

APP/L2250/V/10/2131934 & APP/L2250/V/10/2131936

SECTION 77 TOWN AND COUNTRY PLANNING ACT 1990 – REFERENCE  
OF APPLICATIONS TO THE SECRETARY OF STATE FOR COMMUNITIES  
AND LOCAL GOVERNMENT

TOWN AND COUNTRY PLANNING (INQUIRIES PROCEDURE) (ENGLAND)  
RULES 2000

**APPENDICES TO THE  
PROOF OF EVIDENCE OF  
KEITH SOWERBY BSc (Econ), FIHT  
TRANSPORT**

In respect of:

Planning Application Reference: Y06/1647/SH (New Terminal  
Building)

Planning Application Reference: Y06/1648/SH (Runway  
Extension)

relating to land at London Ashford Airport, Lydd, Romney Marsh,  
Kent, TN29 9QL

## **APPENDICES**

**1 – CAA PASSENGER SURVEY REPORT 2009 EXTRACT**

**2 – HAMMONDS CORNER PRELIMINARY ROUNDABOUT  
JUNCTION LAYOUT**

**3 – AIRPORT ACCESS ROAD PRELIMINARY ROUNDABOUT  
JUNCTION LAYOUT**

**APPENDIX 1**

**CAA PASSENGER SURVEY REPORT 2009 EXTRACT**

**Economic Regulation Group**



# **CAA Passenger Survey Report 2009**

**Survey of passengers at Aberdeen, Durham Tees Valley, Edinburgh, Gatwick, Glasgow, Heathrow, Inverness, Luton, Manchester, Newcastle, Prestwick and Stansted Airports.**

## Introduction

This report covers the twelve airports: Aberdeen, Durham Tees Valley, Edinburgh, Gatwick, Glasgow, Heathrow, Inverness, Luton, Manchester, Newcastle, Prestwick and Stansted

The CAA would like to extend their thanks to all the many people that helped ensure that the information collected during the 2009 survey met the highest possible standards.

## History

Since 1968 a series of surveys has been undertaken to obtain information about air travellers and the determinants of the travel market. These surveys have been designed to obtain information of a kind that could not be collected on a routine basis from the air transport industry.

The surveys have included questions on journey purpose, final and intermediate surface origins/destinations, means of transport to and from airports, route flown, country of residence and income. This information is used in assessing the type of market served by airports and consequently for forecasting air transport demand and for planning airport facilities.

Cycles of surveys were undertaken at major UK airports in the periods 1970-1972, 1975-1978, 1982-1987 and 1990-1991. Each cycle covered, by sample, 95% of terminal passengers in the UK and usually surveys were arranged so that airports in the same broad regions were surveyed at the same time.

Following the 1991 survey run at the five London airports, Birmingham, Manchester and four Scottish Airports demand built up for more regular survey data. After a consultation process with all interested parties, it was decided to run the survey continuously at Gatwick, Heathrow and Manchester Airports. Further information about survey cycles, including results from previous studies can be found on our website [www.caa.co.uk/surveys](http://www.caa.co.uk/surveys).

## Planning for 2009

In planning the 2009 Passenger Survey, principal concern was to derive maximum value from the information collected, but at the same time to minimise passenger inconvenience. Therefore, it was necessary to impose a constraint on questionnaire length and content, in order to cause as little disruption as possible to passenger flow. To cause minimum delay, most passengers were interviewed whilst waiting to board their aircraft.

The Authority used its own interviewers and the survey ran throughout the whole of 2009, with splits in each month carefully structured so that all scheduled routes and in most cases all flights within a route were regularly sampled.

Further information about the sampling procedures employed can be found on our website [www.caa.co.uk/surveys](http://www.caa.co.uk/surveys).

## Statistics

Further statistical information about traffic volumes handled airports covered by this report can be downloaded from [www.caa.co.uk/airportstatistics](http://www.caa.co.uk/airportstatistics).

## Questionnaire

Parties were consulted over the content of the questionnaire, including government departments and airport and airline management groups. The questionnaires were similar to previous survey questionnaires in that the same basic questions appeared but a number of new questions were included specifically for the co-sponsors of the 2009 survey.

Sample questionnaires used on the 2009 Survey can be found on our website [www.caa.co.uk/surveys](http://www.caa.co.uk/surveys).

## Report Analysis

There are twenty-four standard tabulations included in this summary report that examine the principal travel patterns observed at each of the eight airports surveyed throughout 2009.

Further information about the definitions used throughout this report can be found on our website [www.caa.co.uk/surveys](http://www.caa.co.uk/surveys).

## Further Analysis

Those readers that wish to continue their analysis of traffic patterns observed at the airports covered in this report, are encouraged to contact us directly at [aviation.intelligence.co.uk](mailto:aviation.intelligence.co.uk) CAA is able to provide tailor prepared subsets of survey data, designed to answer specific questions, our data fees start from £135GBP + vat.

Whilst every care has been taken in producing the summary analysis found in this report, mistakes can occur. Should any reader believe that they have found any inconsistencies throughout this report we would be pleased to hear about them. Please contact us at [aviation.intelligence@caa.co.uk](mailto:aviation.intelligence@caa.co.uk)

Totals may appear not to balance due to rounding.

## RouteOne

Readers who already have access to the core data used to produce this report may be interested to learn that CAA have developed a new reporting package. RouteOne is a fully customised, interactive reporting service designed to assist in the subsequent analysis and interrogation of such databases.

CAA is able to provide the RouteOne package to Users interested in specific subsets of data.

## Copyright

Where ever care has been taken to ensure that all figures quoted in this publication are correct, the Authority **accepts no liability** for errors made and any consequential misuse or misinterpretation of the data.

Extracts from this report may be copied but appropriate accreditation should be given to the Civil Aviation Authority.

**Table 7a**

Modes of transport used at the 2009 survey airports.

	Gatwick	Heathrow	Luton	Manchester	Stansted
Private	2.1	59.5	8.7	8.8	52.2
Public	37.5	40.0	31.0	13.0	47.3
Other	0.4	0.5	0.4	0.2	0.5
Total	100.0	100.0	100.0	100.0	100.0
Terminating passengers (000's)	28,972	40,851	8,795	17,957	18,419

**Table 7b**

Modes of transport used at the 2009 survey airports.

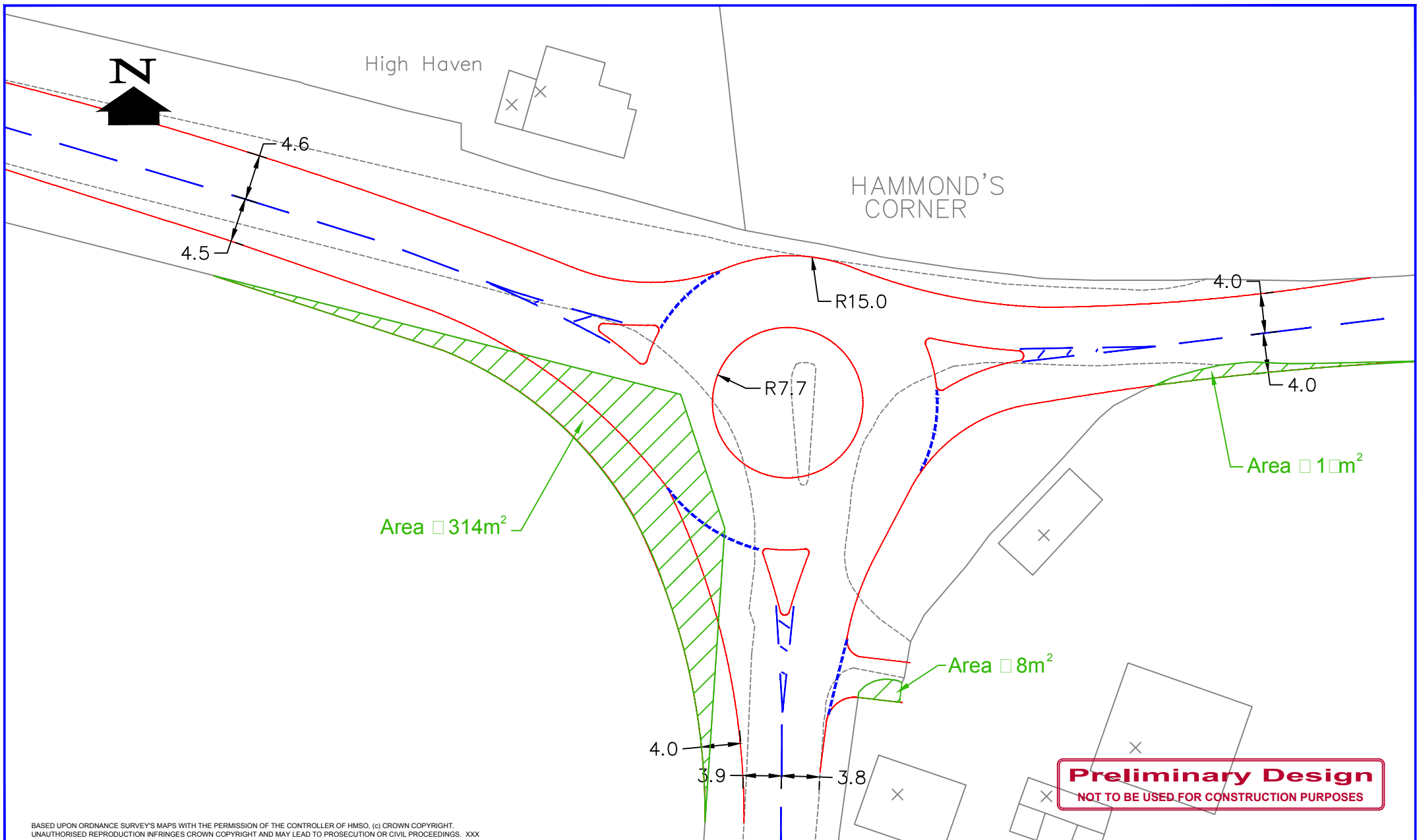
	Aberdeen	Durham Tees Valley	Edinburgh	Glasgow	Inverness	Newcastle	Prestwick
Private	92.1	97.9	73.0	88.1	89.3	81.0	2.2
Public	5.5	1.3	21.1	11.4	8.9	12.8	37.2
Other	2.0	0.8	0.4	0.0	1.7	1.2	0.1
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Terminating passengers (000's)	2,281	283	8,830	7,014	510	4,520	1,798

\* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

\*\* Detailed modal splits are available by emailing [aviation.intelligence@caa.co.uk](mailto:aviation.intelligence@caa.co.uk)



**APPENDIX 2**  
**HAMMONDS CORNER PRELIMINARY ROUNDABOUT**  
**JUNCTION LAYOUT**



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Title  
**LONDON ASHFORD AIRPORT**  
**Appendix 2**  
**Hammonds Corner: Preliminary Roundabout Layout**

Rev.	Date	Comments	Ckd	App
-		ORIGINAL ISSUE		

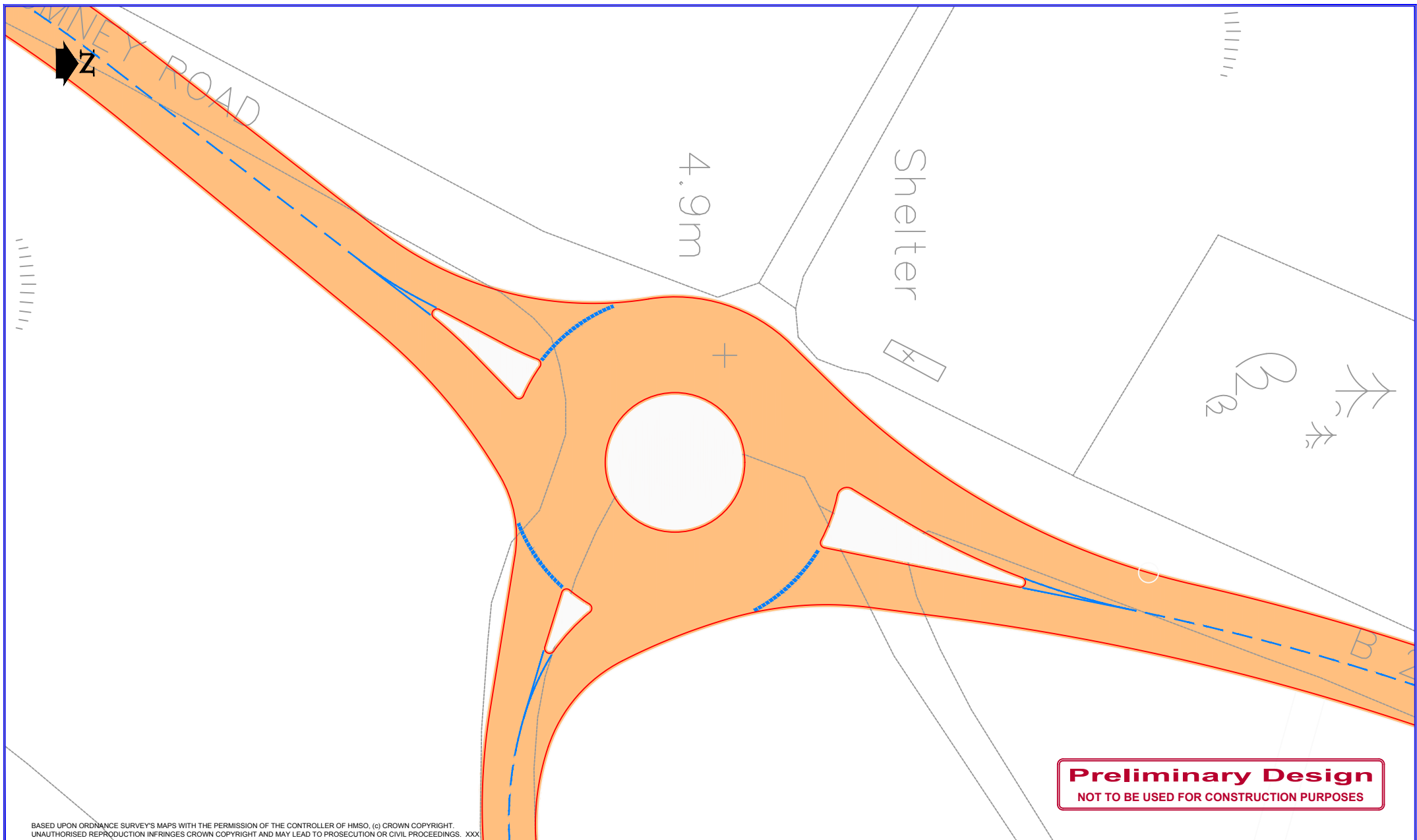
Drawn RFC	Scale. 1:500	@ A4	Rev. -
Job No. 207709-A			
<b>7709/001</b>			

Preliminary Design  
 NOT TO BE USED FOR CONSTRUCTION PURPOSES

PLOT DATE: 20/12/2010@13:39 CAD REFERENCE: \Douglas\Work\Projects\6300s\6372\Work\Hammonds Corner Roundabout Amendments 21\_04\_2006.dwg - Layout1

**APPENDIX 3**

**AIRPORT ACCESS ROAD PRELIMINARY ROUNDABOUT  
JUNCTION LAYOUT**



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Title  
**LONDON ASHFORD AIRPORT**  
**Appendix 3**  
**Airport Access Road Preliminary Junction Layout**

Rev.	Date	Comments	Ckd	App
-		ORIGINAL ISSUE		

Drawn RFC	Scale. 1:500	@ A4	Rev. -
Job No. 207709-A			
<b>7709/001</b>			

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