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LIVERPOOL JOHN LENNON AIRPORT CONSULTATIVE COMMITTEE

Friday, 18 February 2022

PRESENT:

Bob Swann, Chairman

Councillor Caroline Ashton, Frodsham Council

Councillor Andy Bowden, St Helen's Council

Councillor Tom Cardwell, Liverpool Council

Norman Elias, Passenger Rep and Vice Chair

Councillor Chris Ellams, Helsby Council

Councillor Liz Grey, Wirral Council

Councillor Michael Green, Lancashire Council

Keith Levin, LAGAUA

Jordi Morell, Independent Passenger Rep

Alex Naughton, Combined Authority

Councillor Steve Parish, Warrington Council

Steve Pearse, Friends of Liverpool Airport

Tony Rice, Disabled Persons representative

Councillor Lynn Riley, Cheshire West and Chester Council

Councillor Michael Roche, Sefton Council

Councillor Malcolm Spargo, Hale Council

Conor Williams, Liverpool Chamber of Commerce

Councillor Bill Woolfall, Halton Council

Liverpool Airport

Andrew Dutton, Head of Environment

Christina Smith, Head of Customer Services

Robin Tudor, Public Relations Manager

Secretariat

Mike Jones, Secretary

1 **APOLOGIES**

Apologies for absence were received from:

Michelle Cameron, Liverpool Chamber of Commerce although Conor Williams will attend on her behalf.

Councillor Helen Collinson, Wirral Council

Therese Irving and Julie Kay, Wirral Older People's Parliament

Councillor Doreen Knight, Speke Garston, Liverpool Council

Simon Osborne, National Trust

2 **DECLARATION OF INTERESTS**

There were no declarations of personal interests.

3 **APPOINTMENT OF CHAIR**

Nominations were invited to be Chair of the Consultative Committee until the AGM meeting in February 2023.

Norman Elias nominated Bob Swann.
Councillor Lynn Riley seconded the nomination.

There were no other nominations.

**Resolved -
That Bob Swann be appointed Chairman of the Consultative Committee until the AGM meeting in February 2023.**

Bob Swann took the Chairman's position.

4 **APPOINTMENT OF VICE-CHAIR**

Nominations were invited to be Vice-Chair of the Consultative Committee until the AGM meeting in February 2023.

Bob Swann nominated Norman Elias.
Steve Pearse seconded the nomination.

There were no other nominations.

**Resolved -
That Norman Elias be appointed Vice-Chair of the Consultative Committee until the AGM meeting in February 2023.**

5 **CHAIRMAN'S ANNOUNCEMENTS**

There were no Chairman's announcements.

6 **MINUTES**

Resolved: That

- (1) The minutes of the Liverpool Airport Consultative Committee meeting held on 26 November 2021 be agreed as a correct record; and**
- (2) The minutes of the Noise Monitoring Sub-Committee meeting held on 21 January 2022 be received and noted.**

7 **MEMBERSHIP**

The Secretary informed the Committee that:

- Liverpool City Council, who had not made any appointments to outside bodies since the pandemic began, had made appointments to both this Committee and to the Noise Monitoring Sub-Committee.
- Alan Ascott from the ARCH Under the Bridge organisation in Garston had asked to be removed from membership as he could not attend in person or via Teams.
- The Wirral Older People's Parliament had never attended meetings in their many years of membership despite being offered help and online meetings, and in spite of the rule in the Constitution that organisations would be contacted about their non-attendance, which they were several years ago.

Resolved: That

- (1) The change in membership be noted;**
- (2) ARCH under the bridge and the Wirral Older People's Parliament be removed from the membership of the meetings.**

8 APPOINTMENT OF SUB-COMMITTEES

The Committee considered the reappointment of the Noise Monitoring Sub-Committee and General Purposes Sub-Committee.

Resolved –

That in accordance with paragraph 8.5 of the Constitution the Noise Monitoring Sub-Committee and General Purposes Sub-Committee be reappointed for 2022/2023 with the Terms of Reference and membership categories as detailed in the Constitution.

9 PUBLIC QUESTION TIME

One question had been submitted for answer by the deadline:

Question from Stephanie Thompson

According to Liverpool Council's 2020 Air Quality Report (pre-pandemic), five of those monitors are at or near Speke-Garston - along the A561 and into the airport. The report detailed annual average air pollution levels seriously in excess of World Health Organisation standards:

| | |
|---|---------------------|
| Liverpool John Lennon Airport car park, Speke | 180% over the limit |
| Junction of Western Avenue and Hale Road, Speke | 150% over the limit |
| Near All Saints Church and Speke Church Road, Speke | 100% over the limit |
| Junction of A561 (Speke Road) and Vineyard Street, Garston | 400% over the limit |
| Junction of A561 (Aigburth Road) and Riversdale Road, Cressington | 310% over the limit |

A study published in December 2021 by Science Direct identified that when air pollution peaked in communities near Zurich Airport, in the week following

there were peaks in deaths from strokes and heart failure. A similar pattern to the evidence in the 9-year-old Ella Kissi-Debrah inquest.

The expansion of the airport could create a lot more traffic with an increase in deaths from air pollution in the communities nearby, as well as in those communities that are down-wind. Pollution will not be offset by electric vehicles for a long time. Forecasts suggest that electric vehicles will only account for around 30% of vehicles in 2030.

Question: Should there not be an independent professional assessment of the impacts of additional air pollution on community health in Speke-Garston?

Answer

The Airport revisited the original 2007 Airport Master Plan and published last revision in 2017 which is still valid as a vision of potential future development. In the immediate short to medium term there are no plans to expand the airport's physical infrastructure, the focus is on seeking to recover from the impact of the pandemic. Nothing has changed in a planning perspective. If the Airport was to seek to expand the infrastructure through the formal planning process an essential part of this would be an Environmental Impact Assessment which includes an air quality and health impact assessments, so it would happen.

The World Health Organisation (WHO) published its guidance in autumn 2021 and this is being considered by the UK Government. There are two current UK nitrogen dioxide (NO₂) Air Quality Standards, an hourly (200 µg/m³) and an annual (40 µg/m³) standard. The airport have monitored NO₂ in partnership with LCC for nearly 20 years, the chart attached shows the monitoring results from the 10 monitoring locations for the period 2015 to 2020, the results are all comfortably under the standard and declining.

Incidentally, please note that Zurich is a 30 million passengers airport and Liverpool Airport is currently a 1 million passenger so a comparison is difficult. The ten-monitoring locations are around the perimeter of the site not in the car park.

The Chair commented that there were no times or dates on the data so it was difficult to identify the period to which it related, and through 2020 the Airport had not been operating for a large proportion of the time so there was a reduction in air traffic overflying Liverpool and vehicles in the wider community. He wished to see an additional report in the future on this. He also commented that the local Transport Plan showed that the main road was at maximum capacity so most pollution would be from car transport. He wanted to revisit the issue in the work plan.

10 **QUARTERLY BUSINESS REPORT**

Robin Tudor shared information from the Quarterly Business Report. Key points included:

- 13% reduction in passenger numbers compared to 2020 and 77% on 2019.
- Restrictions had been slowly lifting but the Omicron variant of the Covid-19 virus had hit confidence. Nearly all restrictions had been lifted since and there were signs of recovery such as a busy car park and new routes announced including Brussels, the 17th European capital with a route direct to Liverpool.
- Lufthansa had announced a new route to Frankfurt with onward global connections.
- easyJet's recovery included 22,500 extra seats on Liverpool flights, the highest share of this recent growth in the UK.
- General and business aviation were down a 1/3 on pre-pandemic.
- Recruitment Day had demonstrated the role of the airport in the local economy and helped services fill over 200 vacancies. Over 750 people turned up to apply.
- Liverpool was the best performing airport in England for on-time performance with over 90% in 2021.
- Air Transport Forum had met, with Steve Pearse as the representative of the Consultative Committee attending.

Resolved:

That the report be noted.

11 **CUSTOMER SERVICES UPDATE**

Christina Smith talked through the analysis of contacts with Customer Services which had been classed into one of four categories (amendments, complaints, compliments and general questions). Contacts were around 0.3% of passengers and top reason of contact remained as travel restriction enquiries then car parking. Compliments were mainly for the assistance team. Accessibility Forums had restarted.

Resolved:

That the report be noted.

12 **AIRSPACE CHANGE PROCESS**

Andrew Dutton provided an update on the Liverpool Airport (LJLA) Airspace Change Proposal (ACP) - there had been little change since the last meeting.

The aim of the ACP was to modernise airspace to remove reliance on ground-based navigation to satellite-based technology. The seven-stage process, CAP 1616, started in Feb 2018 for LJLA and had been paused at stage 4 once the report on the public consultation (Jan-Apr 20) was submitted to the Civil Aviation Authority.

Since LJLA paused its ACP, a new institution has been developed called Airspace Change Organising Group (ACOG) with the obligation of co-ordinating the national airspace change program. LJLA was working with ACOG to find the best way for the LJLA ACP to be integrated into the national Airspace Change Master Plan.

13 **UKACCS ANNUAL CONFERENCE**

The Secretary presented notes from the annual meeting of the national conference of Airport Consultative Committees (UKACCS).

Resolved:

That the notes of the UKACCS annual conference 2021 be received.

14 **ANNUAL WORK PROGRAMME**

The Chair presented the annual work programme, which included a large number of potential items which would be selected for meetings for relevance and availability.

Resolved:

That the work programme for 2022/23 be noted.

15 **CONSTITUTION**

The Secretary presented the Committee's Constitution which included several minor amendments since the last revision in 2018.

Resolved:

That the 2022 edition of the Constitution be approved.

16 **CORRESPONDENCE**

The Secretary informed the Committee that a survey questionnaire had been received from UKACCS for the Chair with questions exploring such topics such as independence, guidance and funding.

17 **DATE OF NEXT MEETING**

Resolved –

That the next meetings for the Noise Monitoring Sub-Committee (NMSC) and the Liverpool John Lennon Airport Consultative Committee (LJLACC) be as follows and be circulated to Members:

| NMSC | LJLACC |
|------------------------|--|
| 22 Apr 2022 | 20 May 2022 |
| 15 July 2022 | 16 September 2022 |
| 21 October 2022 | 25 November 2022 (post meeting note – this was changed to 18 November due to a clash of meetings) |
| 20 January 2023 | 17 February 2023 |

18 **MEMBERS ISSUES FOR DISCUSSION**

There were no additional items for discussion notified to the Secretary.

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Notes

- National Air Quality Objective for NO₂
 - Hourly Average – 200 ug/m³ (not to be exceeded more than 18 times per year)
 - Annual Average – 40 ug/m³
- A1 to A10 are locations around the airport perimeter
 - Trend of the annual average is downwards
 - 2020 annual averages (A1 to A10) – 19 to 11 ug/m³
- Any significant planning application will have an EIA which will include Air Quality (AQ) Assessment & Health Impact Assessment
- LCC have undertaken an AQ Assessment of the whole City, the model is currently being refined but the area of concern is the city centre

Annual NO₂ Levels 2015-20

