin Hood name would draw interest from all over the world, and since Yorkshire and Nottinghamshire have some of the UK's top tourist attractions, we can expect an increase in visitors to the whole area. Therefore we should be ensuring accommodation will be available. Indirectly, he believed that this should create about another 1700 jobs for the local community. Thomson Summer Sun 2005 Brochure, on sale from April 29th 2004, offers the following destinations from the airport

Palma
Mahon
Alicante
Faro
Tenerife
Malta
Rhodes
Venice
Ibiza
Gerona
Malaga
Las Palmas
Naples
Corfu
Paphos

- 14** David Mather – Head of Skills, Enterprise & Business Support from Nottinghamshire County Council's Culture and Community Department – was also invited to attend the 14th July meeting to talk about the County Council's partnership with the airport ; this includes the Council's role in the provision of land, the upgrading and improvement of transport links, marketing Nottinghamshire as a Tourist destination, encouraging inward investment and providing business support and access to opportunities for local companies. The Council has opened a local base in Worksop which will provide links to employment and training to local schools and colleges.
- 15** Bassetlaw District Council has had a Marketing Development Officer for Robin Hood Airport Doncaster Sheffield since April 2004; this officer, Michelle le Calvez, is employed by Bassetlaw District Council, and the post is part funded by the Alliance Sub - Regional Strategic Partnership (North Derbyshire and North Nottinghamshire). Michelle le Calvez was also invited

to attend the Select Committee meeting and updated the Committee on work in progress on behalf of Bassetlaw District Council and its local partners in creating opportunities and support for local businesses, improving transport links, and providing education and relevant training in conjunction with North Notts. College.

- 16** During Member discussion at this Select Committee meeting, a concern was raised about whether there would be enough business to support two regional airports, particularly after the closure of Sheffield airport to commercial flights. Mr Ryall said that the current boom in the number of low cost flights will be sustained, and the Government forecasts predicting growth over the next 10 years shows that NEMA will need to expand in the future. The length of the runway at Robin Hood Airport makes it suitable for medium and long haul flights, which was not the case at Sheffield, and this provides a gateway to Eastern Europe and the USA. Increased freight capacity, plus easy access to major UK transport routes, means exports and imports can be moved more quickly and this will encourage trade links. The company is aiming at new markets in France, Germany, Scandinavia and all the countries recently admitted to the European Union.
- 17** In discussion, Members comments included the view that a good transport system was a priority, and that an overall strategy is needed for access to the airport and major roads, and public transport provision for the local population, the workforce, and visitors. A point was made that an increase in tourism in the area will also require the provision of additional accommodation. In response to a question Mr Ryall explained the "locals first" system : the core area being around Doncaster, the next ring covered by the local partnerships, and then spreading out, north as far as Sheffield and south as far as Bassetlaw, ensuring that opportunities for trade and employment benefit the local community first.

Issue 2 – What can be learnt from other Regional Airports

- 18** Following the overview of issues presented at the 14th July Select Committee meeting the Study Group decided to carry out two visits – to Liverpool John Lennon Airport, also owned by Peel Airports, and to Nottingham East Midlands Airport, to learn lessons from the experiences of these Regional Airports and to also ask for their views on the potential impact of Robin Hood Airport. The Robin Hood Airport construction site was unable to receive visitors at this stage of the study. However Study Group Members were invited to, and attended, an emergency planning meeting at the airport site on 13th October 2004. The Select Committee meeting on 22nd September 2004 also agreed that the Head of Scrutiny should arrange a visit for Members to Directions Finningley, the training facility at Robin Hood Airport, at a later date in Autumn 2004.
- 19** On 8th October 2004, a Study Group Member visited Liverpool John Lennon Airport with Scrutiny and Regeneration Officer support, reporting back issues in a report to the Select Committee meeting on 3rd November 2004. Liverpool John Lennon Airport is also owned by Peel Airports, owners of Robin Hood

Airport Doncaster Sheffield. This study visit to Liverpool was organised by Bassetlaw District Council; there was a particular interest in observing the impact the re-branding and development of Liverpool John Lennon Airport has had on South Liverpool and the Merseyside area. The study trip members met with Robin Tudor, Corporate Affairs Manager, and Neil Pakey, Managing Director of Liverpool John Lennon Airport, and with Alison Duckworth, Head of Marketing, and Mark Basnett, Director for Investment, at the Mersey Partnership, which acts as the catalyst for economic development and pushing home its (Merseyside's) advantages as a location for investment, tourism and conference activity.

- 20** The Select Committee discussed the report back from the Liverpool John Lennon Airport study visit at its meeting on 3rd November 2004, and looked at the effects the development of a regional airport can have on the local economy in terms of investment and employment. Members discussed issues which had potential linkages with Robin Hood Airport – for example the European funding generated by Liverpool John Lennon Airport, the importance of local partnerships with the public and private sector, and how tourism, public transport, and educational links all need to be considered in relation to regional airports. The Committee learnt that the very clear message coming from Peel Airports and the Mersey Partnership is how everything that has been achieved has been done in partnership and that there are effective public/private sector links in South Merseyside. The Committee also learnt how Peel is keen to see a cross regional think tank including the Regional Development Agencies – Yorkshire Forward and East Midlands Development Agency - in relation to Robin Hood Airport. A major issue for Peel is ensuring that all the regions are linked to a capital airport which then links them to a global market. The study trip was told that it was the success of the low cost airlines which has created a sea change at Liverpool John Lennon Airport, since Peel took over the airport in 1997. Peel secured easyJet as the anchor tenant of the airport in 2001; this relationship has worked well and now other airlines are following. Peel believe that the success of the airport is due to

- £80 million invested in the airport
- branding it Liverpool John Lennon
- the contract with easyJet

- 21** Member comments at the Select Committee meeting, following this feedback, included concern that there seemed to be a lack of recognition of the potential impact of the new Robin Hood Airport, and that there was a need to appreciate its impact and to gear future programmes with it in mind.
- 22** On 20th October 2004 a Study Group Member and the Head of Scrutiny attended a meeting with John Froggatt, Planning and Development Director of Nottingham East Midlands Airport, on behalf of the Select Committee to discuss the impact of Robin Hood Airport Doncaster Sheffield on NEMA. A summary of the major issues was also prepared in presentation format for Select Committee members by John Froggatt.

The Study Group Member then updated the Select Committee meeting on 3rd November 2004 on the key issues.

- 23** NEMA do not believe that the development of Robin Hood Airport will stop them growing, although their rate of growth is expected to slow as Robin Hood develops services to popular destinations that will be the same or similar to those already served by NEMA. NEMA believes this will make it more difficult for other airports serving the region to persuade airlines to develop services to new destinations. With respect to freight, NEMA is the UK market leader in respect of “pure” or dedicated air freight and expects this to continue with growing spin off benefits for industry in Nottinghamshire. The Study Group Member was surprised to discover that the runway at NEMA is longer than the runway at the Robin Hood Airport and is already capable of handling the largest planes, although a small increase in length would give the larger planes potential for a greater lift off weight. NEMA are seeking consent to extend the runway to the west, one of the benefits of which would be to increase the height of aircraft landing from the east, which NEMA believe would be beneficial for the population of Kegworth. The Study Group Member reported that he had requested that NEMA identify how the County Council might assist them with any issues.

NEMA has informed the Select Committee that the runway length issue is as follows; NEMA’s runway has a take off run available (TORA), the most commonly used measure, of 2893 metres in each direction. The proprietors of Robin Hood Airport describe it as having a TORA in one direction of 2741 metres but in the other direction they have included a TORA of 2891 metres. Aircraft usually land and take off into the wind hence the two runway lengths for one piece of concrete. Therefore NEMA does have a longer runway, but only just in one direction.

- 24** NEMA was happy to compete with the new airport but felt it was unfair that, although both were commercial airports, Robin Hood Airport Doncaster Sheffield could qualify for Regional Aid – Objective 1 funding.
- 25** The Select Committee understands that Peel Holdings has applied for objective 1 funding of £16 million.

Issue 3 - Education and Training issues relating to Robin Hood Airport

- 26** The Select Committee also decided to further examine the issues of education and training opportunities relating to Robin Hood Airport, which were raised by David Ryall, and which were also key issues arising from the Committee’s study visits. Philip Fone, Principal of North Notts. College was therefore invited to give a presentation on education and training issues relating to Robin Hood Airport to the Select Committee meeting on 3rd November 2004. Select Committee members were also invited to visit “Directions Finningley”, Robin Hood Airport’s on- site one stop training facility,

on 23rd November 2004; a report back on the issues raised at this visit was then presented to the Select Committee meeting on 15th December 2004.

- 27** David Wilson – Assistant Director of Education, Nottinghamshire County Council - introduced Philip Fone to the Select Committee meeting on 3rd November 2004. David Wilson also provided background information on the collaboration between Robin Hood Airport, the Local Education Authority and local colleges. He reported that in the Bassetlaw area the numbers of pupils staying on for post 16 education were a concern, the results were below average, particularly the ICT skills base, and the expectation of pupils could be low. Work in partnership is aiming to provide both academic and vocational courses to enable students to take full advantage of the growth in local industry.
- 28** Philip Fone then explained how the new regional airport can provide development opportunities to expand the local economy, and the benefits that will be available, for example to the residents of Bassetlaw. Peel Holdings, the airport developers, will provide employment not only in aircraft handling and maintenance, but also retail, customer service, logistics and freight. Phillip Fone explained that “Directions Finningley” is a partnership which includes local Learning and Skills Councils, Chambers of Commerce, Peel Holdings and local colleges, set up to ensure that education and training for the new jobs gets a high priority. A new curriculum will be delivered to schools across the South Yorkshire and Bassetlaw area. North Notts College has appointed a Project Manager, Karen Hodgson, with airport operation and carrier experience, plus a team of trainers to provide good basic ICT and numeracy and literacy skills. A partnership with Lufthansa, who are currently establishing a technical training centre at Finningley, will provide local youngsters with exchange opportunities to centres in Frankfurt and Geneva, which should create a high level of engineering excellence. North Notts College is currently seeking funding for a third “Centre Of Vocational Excellence” project, in partnership with South Yorkshire’s Craven College which is currently supporting the Leeds/Bradford Airport development, to provide training for a wide range of employment at the airport. The construction of the airport has already required the expansion of the provision of the education and training of construction workers.
- 29** David Wilson reported that the Airport’s Management were looking to develop links with five local colleges, to ensure that the curriculum will include good ICT skills, the geography and history of the area, and European Language courses to encourage exchanges and contact with European schools. These schools and colleges will be looking for specialist status and sponsorship. There will be increased opportunities for work experience, including shadowing and mentoring, to develop skills required.
- 30** In discussion, Members comments included concern that all colleges and schools in the north of Nottinghamshire should have access to the educational opportunities provided by the revised curriculum. David Wilson accepted that there were other schools which could be involved and

agreed to widen the discussions. He reported that some schools have already made contact themselves regarding this issue.

- 31** Members comments following these presentations were that some access roads in the north of the county have still not been upgraded and there was concern that the area should be capable of handling the increased traffic, and comments that developments around the airport needed access to national road and rail links, if Nottinghamshire were not to lose out. Nottinghamshire County Council's Cabinet Member for Regeneration had also been invited to attend this meeting and presentation and explained the need to impress on the Government and other agencies the importance of investment in strategic road and rail links, and that an integrated transport strategy was essential for both logistics and freight. He used Schipol Airport in Holland as an example of a regional airport that had generated a high level of local employment. Similarly, the proximity of Rolls Royce at Hucknall gives the potential for an aviation cluster of aerospace industries, with the logistic and transport corridor north>south and east>west. Through partnership working, Nottinghamshire County Council needs to exploit opportunities for employment and encourage investment and funding to the area.
- 32** At their 15th December meeting the Select Committee also discussed feedback from the visit by two Study Group Members to Directions Finningley on 23rd November 2004.
- 33** The purpose of this study visit was to gather information about employment and training opportunities related to the airport, following up the issues in Phillip Fone's presentation to the Committee, and focusing on the work being carried out by Directions Finningley. Study visit members met with Shelley Fell-Bowers, Senior Project Manager, and also received a guided tour of Meteor House, Directions Finningley's base on the Robin Hood Airport site.
- 34** Directions Finningley provides recruitment services, a job shop, careers advice and guidance, training and business support and development services. A unique feature of Directions Finningley is the package of services available. Directions Finningley is not a legal entity in its own right, but is made up of a number of partner organisations; the partners of Directions Finningley include Peel Airports – owners of Robin Hood Airport, South Yorkshire Learning and Skills Council, Jobcentre Plus, Doncaster College, North Nottinghamshire College, Lufthansa Technical Training, Lifetime Careers, Doncaster Chamber of Commerce, Objective 1, and Yorkshire Forward, which is a regional development agency. There are currently no local authority partners.
- 35** Directions Finningley has developed a database of approximately 11,000 people who are interested in working at the airport. Peel Airports themselves will have approximately 300 direct jobs but there could be between 6,000 -7,000 jobs available in total, taking into account the future development of the business park. Some of the issues highlighted in the report on the visit were :

- The need for links with the East Midlands Development Agency around education, recruitment and training; Directions Finningley has highlighted that they are keen to develop links with East Midlands Development Agency.
- The potential for Nottinghamshire County Council to work with Directions Finningley to apply for funding to support Nottinghamshire residents on apprenticeship / other schemes. Following the study visit a meeting between Nottinghamshire County Council's Bridge to Work and External Funding Teams and Directions Finningley was arranged in early 2005 to discuss working together to support recruitment and skill development at the airport.
- The need to handle people's expectations and to get across the reality of airport work
- The lack of skills identified in some young people seeking employment both in terms of practical skills, presentation and interview technique
- The very real problem of how employees get to the airport. For most North Nottinghamshire residents using public transport the journey would require using more than one bus, or a bus and train ride. This issue would also be explored at the meeting between Bridge to Work and the External Funding Team and Directions Finningley.
- 25% of apprentices had been recruited from North Notts, and potentially at least 25% of all the jobs could come to the county.

36 Member feedback from this visit highlighted that everyone had been impressed with the corporate image of Directions Finningley, and the clear evidence presented that all the agencies were working well together. The aviation apprenticeship scheme was interesting and the fact that 25% of candidates had been accepted from Nottinghamshire was encouraging. There had been reports of potential problems with transport arrangements for employees, particularly for people travelling to the Airport from North Nottinghamshire, and managing the expectations of some of the applicants for jobs at the airport was noted, plus a lack of practical skills and interview techniques. It was also highlighted that East Midlands Development Agency is not currently involved in the projects at Directions Finningley.

Issue 4 – Highways and Transportation, Inward Investment and Tourism Issues

37 The Committee wished to draw together, and examine in greater detail, the issues around highways and transportation, inward investment and tourism, which had been raised throughout this study. An initial presentation had been provided for the Committee's Study Group in September 2004 by Trish Adams, Development Officer, and Judith Scholar Winfield, Project Manager,

Culture and Community Department, Nottinghamshire County Council and therefore a report and presentation covering these issues was requested at the Select Committee's meeting on 26th January 2005.

- 38** Trish Adams, Development Officer - Regeneration, from Nottinghamshire County Council's Culture and Community Department, and Kate Robinson, Acting Team Manager, Public Transport Strategy Team, Environment Department gave a presentation to the Select Committee on the current issues around highways and transportation, inward investment, and tourism, in relation to Robin Hood Airport Doncaster Sheffield and its impact on Nottinghamshire.
- 39** In terms of highways and transportation issues, it was pointed out that the impact on the road network in Nottinghamshire was considered minimal, and that the capacity in the current road network was considered to be adequate for the additional predicted vehicle movements generated by the airport. It was explained that the Blyth Roundabout would become a grade-separated junction operating like a motorway junction and that the improvement had already been planned as part of the Highways Agency's upgrade to the A1. The addition of Peel's Section 106 funding had allowed for the work to be brought forward. A distribution storage freight park would also be located on the Blyth roundabout to ensure that increased HGV traffic carrying freight will impact only on the main roads leading to the airport.
- 40** In relation to the rail network, the Select Committee heard that Peel Airports is promoting plans for a dedicated railway station on the Doncaster - Lincoln line. To support the case for a dedicated airport station, Nottinghamshire County Council officers have requested that the Inter City East Coast rail franchise agreement includes an extension to a Doncaster via Gainsborough service, to allow the possibility of train services to the proposed airport station. Ms Robinson said that whilst the County Council supported this in principle, the service levels were currently poor on the Doncaster to Lincoln line and that there would be little prospect for this to improve in the short to medium term. It was explained that the County Council had contributed £10,000 towards a study commissioned by Bassetlaw District Council for consultants Steer Davies Gleave to examine the feasibility of serving the airport through the establishment of new bus services and the diversion of existing services. The recommendations will include specific and informed proposals and a range of funding alternatives and was due to be reported on in March 2005. In terms of the funding, Ms Robinson said that Section 106 funding had been made available for public transport by the developer as part of the planning approval, and that the determining authority, Doncaster Metropolitan Borough Council had allocated it exclusively to services within their area and none to provide transport links to Nottinghamshire.
- 41** The Select Committee was also informed about the Alliance SSP- Sub Regional Strategic Partnership - Investment Project which was a partnership involving Nottinghamshire County Council, the North

Nottinghamshire and North Derbyshire SSP and the District Councils who were working to attract inward investment into the county and wider SSP area. The partnership will be working with the new airport and the business park development at Finningley, and work will include building the airport into future sales pitches and marketing business/industrial development sites as having access to Robin Hood Airport. It was also pointed out that the Business Park at Robin Hood Airport could be an issue for Nottinghamshire, with the County losing businesses to South Yorkshire. Trish Adams pointed out that a major issue relating to inward investment was the lack of land available for business development and a growing concern that the supply and demand for land were not lining up. It was felt that it would be useful to work with Bassetlaw District Council to identify land with a potential for development and that lessons learnt from MARR (Mansfield Ashfield Regeneration Route) could help to shape work to identify sites to benefit from Robin Hood Airport.

- 42** In terms of work on tourism, Ms Adams said that this was being led by the newly launched destination management partnership “Experience Nottinghamshire” and that the County Council had a service level agreement with them to market Nottinghamshire to visitors. The provision of an information point at the airport was being considered.
- 43** The Select Committee heard that accommodation was an issue as there was little available in the North of the County. It was recognised that a lot of work will need to be done in relation to this, in terms of identifying suitable land. The County Council was working in partnership with the Learning and Skills Council to deliver an action plan for workforce development in the tourism, culture, leisure and hospitality sectors throughout Nottinghamshire to try and overcome a skills gap identified within the travel to work area of the airport.
- 44** The Select Committee heard further evidence of how, since Peel Holdings took over Liverpool John Lennon Airport in 1997, the airport has contributed greatly to the regeneration of South Liverpool, and the potential linked to Robin Hood Airport. It was also explained that work was being undertaken to try and brand Sherwood Forest to raise its profile in the wider world for inbound tourism. Peel Airports had commissioned research into using Robin Hood as a brand name but found that this was not viable because no one owned it. Trish Adams also added that the key to examining marketing will be the collection of data on numbers using the airport.
- 45** In discussion a Member felt that in relation to the potential of long haul flights at Robin Hood Airport it would be both useful and interesting to learn why Nottingham East Midlands Airport was not doing this. In response to a question from a Member regarding the potential of the Robin Hood Line being a useful rail connection, it was explained that whilst it would be helpful, in the short term priority was being given to improving travel by bus, which is more feasible given current funding regimes. Regarding tourism, a Member commented that Easyjet was promoting Cresswell Craggs in its in-flight brochure. The Select Committee was concerned to learn that there were still

a number of strategic issues outstanding given that the airport would be opening soon. It was also felt that the County Council was being reactionary in a lot of matters.

- 46** A Member questioned how often the impact on roads would be monitored and referred to a recent meeting of the East Midlands Officer Transport Group and said that its web based car share scheme had not taken off well. The Member also expressed concern at the lack of quality hotels in the North of Nottinghamshire. It was acknowledged that a lot of work needed to be done. A Member felt that it would be useful to collate statistics on people going out of the airport, and expressed concern regarding the likely impact that one broken down freight vehicle would have on the traffic going through Worksop and Retford.
- 47** Following this Select Committee meeting Members requested further written evidence on the potential impact of Robin Hood Airport on traffic, as this is considered a major issue for this study. The following information was supplied by Nottinghamshire County Council's Environment Department in January 2005. This information provides the background to the key issues explains how the officer views have been arrived at and clarifies the intentions for the A614 Ollerton roundabout.
- 48** The traffic assessment was undertaken by traffic consultants (TPK) acting on behalf of the airport developer. County Council officers undertook to establish from the applicant the likely impacts on the roads within Nottinghamshire and particularly to judge whether these impacts would have an adverse impact and if so whether any improvements were necessary.
- 49** This assessment work was undertaken in 1999 and very early in 2000. At that time the A614 was a Trunk Road and as such the responsibility of the Highways Agency. Nevertheless the officers were minded to the fact that the A614 was being considered for de-trunking and as likely successor authority the impacts here needed to be established.
- 50** In assessing the likely traffic impacts the likely routing of traffic needs to be considered. The proposed airport is close to existing rail routes and to motorways and trunk roads. It is clear that traffic to and from the south of the airport will pass through Nottinghamshire. It was agreed that traffic will be signposted from the south via either the
- 1) A1 (T) corridor south of Blyth to the new airport via the A614 to Bawtry and thence via the A638 (T) to the proposed western access to the airport. This route would not only serve the long distance traffic movements from the South / East but would also serve the eastern part of Nottinghamshire and the majority of Lincolnshire.
- 2) the M1 corridor and then via the M18 to the new airport. This route will not only serve the South and Southwest but is also likely to serve and attract any

traffic originating in the western part of Nottingham and the majority of Derbyshire.

- 51** These two routes are likely to carry the vast majority of traffic arriving / departing to the south. A detailed assessment of local traffic movements principally within Bassetlaw was also requested and supplied by the traffic consultant.
- 52** The single biggest impact on the county road network in Nottinghamshire is therefore expected to be on the A614 between the A1 (T) and the A638 Bawtry. In 2014 when the airport and airport related employment is in full operation an additional 9% traffic is predicted (ie: an average daily traffic increase of 628 vehicles two way). Elsewhere the impacts are likely to be far less and well below the general guideline figure of 10% which is taken to represent a material worsening.
- 53** As a consequence much of the additional assessment work involved establishing whether there were any requirements to upgrade the A614 between the A1 and Bawtry. It was subsequently concluded that the A614/A1 roundabout would need to be upgraded and this is to be undertaken by the Highways Agency (in 2006/07) with a contribution from the airport developer. The adjoining A614/C65 Blyth Rd is also to be improved in conjunction with these works. Other off- site highway works on the County Road network were not considered necessary or justified on the traffic patterns predicted.
- 54** The A614 / A616 Ollerton Roundabout does give rise to localised traffic congestion and concerns and an improvement scheme is being considered for inclusion in the second Local Transport Plan for North Nottinghamshire (2006-2011). There are no detrunking monies set aside for this improvement. However developer contributions have been taken from the Sherwood Energy Village and are due from the Bilsthorpe Colliery redevelopment towards an improvement of the Ollerton Roundabout. Scheme options are currently being prepared by the County Council for further consideration.

Conclusions

- 55** Generally Members comments are that it is vital for the County Council to be proactive in developing links with and examining issues in relation to Robin Hood airport; for example in promoting local jobs and training, encouraging local applicants and monitoring applications from Nottinghamshire , in developing airport related links with schools and college establishments, in monitoring the effects of the airport on highways , and developing opportunities for local tourism. Members note that Robin Hood Airport's Surface Access Strategy covers all transport movements generated by the airport. Government policy indicates that the airport must have one, and the Planning Consent requires it to be

monitored by the Air Transport Forum, to which Nottinghamshire County Council has input.

- 56** Specifically regarding transport links to the airport Members still have concerns about the potential congestion on the road network and would like to see further monitoring of the effects of increased traffic flow on the road network including the effects on Roundabouts, and further investigation into the road infrastructure and possible need for upgrading of parts of the road network. The Committee notes that the Blyth Roundabout is one of six on the A1 between Peterborough and Blyth which the Highways Agency plans to upgrade. The others in Nottinghamshire are Apleyhead and Markham Moor. The Highways Agency estimates the total cost for improvements to the six junctions is £45.4 million. A date for the commencement of the work is still to be announced. The Committee would wish to see Nottinghamshire County Council carry out its own monitoring of the effects on the road network taking into account the way in which people are likely to use their vehicles, and what the impact could be on the A614. Members are also interested in what the impact could be on the A1 but note that as the A1 is a trunk road this is wholly outside the County Council's control and falls within the jurisdiction of the Highways Agency. Members note that County Council already routinely monitors traffic volume on roads within the County and that there are traffic counters already located on the A631 (Everton) and A638 (Ranskill) and that a permanent counter is being considered for the A614 between Blyth and Bawtry. These counters should intercept the traffic from the airport passing through North Notts, and from this the growth in traffic, including that which arises from the airport, can be established. The airport will take many years to mature and the traffic trends will therefore need to be constantly reviewed.
- 57** Members would like to encourage rail travel to Robin Hood Airport from Nottinghamshire, which would alleviate the effects of passenger transport on roads. Issues which Members would like to pursue include the possible development of freight lines, for example from Ollerton, Retford, and Worksop. With regard to the west side Members would like to encourage the extension of the Robin Hood Line up to Finningley /Robin Hood Airport. It is believed that the basic infrastructure for this may be available by utilising the former Mineral Lines. The Committee supports the idea of a dedicated railway station on the Doncaster - Lincoln line, which would benefit the east of Nottinghamshire, but would also wish to support the Robin Hood extension on the west side of the county. The Committee also believe that such a rail link would encourage tourists to visit Nottinghamshire.
- 58** Members also note the issues raised during this study regarding difficulties in travelling by bus from Nottinghamshire to Robin Hood Airport and support the studies being carried out into the potential availability of bus transport. The Committee is concerned that there is a lack of interest from commercial bus operators for such a service and is interested in examining potential sources of funding for bus travel /

shuttle buses, as well as examining the potential for other schemes which could encourage employees from Nottinghamshire to travel to the airport, such as moped hire schemes. Members note that assessing the extent of these problems and how to address them given available resources is the subject of the Transport Feasibility Study.

- 59** The Committee is keen to encourage all types of job opportunities for Nottinghamshire residents relating to the Airport, including encouraging partnerships with all local schools and colleges, and all local universities, to promote higher skill and vocational jobs related to the aviation sector. Sources of funding to explore jobs and training opportunities need to be actively explored. The Committee is also interested in examining issues relating to childcare for workers at Robin Hood Airport; while there is a childcare facility on site the Committee was told it will soon be at full capacity and it is not open for 24 hours. The Committee has noted the excellent proactive work being carried out by North Notts College around education and training issues. The Committee would also wish all local schools to be involved in initiatives relating to the airport. The Committee is pleased to note the initiatives that are currently happening and would like to encourage more.
- 60** The potential for the promotion of tourism and visits to major tourist attractions in Nottinghamshire has been a major issue which has emerged from this study; again we need to be proactive in promoting the attractions which are available, and in considering how we promote them. We need to work with Experience Nottinghamshire on this issue, learning from the experience of Liverpool John Lennon Airport. Accommodation issues and again adequate rail/ parking links need to be considered in relation to this, including investigating potential sites where accommodation could be located. The Committee would wish Experience Nottinghamshire to be pro-actively involved in issues regarding tourism and the impact of Robin Hood Airport, for example regarding promotion of tourist attractions, and through consideration of potential sites for high quality hotels in the North of the County. The Committee would wish to encourage the establishment of a benchmark position on tourism by Experience Nottinghamshire , and would wish to encourage Robin Hood Airport to keep, and make available, statistics regarding in-bound travellers to assist with the work of promoting tourism in Nottinghamshire; for example, the age group of visitors, and where they intend to stay.
- 61** The Committee has noted Robin Hood Airport wish to work in partnership and would like to actively encourage partnership working by Notts. County Council and also by the East Midlands Development Agency with the Airport. The Committee would specifically wish East Midlands

Development Agency to be involved in examining financial support for activities linked to the new airport.

- 62** The Committee notes the links made during this study with Nottingham East Midlands Airport and would like these links to be maintained, including encouraging the sharing of issues. Both regional airports are important to Nottinghamshire.
- 63** The Committee also notes the issues raised during this study regarding the use of Section 106 monies allocated by Doncaster MBC, and would wish to see a statutory duty for all Local Authorities to consult with and have regard to the views of neighbouring authorities on key issues of joint concern.

Recommendations

The Select Committee is asked to make the following recommendations to Cabinet;

- 1** Members recommend that Nottinghamshire County Council proactively develop links with, and examine issues in relation to, all aspects of Robin Hood Airport and its potential impact on Nottinghamshire; this also includes considering the issues in long term planning, and encouraging the involvement of the East Midlands Development Agency in all issues relating to the Airport
- 2** Members recommend that Nottinghamshire County Council carries out its own monitoring study of the effects on the road network taking into account the way in which people are likely to use their vehicles , and what the impact could be, for example on the A614 . The Select Committee recommends to Cabinet that a similar request is made to the Highways Agency in respect of monitoring the impact on the A1.
- 3** Members recommend that the County Council encourage the development of freight lines for passenger travel to Robin Hood Airport for example from Ollerton, Retford, and Worksop. Members also recommend that the County Council encourage a possible extension of the Robin Hood Line up to Finningley / Robin Hood Airport.
- 4** Members support the studies being carried out into the potential availability of bus transport and recommend that all potential sources of funding for bus travel / shuttle buses are examined. Members also recommend that the potential for other schemes such as moped hire schemes are examined by the County Council. Members note that the consultants working on the Transport Feasibility Study are currently

drafting their final recommendations and that these will be reported to Members once the study is finalised.

- 5 Members recommend that the County Council encourage all schemes and initiatives which promote employment, including higher skill and vocational jobs related to the aviation sector. This includes examining and actively exploring sources of funding for jobs and training, and child care facilities.**
- 6 Members recommend that Nottinghamshire County Council and Experience Nottinghamshire are pro-actively involved in issues regarding tourism and the impact of Robin Hood Airport. Members also recommend that a benchmark position on tourism is established by Experience Nottinghamshire, and that Robin Hood Airport is encouraged to keep, and make available, statistics regarding in-bound travellers to assist with the work of promoting tourism in Nottinghamshire.**
- 7 Members recommend that the links made during this study with Nottingham East Midlands Airport are maintained, and that the sharing of issues is encouraged. Both regional airports are important to Nottinghamshire.**
- 8 Members note the issues raised during this study regarding the use of Section 106 monies allocated by Doncaster MBC. Members note there are some occasions when it is legally required for local authorities to consult with neighbouring councils and other public bodies, on certain planning matters for example. Members further note that there are occasions when it would significantly contribute to good decision-making to consult with relevant neighbouring councils and other public bodies even though there is no legal duty to do so. It is therefore recommended that the County Council's Consultation Strategy should include a clear commitment that in any decision-making process, the decision maker should undertake, where relevant, consultation with neighbouring councils and other public bodies as part of best practice to ensure that informed high quality decisions are taken. The Cabinet would need to lobby the Local Government Association and Government if it wanted to campaign for additional statutory consultation legislation. Committee Members recommend that Cabinet carries out such lobbying for this necessary additional statutory consultation legislation.**

Background papers available for inspection

All Agenda papers and Minutes of the Cross Service and External Affairs Select Committee:

2nd June 2004
14th July 2004
22nd September 2004
3rd November 2004
15th December 2004
26th January 2005
9th March 2005

Electoral Division(s) affected

All

Councillor E Llewellyn – Jones
Chair of the Cross Service and External Affairs Select Committee

Director of Resources Financial Comments (NS 23/3/05)

There are no specific financial implications arising from this report.

Legal Comments (PDH 24/3/05)

It is within the remit of Select Committees to consider matters affecting the County of Nottinghamshire or its inhabitants such as the issues set out in this report arising from the Robin Hood Airport. It is also within the role of Select Committees to make recommendations to Cabinet arising from the outcome of the scrutiny process. Any decisions or responses arising from scrutiny exercises are ultimately a matter for Cabinet.