

Report to Joint Airport Scrutiny Working Group

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Gloucestershire Airport Green Policy Second Annual Review

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1. BACKGROUND

- 1.1. Gloucestershire Airport Green Policy was developed as a result of a condition placed on the approval of the business case for the Runway Safety Project (RSP). The subsequent Policy was approved by both shareholding councils in April 2009 and included a commitment to review the progress made in implementing the Policy on an annual basis. This second review covers the period 1st April 2010 to 31st March 2011.

2. SCOPE OF REVIEW REPORT

- 2.1. This report reviews the progress made on implementing the recommendations of the first annual review, approved by the scrutiny committees of both shareholding councils in July 2010, and the progress made on implementing other areas of activity set out in the Green Policy. The scope of the report was agreed with Cllr Godwin, chair of the Joint Airport Scrutiny Working Group.
- 2.2. The report is structured to reflect the different areas of activity set out in the Green Policy to ensure clarity in determining the progress made. The committee recommendations from the first annual review are included within the relevant sections.
- 2.3. The Airport Board has provided evidence of progress and officers from the shareholding councils have considered this evidence. It is acknowledged that some work cannot begin until the RSP is implemented and, where this applies, this has been made clear.

3. POLICY AREAS, EVIDENCE AND OFFICERS' VIEW

3.1. Overall framework

Committee recommendation	Airport Board response
(i) Timescales to be identified for the implementation of measures	(i) Annually
(ii) Green Policy to be revised in light of the recommendations (copy to be provided)	(ii) Green policy revised and copy provided

- 3.1.1. Officers' view: the green policy has been updated with sections outlining the progress that has been made within the different policy areas and contains new appendices relating to fleet fuel usage, electricity consumption and the green travel plan. Carbon emissions figures are also quoted, although it is not clear how these have been arrived at. Timescales for implementation of measures have not been articulated in the revised green policy; however, travel related targets and timescales are included in the travel plan. The revised policy has not yet been published on the Airport's website.

3.1.2. Recommendations:

- For clarity, include an appendix which draws together all baselines, targets and timescales for different strands of work (ref 3.1.1)
- Publish updated policy on website (ref 3.1.1)

3.2. Working with stakeholders / community relations / consultative committee

Committee recommendation	Airport Board response
(i) Formalise discussion of environmental issues by including as a standing item on meeting agendas for both the Airport Board and Consultative Committee in line with Green Policy	(i) Implemented immediately – environmental issues are a standing agenda item on all Board, Consultative Committee and Management meetings

3.2.1. Additional evidence

- The latest building survey has shown that there has been a marked improvement in energy awareness. A new poster campaign will be initiated during March to attempt to reduce consumption further.
- Wilksch Airmotive, a manufacturer of diesel engines for aircraft, are investigating the idea of using their test rig to generate electricity and feed it back into the grid, via a 200A cable that crosses their site to an adjacent hanger. They have been given the contact details of an energy consultant (Sustainable Direction) in order to drive this forward.
- Fund raising events, including a charity car event and 'Wear It Pink' day. Number of presentations and tours for groups including local schools, scouts/beavers, WI, Young Farmers and prizes given for charity events. Hosted Breakfast Club event, attended several networking events, including B2B 2010 event and careers event at Chosen Hill School. Hosted several work experience students and Fly In arranged for May for wounded and handicapped service personnel.
- Consultative committee always attended by at least one executive and non-executive director.

3.2.2. Officers' view: the Airport has met the committee recommendation. A number of local parish councils hold seats on the consultative committee and this is now a forum through which concerns about environmental issues can be raised. The Airport continues to engage with the local community on a regular basis, although not necessarily on green issues, and continues to engage with staff to raise awareness of environmental issues.

3.3. Noise

Committee recommendation	Airport Board response
(i) Publish location and numbers of noise complaints on website	(i) Ongoing as part of our website development
(ii) Begin building up a record of noise complaints	(ii) This was already implemented and is an ongoing procedure. All noise complaints are also reported to and published through the Consultative Committee
(iii) Publish actions taken as a result of noise complaints on website	(iii) Ongoing as part of our website development

3.3.1. Additional evidence: 587 noise complaints were received between January and December 2010; 255 of these were from Cheltenham and 232 from Bamfurlong Lane. 524 of the complaints were received from a small group of 'regular' complainants. Noise abatement procedures reviewed, updated and published on website. Airport Advisory Notices sent out on regular basis to all operators and tenants.

3.3.2. Officers' view: the Airport has not yet met all the committee recommendations in relation to noise complaints.

3.3.3. The total number of noise complaints has increased by 28% from the 2009 figure (458) and represents 0.8% of total aircraft movements compared with 0.6% in 2009. 89% of the complaints received were generated by a small group of regular complainants. The trend over the year indicates that complaints increase through the first half of the year, peaking at 111 complaints in August, and then decrease again. This is probably not surprising as people open windows and spend more time outside as the weather gets warmer.

- 3.3.4. Numbers of complaints are published as part of consultative committee minutes, but these are not easy to find and it is difficult to see why this information cannot simply be transferred to the noise section of the website. Action taken as a result of complaints is not publicly available; however, it should be noted that the consultative committee minutes for February 2011 record a comment from the Down Hatherley representative that noise levels had reduced following a meeting with the Airport in November 2010.
- 3.3.5. The green policy contains a commitment to set a benchmark for noise complaints based on 2007/8 figures and to strive to deliver a year-on-year reduction, but this information has not been published.
- 3.3.6. The Airport has been developing a comprehensive database of noise complaints over the past twelve months which, over time, will provide useful information, and they have been working hard to respond to individual noise complaints. However, all this has taken place 'behind-the-scenes'. If a more open approach was adopted, which provided the public with more information, the Airport could potentially reduce the number of formal complaints received and give the public a better understanding of what the Airport can do to respond to complaints.
- 3.3.7. In particular, the noise section of the Airport's website could be improved. At present, it only covers how to make a complaint, but it could be expanded to provide the public with much more information. For example, it could include information about the use of the Airport by military and emergency aircraft, especially out-of-hours, and could provide links to noise abatement procedures, advisory notices issued to airport users, numbers of noise complaints and useful websites etc.
- 3.3.8. Whilst the majority of this information is already available in different sections of the website, there has hitherto been little consideration of how members of the public might access this information or even know what to look for. The Airport now recognises this and all relevant information will be drawn together into the noise section of the website.
- 3.3.9. Recommendations:
- Publish year-on-year comparison of noise complaints against benchmarking data in green policy (ref 3.3.5)
 - Draw together all relevant information into noise section of the website – this will also serve to fulfil the outstanding committee recommendations in relation to noise complaints (ref 3.3.8 and 3.3.4)

3.4. Aircraft CO₂ emissions

- 3.4.1. The figures returned by the Airport are shown in the table below; these have been verified by an independent consultant.

Fuel type	CO ₂ emissions (tonnes)
AVGAS sales	1,144
Jet A1 burned	2,445
TOTAL	3,589

Note: Jet A1 figure calculated using flights from 15th July to 15th August – determined to be the busiest 30-day period of the year – which is then aggregated up to a complete twelve month period.

- 3.4.2. Officers' view: 3,589 tonnes of CO₂ is within the ceiling of 4,000 tonnes CO₂ set down in the policy. More detailed calculations, as set down in the policy, are not expected until an industry standard is published and there is no expectation that a carbon emissions reduction target will be set or interim months assessed until the runway safety project is completed.

3.5. Aircraft movements

3.5.1. Evidence: there were a total of 69,189 aircraft movements within the review period of which 0.8% (537) of qualifying flights were outside the airport’s published opening hours. Only 6 movements were recorded between the hours of 2300-0600.

3.5.2. Officers’ view: aircraft movements are within the ceilings set by the policy, namely a total number of movements not exceeding 95,000, no more than 1.5% outside published opening hours and no more than 100 movements per calendar year to take place during night time hours. All these figures exclude police, medical and other emergency-related flights.

3.6. Air quality

3.6.1. Evidence: unable to monitor effectively due to the removal of the AQMS at Cheltenham. However, local councils’ own air quality monitoring does not identify Gloucestershire Airport as a single source. DEFRA also designate the levels of pollution in the South West as ‘low’.

3.6.2. Officers’ view: no comments; air quality was found not to be an issue in the first annual review of the policy.

3.7. Ground operations

Committee recommendation	Airport Board response
<ul style="list-style-type: none"> (i) Greater focus to be placed on reducing carbon emissions from ground operations (ii) Set of baselines to be established for carbon emissions from ground operations (iii) Investigate the use of renewable technologies as an alternative to the existing electric heating system (iv) Consider developing a ‘green champions’ network which includes tenants 	<ul style="list-style-type: none"> (i) The ongoing policy of replacing lighting and heating with energy efficient units is also moving forward with approximately 60% of the onsite units being replaced where appropriate. We have continued our programme of installing ‘smart meters’ which will allow us to monitor electric usage more closely which in turn helps to identify peak areas. These can then be targeted with measures to help reduce consumption (ii) Database being established from information gathered throughout the year (iii) Studies of PV panels indicate that this is the most efficient solution for renewable energy. We continue to source a suitable supplier and product that is commensurate with our operations. However this is also subject to CAA approvals and appropriate safety case (iv) A Green Champions Network is gathering pace with many tenants and operators actively engaged with the Airport’s own green champion

3.7.1. Additional evidence: electricity costs down by 6%. Vehicle and ground usage calculated and captured within the body of the updated policy.

3.7.2. Officers’ view: the Airport has met all the committee recommendations in whole or in part. Positive progress has been made over the review period and the Airport now has a much better understanding of its emissions from ground operations, but for clarity could improve the way in which this information is published.

3.7.3. The revised policy contains a copy of the energy management action plan, put together with assistance from Severn Wye Energy Agency when the policy was developed. All actions identified in the plan have been considered; some measures have been implemented and others, whilst deemed not currently viable, have been scheduled for review at a later stage.

3.7.4. A detailed analysis of electricity consumption through 4x meters, representing approximately 70% of recorded usage, has been undertaken and a comparison made of figures for 2009 and 2010, which shows a 3.8% increase in electricity consumption. However, this figure should be treated with some caution as consumption for 2010 is based on more accurate figures. As such, figures for subsequent years will be more helpful in providing an

assessment of progress towards the 10% carbon reduction target. This target was initially applied to the first two years of the policy, but is now presumably being measured using 2009 as the baseline year, although this is not clearly stated.

3.7.5. The policy also contains information about the Airport's fleet of vehicles, including estimated mileage and fuel consumption per annum. This has been converted to a carbon emissions figure, although this is not published separately.

3.7.6. Overall carbon emissions figures for ground operations (electricity and fleet) have been published in the updated policy, but it is not clear how these figures have been calculated. It is recommended that the source data and the methodology used for these calculations are clearly set out in the policy.

3.7.7. Recommendations:

- Produce a summary table of information clearly setting out baselines, targets and timescales for electricity consumption, fuel usage and carbon emissions reductions (ref 3.7.2)
- Consider establishing a process to accurately measure fuel consumption by vehicle fleet to improve accuracy of carbon emissions figures from this source (ref 3.7.5)
- Set out the source data and methodology used for calculating the carbon emissions figures in the policy (ref 3.7.6)

3.8. Green travel plan

Committee recommendation	Airport Board response
(i) Continue focus on employee travel (ii) Explore possibility of rewarding cycling and car sharing (iii) Explore the possibility of engaging with other employers on site to develop a joint plan, using identified shortage of car parking spaces as an opportunity to promote this (iv) Formal green travel plan to be developed before the next annual review (copy to be provided)	(i) Analysis of the staff home location survey is complete and the results are being analysed as part of the ongoing scheme to reduce staff vehicle usage (ii) Cycle to work scheme in its final stages of implementation; car sharing is working as a result of roster changes (iii) Stagecoach has been approached to route a bus through the airport at peak periods. Despite our best efforts, including direct approach from the Board, Stagecoach is not prepared to reroute a bus without substantial investment from the Airport (iv) Draft travel plan developed and copy provided

3.8.1. Additional evidence: cycle to work scheme has entered its final stage and we are hoping to sign up many of those who have expressed an interest. The travel plan has been completed, subject to approval.

3.8.2. Officers' view: the Airport has met the recommendation to develop a formal travel plan, which focuses on employee travel and the plan has been published on the Airport's website. The Airport employs 50 staff; 43 participated in a staff travel survey which showed that nearly 25% already cycle, use public transport or car share. The travel plan sets targets and timescales for walking, cycling, using public transport and car sharing and for increasing business journeys made by public transport. Some of the incentives being offered include complimentary umbrellas, wet weather gear, guaranteed ride home and shower and changing facilities.

3.8.3. Schemes under consideration include Cycle to Work and offering discounted travel or season ticket loans for public transport. There are also plans for a car sharing database and the provision of dedicated car sharing parking spaces. The Airport could consider widening the car sharing database to include other employers on the site to provide more options for its own staff as well as others.

3.8.4. The Airport has made good progress in identifying actions to encourage staff to travel to work by more sustainable means and the commitment to undertake an annual staff travel survey as part of the plan review will demonstrate how successful this has been. Once approved, the travel plan could usefully be shared with other Airport tenants as an example of encouraging more sustainable travel.

3.8.5. Recommendations:

- Explore the potential for widening the scope of the car sharing database to include other employers on site. (ref 3.8.3)
- Share the travel plan, once approved, with other Airport tenants to encourage the take up of more sustainable travel by employers from across the Airport site (ref 3.8.4)

3.9. Waste

Committee recommendation	Airport Board response
(i) Regularise system for recycling including better record keeping (ii) Set of baselines to be established for waste	(i) Since the start of the New Year we have recycled approximately 250kg of paper and cardboard and 4kg of plastic. We are currently looking at our oil and filter recycling procedures with the aim of making them more efficient and economical (ii) Primary waste baselines are being established

3.9.1. Additional evidence: testing of a new single phase pump continues at the sewerage works in preparation of changing over the system in Spring 2011. So far results have proved encouraging. The programme of recording and monitoring the monthly usage of water on the site is beginning to have an effect. We are now in a position to make direct comparisons with previous years which allows us to implement savings where required.

3.9.2. Officers' view: the Airport is working towards meeting the committee's recommendation to establish primary baselines for waste and has begun weighing waste streams monthly. This information will be included in the next iteration of the green policy. The system for record keeping has not been seen; however the Airport is clearly recording recycling rates.

3.9.3. Recommendation: publish baselines for waste streams in green policy once established. (ref 3.9.2)

3.10. Water quality

Committee recommendation	Airport Board response
(i) Publish annual monitoring report in line with Green Policy	(i) The programme of recording and monitoring monthly use of electricity and water on the site is beginning to have an effect. We are now in a position to make direct comparisons with previous years which will allow us to implement savings where required. Monthly monitoring reports by the Environment Agency are being collated to produce an annual report

3.10.1. Additional evidence: Environment Agency reports confirm that the water quality is well within the consent limits set.

3.10.2. Officers' view: the committee recommendation to publish an annual water quality monitoring report has not been met; however, all the required information is contained in Environment Agency reports received monthly and water quality continues to be within the consent limits. It has been agreed that, as the Airport has thus far always remained compliant with current standards, a statement in the green policy will suffice. Any future breaches of the standard will similarly be included.

3.10.3. The evidence suggests that water usage in Airport buildings is now being monitored, but figures are not included in the updated green policy. This should be included as a baseline against which to assess savings from improvement measures.

3.10.4. Recommendations:

- publish statement in green policy with regard to compliance with current standards (ref 3.10.2)
- include information on water usage in buildings in green policy (ref 3.10.3)

3.11. Landscape and ecology

3.11.1. Improvements have been designed as part of the overall runway safety project and will be implemented before, during and after the project.

3.11.2. Officer view: no comments; improvements are linked to the runway safety project which has not yet been implemented.

4. CONCLUSION

4.1. The Airport has met the majority of committee recommendations set down as a result of the first annual review and has made progress in most areas of activity.

4.2. It has remained within the ceilings set by the policy for aircraft carbon emissions, aircraft movements and out-of-hours flying. Positive progress has been made on understanding carbon emissions from ground operations and measures are now being put in place. Waste streams are also now being recorded and monitored. The Airport also now has a formal green travel plan, subject to approval, which was a key committee recommendation.

4.3. The evidence suggests that a number of baselines, targets and timescales have now been set, but they are not easily found and the policy would benefit from this information being summarised in one place.

4.4. Noise complaints remain an issue, but it is hoped that by increasing the transparency with which such complaints are handled and providing the public with better information, the process can be managed more effectively and the Airport will be able to demonstrate a reduction in noise nuisance.

4.5. Overall the Airport has made positive progress in many areas of activity and, having established baselines from which to work, is now in a good position to implement further measures to deliver improvements.

5. SUMMARY OF RECOMMENDATIONS

Overall policy	<ul style="list-style-type: none"> • For clarity, include an appendix which draws together all baselines, targets and timescales for different strands of work (3.1.1) • Publish updated policy on website (ref 3.1.1)
Noise	<ul style="list-style-type: none"> • Publish year-on-year comparison of noise complaints against benchmarking data in green policy (ref 3.3.5) • Draw together all relevant information into noise section of the website – this will also serve to fulfil the outstanding committee recommendations in relation to noise complaints (ref 3.3.8 and 3.3.4)
Ground operations	<ul style="list-style-type: none"> • Produce a summary table of information clearly setting out baselines, targets and timescales for electricity consumption, fuel usage and carbon emissions reductions (ref 3.7.2) • Consider establishing a process to accurately measure fuel consumption by vehicle fleet to improve accuracy of carbon emissions figures from this source (ref 3.7.5) • Set out the source data and methodology used for calculating the carbon emissions figures in the policy (ref 3.7.6)
Travel plan	<ul style="list-style-type: none"> • Explore the potential for widening the scope of the car sharing database to include

	<p>other employers on site (ref 3.8.3)</p> <ul style="list-style-type: none"> • Share the travel plan, once approved, with other Airport tenants to encourage the take up of more sustainable travel by employers from across the Airport site (ref 3.8.4)
Waste	<ul style="list-style-type: none"> • Publish baselines for waste streams in green policy once established (ref 3.9.2)
Water quality	<ul style="list-style-type: none"> • Publish statement in green policy with regard to compliance with current standards (ref 3.10.2) • Include information on water usage in buildings in green policy (ref 3.10.3)