



Phase Two General Public Survey Feedback Report

Stage 2 Develop and Assess



LONDON STANSTED AIRPORT FUTURE AIRSPACE

Stage 2 Phase two engagement - YouGov participant feedback survey



This report

- This report outlines the feedback responses submitted by members of the general public who attended the stage phase two YouGov focus groups sessions.
- All attendees received a link to an online feedback survey. This was simple way for attendees to provide responses to a number of multiple choice and free text questions.
- All feedback was logged and analysed by the airspace team. Findings are outlined in this report with examples of stakeholder quotes.
- 35 of the 54 attendees completed the online survey.

Focus group date	Number of surveys completed
8 th November	9
9 th November	5
10 th November	3
11 th November	5
15 th November	5
16 th November	8

London Stansted Airport Future Airspace Departures Feedback

Departures route options survey

* Required

Welcome

We are very grateful to you for completing this feedback survey!

1

What is your name? *

Enter your answer

2

What organisation are you representing? *

Please add N/A if this is not applicable

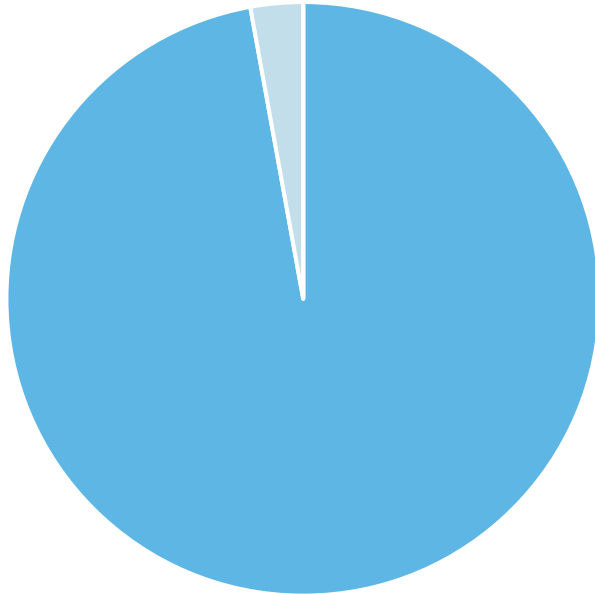
Enter your answer

Next

Process

This slide summarises results to process questions in the feedback survey.

Is it clear how feedback from our earlier stakeholder discussion sessions in June have influenced the development of the route options?

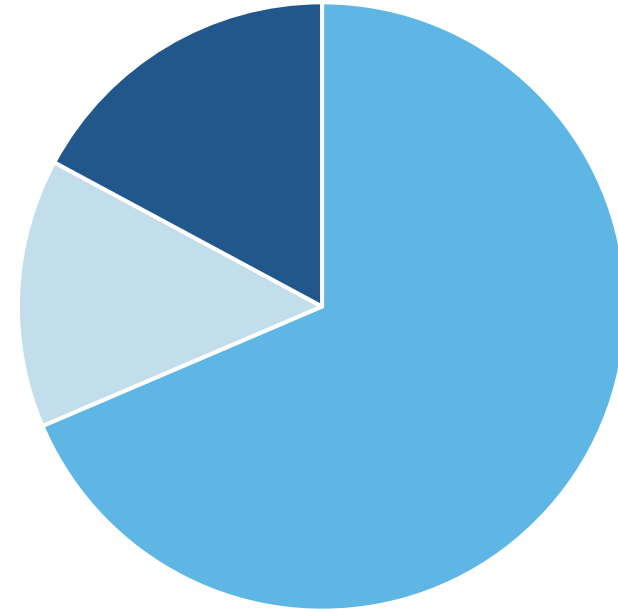


■ Yes ■ No ■ Don't know

“I just assumed that things that were discussed were general technical things that were included right from the start.”

General public

Is the process we have followed to identify route options clear and logical?



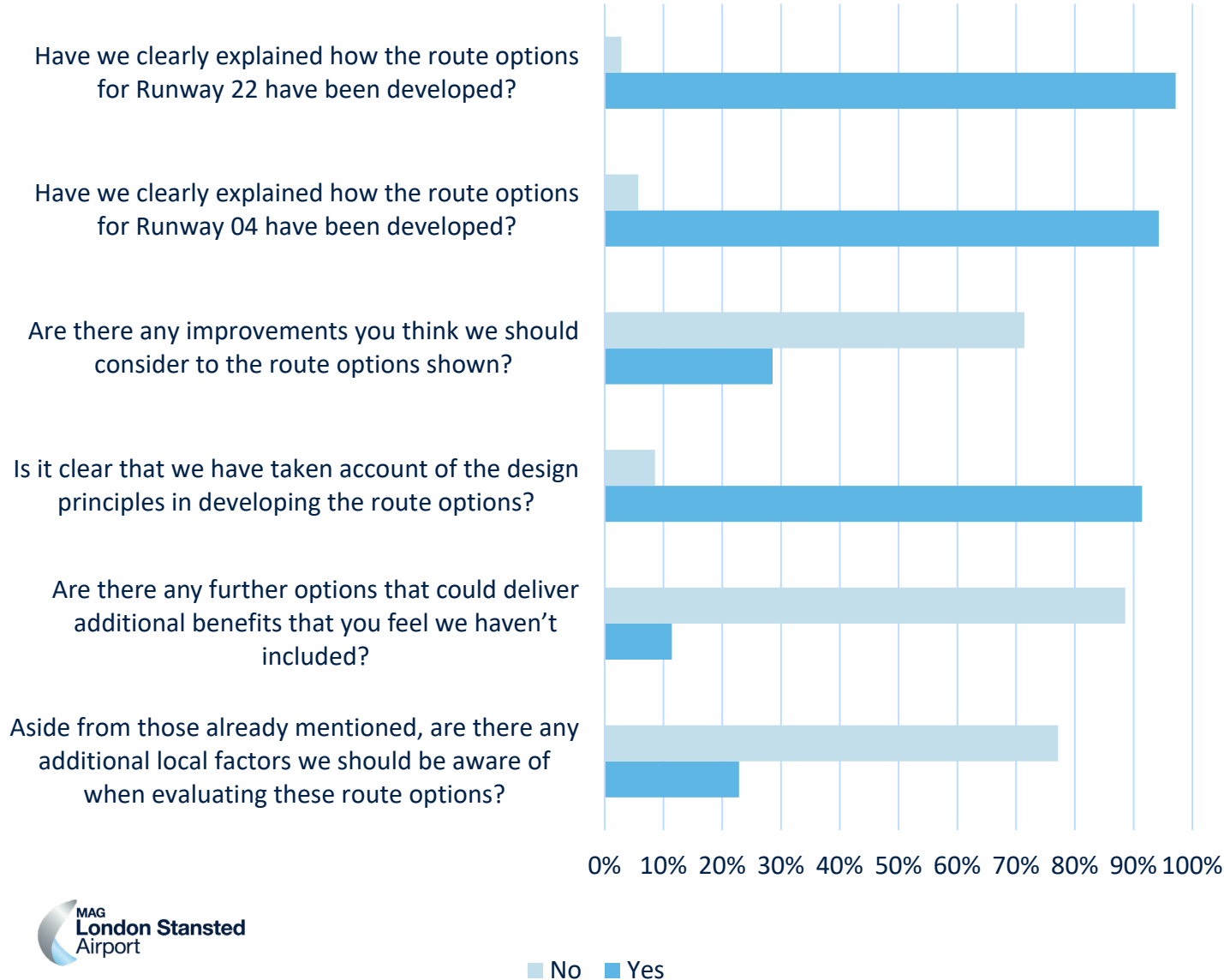
■ Yes ■ No ■ Don't know

“Flying over new areas is not logical. This is not a tweak of the system based new UK airspace change design. Existing residents should not have to continue to be burdened as they have for the past 70 years.”

General public

Departure and Arrivals route options

This slide summarises results to route option questions in the feedback survey.



“Greater attention existing and proposed housing developments to reduce over flying”
General public

“Overall I like the sound of the improvements to the flights, will always have an effect on the homes under the flight paths, but efforts are being made to balance this with all the other benefits”
General public

“With the proposed changes to the steeper gradients of ascent and descent will improve the environment, and to be implemented as soon as possible”
General public

“When several viable route options are available, we felt air traffic should be distributed among them all on a daily/weekly rota basis instead of one or two bearing the whole load.”
General public

Respite

Our working definition has been:

Relief is a break from or a reduction in aircraft noise.

Respite is a scheduled relief from aircraft noise for a period of time.

Does this align with your own views?

..... Yes: 89, No : 11%

Is it important to you that periods of lower noise are scheduled and predictable? Or, do you just wish to see a sharing of noise?

.....Predictable: 40, sharing noise: 60%

When considering the use of multiple routes to provide respite, what might constitute a sufficient period of respite?

Stakeholders provides a variety of timeframes that they wish to be considered for example 12 hours, day by day, week by week

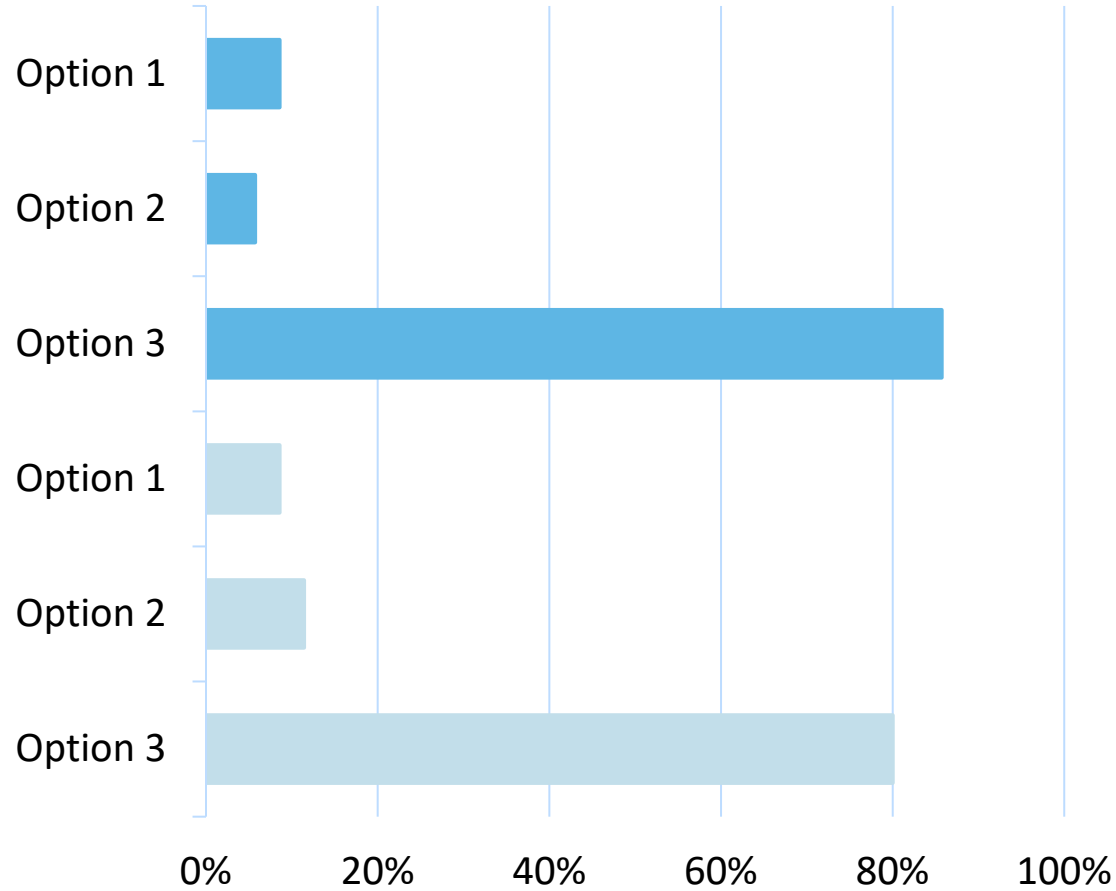
Are there any times of the day or days of the week where it would be preferable to have a period of respite?

Stakeholders provided a range of preferable periods. However the most common times were night, early morning and late evening



Respite - Arrival options

■ Do you have a preferred option?



■ Which do you think best aligns with our design principles?

