**Stansted Airport**
**Independent Consultative Committee (ICC)**
**STACC Meeting**
**Wednesday 23rd October 2024**
**Radisson Blu Hotel, Stansted Airport 1415-1600**

**Present:**

| Title | Name | Initial |
|---|---|---|
| Independent Chair | Shena Winning | Chair |
| Independent Secretariat | Michelle Boness | MB |
| PRM Representative | Gobi Ranganathan | GR |
| Business Interests | John McGill | JMc |
| WHICH? | Coral Lindfield | CL |
| Braintree District Council | Cllr Richard Van Dulken | RVD |
| East Hertfordshire Council | Cllr Calvin Horner | CH |
| Surface transport interests | John Pope | HP |
| Stansted Airport Watch | Brian Ross | BR |
| UK Innovation Corridor | Jackie Sadek | JS |
| ABTA | Julia Ogiehor | JO |
| Harlow District Council | Cllr Alistair Gunn | AG |
| Hertfordshire County Council | Graham McAndrew | GMc |
| Environmental interests | Aubrey Holt | AH |
| Essex County Council | Cllr Lee Scott | LS |
| Essex County Council | Zhanine Smith | ZS |
| Uttlesford District Council | Cllr John Evans | JE |

**MAG:**

| Title | Name | Initial |
|---|---|---|
| Stansted Airport Managing Director | Gareth Powell | GP |
| Head of Community Engagement | Robert Pattison | RP |
| CSR & Future Airspace Director | Neil Robinson | NR |
| Strategic Planning & Investment Director | Alistair Andrew | AA |
| Community Engagement Manager | Daniel Turpin | DT |
| Head of Corporate Affairs | Jonathan Stock | JS |
| Head of Stakeholder Communications | Daniel Burford | DB |

| | | |
|---|---|---|
| Planning Manager | Lydia Sadler | LS |

**Apologies:**

| Title | Name | Initial |
|---|---|---|
| Head of Media and Communications | Mark Davison | MD |
| Employment and Skills Manager | Nathane Mullane | NM |
| | Alex Daar | AD |
| | Morgan Redman | MR |

| Agenda Item | Description |
|---|---|
| 1 | **Apologies for absence and deputising attenders**<br><br>Apologies were noted as above.<br><br>No deputies attended. |
| 2 | **Public questions**<br><br>None received. |
| 3 | **Minutes from the previous meeting**<br><br>The minutes were accepted with the amendments below.<br><br>• 8c "…cross country train service…" to be amended to "…cross country **rail** service…".<br>• It was requested the attendee list be corrected to reflect attendance more accurately. MB apologised for the error and explained she was unfamiliar with attendees having recently taken over as minute taker. |
| 4 | **Matters arising**<br><br>None raised. |
| 5 | **Innovation Corridor – Jackie Sadek, UK Innovation Corridor Chair**<br><br>JC presented the PowerPoint presentation, highlights are below:<br><br>• The Innovation Corridor (IC) collation was formed in 2013 and JC has been Chair since 2023.<br>• IC is a significant players alongside Boston Route 128, North Carolina Research Triangle and Silicon Valley.<br>• The Innovation Corridor encompasses London, Cambridge and Peterborough comprising some 16 local authorities. £1bn of funding has been received from Stevenage alone over the last 10 years.<br>• IC is comprised of long established partnerships with an active consortium of 33 members reaching across political parties and business collaboration.<br>• A growth plan from 2024-2030 is set to double in size from £189bn to £350bn.<br>• Public investment will be matched with private funding.<br>• There are nine priority areas including airports, jobs, transport, skills and housing.<br>• The target is to increase GVA, create some 400K new jobs and match the technical capability of competitors across the world.<br><br>The presentation will be shared separately.<br><br>JS was thanked for her in depth presentation and demonstration of how economic impact within the area is expected to grow.<br><br>It was noted JS has been invited to present in more detail at the June UEG meeting which is focussing on inward investment. |

| | |
|---|---|
| | JS confirmed the Innovation Corridor is eager to work with other growth organisations and already works closely with Pan-Regional Partnerships. The Government will be asked for funding in direct correspondence with real initiatives. |
| | **Benchmarking of Stansted v Gatwick Airports – Marian Scheider**<br><br>*There was an additional item which had not be included in the agenda and is un-numbered.*<br><br>The full presentation will be shared separately and contains a number of statistics.<br><br>The data used for the comparison is from Stansted (St) 2023 and Gatwick (GW) 2010 as GW had reached the target passenger numbers.<br><br>Report highlights are below.<br><br>• It was noted "push and hold" stands along with e-gates increase efficiencies.<br>• Carbon emission ($kgCO_{2eq}$) per one / two passengers at GW stood at 3 compared to St which stood at 0.43<br>• Based on one / two passengers, St has lower CO2 emission / energy consumption.<br>• It was noted GW has newer aircraft.<br>• GW's car and small van fleet is 40% electric or hybrid vehicles.<br>• Energy efficiency for St is 100%.<br>• Renewable energy generated on site to begin.<br>• GW has changed all their lighting to LED which has reduced consumption by 50-65%.<br>• Water consumption per passenger to be addressed.<br>• Air quality in improving.<br>• Noise levels at GW were recorded at 89.70% and St at 95.95%.<br>• GW is doing better with regard to noise infringements with St to make improvements.<br>• It was noted night flight movement limits are used to capacity during the summer but not in winter.<br>• Quieter aircraft don't count towards quota by as much and are used more in winter.<br>• GW used a noise monitoring tool to gauge the effect of noise in the area.<br>• Waste collections – St is not using as much capacity.<br>• St has increased waste to recycling and recovery for energy use.<br>• Diversion from landfill during construction phase is at 100%.<br>• GW is providing tap free water reducing the need to buy bottled water.<br>• GW received a £3.8m upgrade in 2019 and, at this time, has a more effective rail link compared to Stansted.<br>• The numbers of staff per 100K passengers is similar at GW and St.<br><br>Marian was thanked for her presentation of the raw data; this will form part of the continuing work of both EIG and UEG.<br><br>It was noted that it was to be expected that environmental changes had been made over the period, the key point was to benchmark and extract lessons to be learnt which could be implemented by St. There would be an overlap and consideration would need to be given to adoption of a combined, not duplicated, effort. |

| | |
|---|---|
| | MS advised analytical parameters could be changed, if required, to provide side-by-side comparisons and it was suggested the number of flight movements instead of passengers numbers would be more useful.<br><br>A member commented that waste and water points are being improved and the graphs would be easier to read with a 0 origin on the Y axis. Matching KPIs is problematic as these can [and do] change over time.<br><br>**ACTION: NR called for more targeted questions to be provided to MS to enable additional data to be shown.** |
| **6** | **Report of the Managing Director – Gareth Powell**<br><br>The Managing Director's report was distributed ahead of the meeting; highlights below.<br><br>• Summer was extremely busy achieving records figures month on month.<br>• Over 29m passengers were served during the summer period.<br>• 99% of passengers passed through security within 15 minutes.<br>• The focus was on the customer experience and ensuring the least stress possible.<br>• The Additional Assistance Audit came back as very good, the best in the country; work is continuing on improvements and [passenger] offering.<br>• Both British Airways and Ryanair had introduced new routes at the start of October.<br>• Stansted continues to engage with new local MPs and the Government following the recent election.<br>• Stansted reported a five year investment of £1.1bn by stakeholders; including terminal extension and solar farm.<br>• Stansted won airport of the year at the National Transport Awards citing growth, working with local community and education as key factors.<br>• The final stage of retendering for coach services is in progress with successful bidders expected to be announced in November with contracts awarded for April 2025 commencement.<br>• Feedback has been good in terms of customer satisfaction across the airport, with work to increase space progressing.<br>• Refurbishment of the male toilets has been completed with the ladies to start shortly.<br>• Recruitment of additional personnel to the customer support team has been undertaken and were a valuable addition in terms of passenger lanes and with assistance to Ryanair's check in during the global IT outage.<br>• Looking towards the winter and spring periods, new security lanes will continue to be rolled out to improve customer experience.<br>• Operational planning is ongoing for investment.<br><br>A member commented they were impressed with the new security lane machines although the Government reversal of cosmetic items now requiring to be placed in a plastic bag again and water restrictions was seen as a step backwards. It was noted the newer lanes did not impose this restriction and passengers were advised to have these items ready as they cannot know which lane they would be directed to and this would prevent unnecessary delays.<br><br>The Government continues to review this.<br><br>It was noted there continues to be some confusion around the local discount cards where residents have registered but not received confirmation. It was confirmed there |

| | |
|---|---|
| | was no 'auto-reply acknowledgement' on the system, however, applications had gone through.<br><br>Stansted has the largest e-gate provision, although delays can occur when a large number of non-EU flights arrival simultaneously and passengers under-12 years old cannot be processed via e-gates causing delays for families. Entries to the UK are controlled by UK Border Force alone and timing is set by the Government.<br><br>There was a discussion around extending provision to trans-Atlantic and long-haul flights and noted airlines choose where they fly to [and from]. There is currently no expectation this will be extended from the current provisions at Heathrow and Gatwick; this may change. At this time there is a shortage of aircraft which affects rate of growth and long-haul flights are not yet back to pre-COVID levels. Since the risk and cost sits with the airline they need to be sure of new routes prior to full committal.<br><br>Dispensation numbers through to the end of August had been provided in the report; October's numbers are not yet available. It was commented that Ryanair plans their schedule too tightly which impacts throughout the day making the last flight invariably late.<br><br>Car parking revenue for Stansted is £2m per week, local community contributions are low compared to Heathrow and Gatwick.<br><br>The impact of the lack of trained pilots will start to be seen in the next four – five years as this is the length of time it takes to train new pilots. It was noted a career as a pilot is inaccessible to many and the airport is working with the College to improve this.<br><br>**ACTION: an organisation chart for Stansted to be provided.** |
| **7** | **Airport planning update – Alisdair Andrew, Planning and Investments**<br><br>• The draft SDP will be out by the end of the year.<br>• The pipeline will need to come under the road, this will be in line with the local council. Notice to the local community was requested.<br>• The terminal building will not acquire listed status despite recommendations from Heritage England. This is a matter of public record and an appeal has been lodged. |
| **8** | **Stansted transformation project and future security programme – Daniel Burford**<br><br>The report was presented with the following highlights:<br><br>• Enabling works are at RIBA stage 3.<br>• The four-year phasing plan is currently in Phase A.<br>• Investment of £1.1bn has been received for the terminal extension, solar farm and BAU projects.<br>• A communication programme has been agreed.<br>• A computer-generated image of the proposed design was demonstrated.<br>• Work to date includes:<br>  ○ Two FSR lanes now in operation; two additional lanes will be operable by December 2024.<br>  ○ Two new validation points for staff entry and egress are in progress. |

| | |
|---|---|
| | ○ Work to relocate the laundry is underway together with 'fit for purpose' office space, a temporary Control Centre and refurbished staff welfare facilities.<br>• A video of current work is available on the media link.<br>• Domestic baggage reclaim is not near the domestic arrival point and will be bussed in as a temporary measure, this will be co-located once work is complete. |
| **9** | **CSR update – Daniel Turpin, Community Engagement**<br><br>Daniel Turpin was welcomed in his new role.<br><br>• 350 volunteer hours have been contributed [by Stansted staff] to local organisations and there is appetite among staff to contribute more.<br>• £30k worth of grants has been awarded across 13 recipients.<br>• The £50k 'flag ship' grant has received 19 applications. Recipients will be decided in December and advised in January.<br>• [c]£53k worth of grant funding has been awarded for sound insulation.<br>• A review to streamline and accelerate grant awards is being undertaken.<br>• Funding is being paused from 31st October 2024 – April 2025. |
| **10**<br><br>**a**<br><br><br><br>**b**<br><br><br><br><br><br><br><br><br><br>**c** | **Working groups**<br><br>**Environmental Issues Group – Aubrey Holt**<br><br>The draft workplan was shared with areas of focus allocated to scheduled meetings. Any further suggestions can be integrated.<br><br>**User Experience Group – Graham McAndrew**<br><br>The draft workplan was shared with areas of focus allocated to scheduled meetings. Any further suggestions can be integrated.<br><br>News regarding the Ely rail interchange junction should be forthcoming following the budget. The Transport Secretary had been briefed.<br><br>It was noted that 1,341 people had attended the job fair held at the Radisson Blu (23.10.24).<br><br>The cleaning company mentioned waste from within aircraft [food wrapping, cups etc] is not recycled and this could be addressed at EIG.<br><br>**Transport Forum – John Pope**<br><br>It was noted the Transport Forum meeting had been scheduled for 13th November. |
| **11** | **AOB**<br><br>The Corporate Affairs Committee meeting is to be arranged and date advised.<br><br>Chair is working with a head-hunter for a 'low-cost' option with regard to a Technical Affairs Advisor. |

| | |
|---|---|
| **12** | **Future meetings**<br><br>29th January next meeting.<br><br>The schedule of meetings for 2025 was circulated and member asked to identify any they could not attend.<br><br>Whilst the January meeting was confirmed; others may have scope for rescheduling. |
| | **There being no further business the meeting closed at 1601.** |