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Weekly Public Affairs Report: Friday 14th June 2019

HOUSE OF COMMONS

Written Answers – Monday 10th June

Air Pollution: Schools

Meg Hillier: [257704]

To ask the Secretary of State for Environment, Food and Rural Affairs, what recent steps his Department has taken to improve air quality around schools in Hackney.

Dr Thérèse Coffey:

The Mayor of London is responsible for air quality in the capital and has reserve powers under the 1995 Environment Act to enable this.

Local authorities have discretionary powers to restrict car access to schools and enforce anti-idling laws outside schools.

Local authorities are best placed to target action to improve local air quality. The Government's Air Quality Grant Programme provides funding to local authorities for projects in local communities to tackle air pollution and reduce emissions which may include action targeting schools. The Government has awarded over £60 million in funding since the air quality grant started in 1997, including £3 million in 2018/19. Hackney Council has benefited from this fund.

The Government has put in place a £3.5 billion plan to improve air quality and reduce harmful nitrogen dioxide emissions. Our Clean Air Strategy sets

out measures we are taking to improve air quality and reduce emissions of pollution, improving public health.

Air Pollution: West Midlands

Julian Knight: [259279]

To ask the Secretary of State for Environment, Food and Rural Affairs, what steps he is taking to improve air quality in the West Midlands.

Dr Thérèse Coffey:

As part of our £3.5 billion plan to tackle roadside nitrogen dioxide (NO₂) concentrations, the Government is working closely with 61 English local authorities and has placed legal duties on them, underpinned by £495 million in funding, to tackle their NO₂ exceedances. This includes Birmingham City Council, Coventry City Council, City of Wolverhampton, Dudley Metropolitan Borough Council, Sandwell Metropolitan Borough Council, Solihull Metropolitan Borough Council and Walsall Council. Each of these local authorities has been directed to undertake local plans or studies to identify any measures that could bring forward compliance with NO₂ legal limits. A number of these have now concluded and the Government is working with the local authorities to implement measures including charging Clean Air Zones, bus retrofitting and upgrades, traffic signal optimisation and behavioural change schemes.

In March 2019 Solihull Metropolitan Borough Council received a further direction to undertake a full local plan as updated national modelling identified a more persistent, long term exceedance in Solihull. The local authority is required to submit initial plans by 31 July 2019 and final plans by 30 April 2020.

Climate Change

Dr Rosena Allin-Khan: [257796]

To ask the Secretary of State for Environment, Food and Rural Affairs, what assessment his Department has made of the merits of (a) rewilding and (b) other natural methods to tackle climate change.

Dr Thérèse Coffey:

The concept of rewilding has a variety of characteristics and definitions applied to the term. Nature-based solutions are key to tackling climate change and averting its impacts. The Government is deploying such solutions to improve our natural environment. The government's 25 Year Environment Plan sets out key policies on how improving nature can help tackle climate change.

Under the new Environmental Land Management Scheme we will pay public money for the provision of environmental public goods. These public goods will include the mitigation of and adaptation to climate change.

Tree planting is one of the main contributors to nature-based carbon sequestration and the Government supports this in a number of ways. Our manifesto committed to planting 11 million trees by 2022, and in addition a further 1 million trees in our towns and cities, and we also have a long term aspiration to increase woodland cover from 10% to 12% by 2060. To achieve these goals, in the Autumn Budget the Chancellor announced £10 million for an Urban Trees Challenge Fund and £50 million to help plant new woodlands through the Woodland Carbon Guarantee.

Peatlands are our largest terrestrial carbon store. We have committed to publishing an England Peatland Strategy. The strategy will set out our vision to reverse decline in peatlands and restore them. Work is underway on four large-scale peatland restoration projects across England, to which we have allocated £10 million, and will restore 5,851 ha of degraded peatlands. We are also improving saltmarshes.

Natural England has an ongoing uplands programme with landowners and we will also be setting up a Lowland Agricultural Peatland Taskforce to help sustainably manage and restore peatland habitats. Once restored, our healthy functioning peatlands will provide a range of public benefits in addition to carbon storage, including flood mitigation and biodiversity rich habitats.

We also support nature-based solutions through our international aid programmes on forestry and mangroves/blue forests.

Cancer: Air Pollution

Dr David Drew: [260535]

To ask the Secretary of State for Health and Social Care, what research his Department has commissioned or supported examining the effect of air quality on cancer rates in specific locations.

Caroline Dinenage:

The Department invests over £1 billion a year in health research through the National Institute for Health Research (NIHR). The NIHR welcomes funding applications for research into any aspect of human health, including to examine the effects of air quality on cancer rates in specific locations. These applications are subject to peer review and judged in open competition, with awards being made on the basis of the importance of the topic to patients and health and care services, value for money and scientific quality.

The NIHR funds a broad spectrum of research on the effects of air quality on health through the NIHR Health Protection Research Units (HPRUs). Since 2014, the NIHR has funded the HPRU in Health Impact of Environmental Hazards at a cost of £4.4 million. This Unit is a partnership between King's College London and Public Health England and conducts a wide-ranging programme of research on the health impacts of air pollutants.

Aviation

Andy McDonald: [257747]

To ask the Secretary of State for Transport, what assessment he has made of the implications for his policies of the Civil Aviation Authority data which shows that the number of domestic aviation routes with more than 1,000 passengers per year has fallen from 228 in 2007 to 188 in 2017.

Michael Ellis:

Aviation in the UK operates in the private sector and it is for airlines to determine which routes they should operate. However, the Aviation 2050 consultation acknowledges the benefits regional airports and connectivity can bring to the regions and seeks views on what further actions government could take to enhance and support these connections. The consultation closes on 20 June.

Where domestic routes have previously been squeezed out of Heathrow over time, expansion of the airport will provide an unprecedented opportunity to strengthen existing domestic connections and deliver new ones.

The Airports National Policy Statement sets a clear expectation that an additional runway at Heathrow will deliver at least 14 domestic routes. We expect many of these connections will be commercially viable. This will ensure that regions are increasingly well connected to the capital and the UK's biggest airport, supporting new business, tourism and cultural links across the globe.

<https://qnadailyreport.blob.core.windows.net/qnadailyreportxml/Written-Questions-Answers-Statements-Daily-Report-Commons-2019-06-10.pdf>

Written Questions – Monday 10th June

2 Andrew Rosindell (Romford):

To ask the Secretary of State for Transport, what recent discussions he has had with cruise lines on pollution. [Transferred] (261131)

3 Andrew Rosindell (Romford):

To ask the Secretary of State for Transport, what recent assessment his Department has made of the potential economic benefits of commercial drone use. [Transferred] (261157)

<https://publications.parliament.uk/pa/cm201719/cmquestionbook/noq190610.pdf>

Written Questions – Tuesday 11th June

9 Dr David Drew (Stroud):

To ask the Secretary of State for Business, Energy and Industrial Strategy, which (a) businesses and (b) business organisations have declared an intention to be net-zero carbon by 2030. (262225)

10 Dr David Drew (Stroud):

To ask the Secretary of State for Business, Energy and Industrial Strategy, what representations he has received from (a) medical organisations in support of a policy of net zero carbon emissions by 2030. (262226)

12 Hugh Gaffney (Coatbridge, Chryston and Bellshill):

To ask the Secretary of State for Business, Energy and Industrial Strategy, what recent assessment he has made of trends in the level of fuel poverty in the UK. (262438)

35 Dr David Drew (Stroud):

To ask the Secretary of State for Environment, Food and Rural Affairs, how many individual environmental land management scheme projects he plans to establish to test and trial (a) climate change mitigation and adaptation, (b) supporting public access to farmland and better understanding of the countryside, (c) preventing, reducing or protecting from environmental hazards (including pesticides) and (d) widening the range of farm sectors represented, including agri-environment programmes, horticulture, pigs and poultry. (262216)

36 Dr David Drew (Stroud):

To ask the Secretary of State for Environment, Food and Rural Affairs, what funding has been allocated to individual environmental land management scheme projects to test and trial (a) climate change mitigation and adaptation, (b) supporting public access to farmland and better understanding of the countryside, (c) preventing, reducing or protecting from environmental hazards (including pesticides) and (d) widening the range of farm sectors represented, including agri-environment programmes, horticulture, pigs and poultry. (262217)

37 Dr David Drew (Stroud):

To ask the Secretary of State for Environment, Food and Rural Affairs, what the timetable is for the roll out of (a) detailed objectives, (b) tests and trials, (c) payment methodology, (d) sufficient advisor numbers, (e) the pilot scheme and (f) the final launch of the environmental land management scheme. (262218)

38 Dr David Drew (Stroud):

To ask the Secretary of State for Environment, Food and Rural Affairs, if he will publish the risk register for the environmental land management scheme programme. (262219)

39 Dr David Drew (Stroud):

To ask the Secretary of State for Environment, Food and Rural Affairs, how many staff and at what grades are working full-time on the environmental land management scheme programme. (262220)

40 Dr David Drew (Stroud):

To ask the Secretary of State for Environment, Food and Rural Affairs, which local authorities have (a) declared a climate emergency and (b) resolved to go carbon net zero emissions by 2030. (262224)

48 Henry Smith (Crawley):

To ask the Secretary of State for Transport, what recent progress he has made on maintaining flights between the UK and Europe after the UK leaves the EU. (262347)

<https://publications.parliament.uk/pa/cm201719/cmquestionbook/noq190611.pdf>

Written Answers – Tuesday 11th June

Carbon Budgets

Norman Lamb: [259905]

To ask the Secretary of State for Business, Energy and Industrial Strategy, whether he plans to carry forward part of the second carbon budget in to the third budgetary period.

Chris Skidmore:

[Holding answer 10 June 2019]: The UK has a world-leading record in tackling climate change. We are rightly proud of our performance against our carbon targets, having overperformed for the second time, leading us to cut our emissions faster than any G7 country. We remain firmly committed to tackling the threat of climate change and to meeting our future carbon targets through the ambitious plans and policies set out in the Clean Growth Strategy.

The decision to reserve part of the second carbon budget is a technical one which does not impact the Government's commitment to taking strong domestic action to reduce greenhouse gas emissions and tackle climate change.

The Government has deposited letters in the Libraries of the House confirming its decision.

Carbon Emissions: Environment Protection

Dr David Drew: [258956]

To ask the Secretary of State for Business, Energy and Industrial Strategy, what funding is available for communities that wish to become carbon neutral.

Chris Skidmore:

Community and local energy projects are an important element of carbon reduction and government continues to support communities who wish to become carbon neutral or reduce their carbon footprint.

At the end of May, the Rural Community Energy Fund reopened to support communities seeking to develop a wide range of low carbon activities. The £10m fund provides grants to communities for the feasibility studies into their ideas for action and where viable another grant to help develop the project to investment readiness.

The Rural Community Energy Fund will be delivered through the local energy hubs, created as part of the BEIS Local Energy Programme. The 5 hubs cover all the Local Enterprise Partnerships and the South West hub is managed by

the West of England Combined Authority. The hubs provide wider commercial, technical and project management support to Local Authorities on their low carbon energy projects.

Rivers: Pollution Control

Paul Farrelly: [261125]

To ask the Secretary of State for Environment, Food and Rural Affairs, what steps his Department is taking to upgrade drainage systems to treat pollutants before they reach rivers.

Dr Thérèse Coffey:

Since water industry privatisation in 1989, around £25 billion has been invested to reduce pollution from sewage, covering improvements in sewage treatment and in sewer overflows. In England, between 2015 and 2020, water companies are investing over £3 billion to improve their sewerage infrastructure. This has helped to achieve a 61% reduction in the amount of phosphorus load and a 72% reduction in the amount of ammonia discharged from sewage treatment works since 1995. In addition, 7,000 sewer overflows have been improved since 1995, reducing the impact of pollution from sewage discharges.

The Government's 25 Year Environment Plan contains a number of actions to achieve our aim of clean and plentiful water, including increasing the uptake of sustainable drainage systems (SuDS). SuDS features such as permeable surfaces, storage tanks and ponds, can help improve water quality as well as reduce the risk of surface water flooding. A revised National Planning Policy Framework, which further encourages SuDS in new developments was published on 24 July 2018.

In addition, Government recently consulted on proposals to improve longterm planning for drainage and wastewater management.

Water: Pollution Control

Paul Farrelly: [261124]

To ask the Secretary of State for Environment, Food and Rural Affairs, what progress the Government is making on achieving EU environmental quality standards for surface water by 2027.

Dr Thérèse Coffey:

Since 2015, over 3,100 miles of surface water have been enhanced to achieve good status, and the Environment Agency has set a target in the Government's River Basin Management Plans to enhance 5,000 miles by 2021. The 2015 River Basin Management Plans confirmed £3 billion worth of investment over six years.

Aviation: Females

Julian Knight: [259271]

To ask the Secretary of State for Transport, what assessment he has made of the effect of the Women in Aviation and Aerospace Charter on improving gender equality in aviation; and if he will make a statement.

Michael Ellis:

Earlier this year, nine months after its inception, the Charter celebrated reaching 100 signatories. This milestone signifies that industry is not only committed to greater diversity, but that it is also willing to come under greater scrutiny to prove its commitment to attract and recruit more women and then support their progress so they in turn can act as role models for future generations. We look forward to seeing progress being made against the Charters objectives and the difference it makes to industry.

Aviation: Passengers

Julian Knight: [259269]

To ask the Secretary of State for Transport, what recent assessment he has made of trends in the number of passengers flying from British airports.

Michael Ellis:

In 2018, 292 million passengers flew to or from a UK airport. That figure was

almost 3% higher than in 2017, and 24% higher than in 2008.

Model Aircraft: Registration

Richard Burden: [258976]

To ask the Secretary of State for Transport, what assessment he has made of (a) the threat to air safety posed by Control Line model aircraft and (b) the potential merits of exempting those model aircraft from mandatory registration under the 2019 Drone Registration Scheme.

Michael Ellis:

The Department keeps all risks to aviation safety under constant review. With regards to the upcoming Unmanned Aircraft Operator Registration and Education Scheme, the Civil Aviation Authority (CAA) has explored a range of options for model aircraft users. Exemption from the scheme is not a viable option as it would compromise the Government's overarching objective to increase accountability and safety awareness for all unmanned aircraft users.

John Healey: [259003]

To ask the Secretary of State for Transport, with reference to the Civil Aviation Authority consultation (CAP1775), what steps he is taking to ensure the cost of registration does not reduce numbers participating in model aircraft flight.

John Healey: [259004]

To ask the Secretary of State for Transport, with reference to the Civil Aviation Authority consultation (CAP1775), what steps he has taken to ensure that model aircraft users will not be unfairly targeted through the regulation of motorized drones.

Michael Ellis:

The Government has tasked the Civil Aviation Authority (CAA) with developing and operating the Unmanned Aircraft Operator Registration and Education Scheme to improve the accountability of all users of small

unmanned aircraft, whether they be drones or model aircraft, and their awareness of how to fly them safely. The Government recognises the importance of supporting those participating in model aircraft flying, and the strong safety culture fostered by the majority of model aircraft flyers and clubs.

However, as set out in the Government's drone consultation response in January 2019, any alternative approach for model flyers must be achieved without imposing undue burden on the state and the taxpayer, whilst also being efficient and enforceable, without compromising the integrity of the policy.

John Healey: [259005]

To ask the Secretary of State for Transport, with reference to the Civil Aviation Authority (CAA) consultation (CAP1775), what discussions he has had with the British Model Flying Association on proposals to register model flying enthusiasts.

Michael Ellis:

The new Aviation Minister, Baroness Vere, has met with senior representatives from the British Model Flying Association to discuss how they can work together to maintain and strengthen the UK's strong aviation safety record. This is part of the Department's ongoing engagement with all interested stakeholders on the regulation of unmanned aircraft.

Theresa Villiers: [259104]

To ask the Secretary of State for Transport, what steps he is taking to ensure that charges levied under the proposed UK Drone Registration Scheme will be kept to a minimum for people who fly models as a hobby.

Michael Ellis:

The Civil Aviation Authority (CAA) recently published its consultation on the proposed charge to cover the cost of running the upcoming Unmanned Aircraft Operator Registration and Education Scheme. The proposed charge balances keeping the charge for registration as low as possible with ensuring that the scheme funds itself. Consultation responses will inform the CAA's final

decision on the charge, which will be taken in July 2019.

Greenhouse Gas Emissions

Dr Alan Whitehead: [261071]

To ask the Chancellor of the Exchequer, with reference to the Financial Times article entitled UK net zero emissions target will cost more than £1tn, published on 5 June 2019, if he will place a copy of his letter to the Prime Minister on the costs and benefits of moving to a net zero target for UK greenhouse gas emissions in the House of Commons Library.

Robert Jenrick:

It has been the longstanding policy of successive governments not to comment on the content of leaked material.

<https://qnadailyreport.blob.core.windows.net/qnadailyreportxml/Written-Questions-Answers-Statements-Daily-Report-Commons-2019-06-11.pdf>

Written Questions – Wednesday 12th June

1 Dr David Drew (Stroud):

To ask the Secretary of State for Business, Energy and Industrial Strategy, which local authorities have (a) declared a climate emergency and (b) resolved to go carbon net zero emissions by 2030. [Transferred] (262224)

17 Catherine West (Hornsey and Wood Green):

To ask the Secretary of State for Business, Energy and Industrial Strategy, what recent discussions he has had with his US counterpart on international co-operation to tackle climate change. (263203)

<https://publications.parliament.uk/pa/cm201719/cmquestionbook/nog190612.pdf>

Written Answers – Wednesday 12th June

Carbon Emissions

Caroline Lucas: [260610]

To ask the Secretary of State for Business, Energy and Industrial Strategy, what the implications are for his policies of the February 2019 Committee on Climate Change advice that carrying forward surplus from the UK's second carbon budget (a) would allow emissions to increase when they should be falling and (b) would not be consistent with the aims of the Paris climate agreement; and if he will make a statement.

Chris Skidmore:

The UK has a world-leading record in tackling climate change. We are rightly proud of our performance against our carbon targets, having overperformed for the second time, leading us to cut our emissions faster than any G7 country. We remain firmly committed to tackling the threat of climate change and to meeting our future carbon targets through the ambitious plans and policies set out in the Clean Growth Strategy.

The decision to reserve part of the second carbon budget is a technical one which does not impact the Government's commitment to taking strong domestic action to reduce greenhouse gas emissions and tackle climate change.

The Government has deposited letters in the Libraries of the House confirming its decision.

Air Pollution: Children

Heidi Allen: [260082]

To ask the Secretary of State for Environment, Food and Rural Affairs, pursuant to the Answer of 11 April 2011 to Question HL14975, what the timeframe is for

his Department to conclude its consideration of the UNICEF report entitled Healthy Air for Healthy Children; whether he plans to publish a response to that report; and what steps he is taking to ensure that personal air quality (a) monitors and (b) messaging systems will be made available to inform the public.

Dr Thérèse Coffey:

The Department is aware of the Healthy Air for Healthy Children report. There are no plans to formally review the methodology and conclusions nor publish a response to the report.

Through the Air Quality Grant more than £3 million of government funding has been awarded to 28 innovative projects to improve air quality across local authorities in England. This includes funding to trial new technology to test the effectiveness of lowcost sensors to better understand the air quality data they produce.

Air Quality forecasts and information are already published on the Defra UKAIR website. We are undertaking further work to understand the range of different audiences for air quality information, the differing requirements of those audiences, and how air quality information needs to be tailored to meet those different audiences' needs.

Aviation: Noise

Ruth Cadbury: [261244]

To ask the Secretary of State for Transport, if he will update the Survey of Noise Attitudes 2017 report to incorporate the most recent WHO guidance on the lowest acceptable level of noise.

Michael Ellis:

The World Health Organisation Environmental Noise Guidelines for the European Region, published in October 2018, use an evidence base on aviation noise from global studies similar to the Survey of Noise Attitudes (SoNA) 2014. SoNA 2014 was published in 2017 and was therefore not available to be considered by the WHO in its evidence review.

My department forms part of the Interdepartmental Group on Costs and Benefits (Noise), which has been convened to review its current guidance and consider whether any updates are necessary. The Group will give careful consideration to the evidence base for the WHO Guidelines, as well as any other relevant recent research carried out in the UK and abroad. The department is also considering the need to commission a further Survey of Noise Attitudes to provide updated results.

Birmingham Airport

Emma Reynolds: [259972]

To ask the Secretary of State for Transport, whether it is Government policy to support the safeguarding of land in the Solihull Metropolitan Borough Council area to allow for the possibility of a future second runway at Birmingham airport.

Michael Ellis:

The Government's final policy position on the safeguarding of land for potential future runways at airports will be set out in the Aviation Strategy White Paper, which is due for publication later this year. Until this time the Government's position detailed within the Aviation Policy Framework of 2013 remains in place.

<https://qnadailyreport.blob.core.windows.net/qnadailyreportxml/Written-Questions-Answers-Statements-Daily-Report-Commons-2019-06-12.pdf>

Written Questions – Thursday 13th June

41 Philip Davies (Shipley):

To ask the Secretary of State for Environment, Food and Rural Affairs, with reference to the consultation on cleaner domestic burning of solid fuels and wood in England, if he will deposit in the Library copies of all reports and datasets his Department is aware of on non PM2.5 toxic pollutants released when burning (a) smokeless briquettes, (b) wet wood, (c) dried wood and (d) house coal on open domestic fires; and if he will make a statement. (263780)

47 Catherine West (Hornsey and Wood Green):

To ask the Secretary of State for Environment, Food and Rural Affairs, what steps he is taking to support the Mayor of London's ultra low emissions zone scheme. (263900)

70 Catherine West (Hornsey and Wood Green):

To ask the Secretary of State for Transport, what steps his Department is taking to support scrappage schemes for highly polluting vehicles. (263898)

<https://publications.parliament.uk/pa/cm201719/cmquestionbook/nq190613.pdf>

Written Answers – Thursday 13th June

Carbon Capture and Storage

Paul Farrelly: [262267]

To ask the Secretary of State for Business, Energy and Industrial Strategy, what recent steps the Government has taken to promote carbon capture, utilisation and storage technologies.

Chris Skidmore:

The Government believes that carbon capture, usage and storage (CCUS) has the potential to play an important role in meeting the UK's climate targets. CCUS can add value to the economy and help tackle hard to decarbonise sectors.

The Government published its CCUS Action Plan in November 2018, designed to progress CCUS in the UK, including enabling the UK's first CCUS facility to be operational from the mid-2020s. The Government is investing over £50 million in CCUS innovation support between 2017 and March 2021.

CCUS is also likely to play an important role in achieving our Industrial Clusters Mission, creating the world's first net-zero industrial cluster by 2040. This is

supported by up to £170 million from the Industrial Strategy Challenge Fund to support the deployment of low carbon technologies and enabling infrastructure in one or more clusters. In addition, through our Industrial Energy Transformation Fund we are investing £315 million to support businesses with high energy use to cut their bills and emissions through increased energy efficiency and transition to a low carbon future through the use of lower carbon energy and processes. This may support CCUS projects.

In March this year, the Government launched the CCUS Advisory Group. Backed by government and industry support, the Group will provide advice on the potential incentives and regulations needed for the development of a new UK market in CCUS.

The Government is also working with other governments to promote the development of CCUS internationally. We hosted, with the International Energy Agency, the Global CCUS Summit in Edinburgh last November which brought together world energy leaders from governments and industry to accelerate the global progress of CCUS and co-lead the CCUS initiatives under both Mission Innovation and the Clean Energy Ministerial.

<https://qnadailyreport.blob.core.windows.net/qnadailyreportxml/Written-Questions-Answers-Statements-Daily-Report-Commons-2019-06-13.pdf>

Written Answers – Friday 14th June

Air Pollution

Dr David Drew: [261096]

To ask the Secretary of State for Environment, Food and Rural Affairs, what the total emissions were in England of (a) PM2.5, (b) PM1 and (c) PM0.1 in (i) 2018 and (ii) 2017.

Dr Thérèse Coffey:

Defra publishes the report: 'Air Pollutant Inventories for England, Scotland, Wales and Northern Ireland' in the autumn each year. This report provides the total annual emissions in England of PM2.5. 2018 total emissions of PM2.5 in England will be published in autumn 2020, and 2017 total emissions of

PM2.5 in England will be published in autumn 2019. The URL for the latest report is:

https://ukair.defra.gov.uk/assets/documents/reports/cat09/1810160958_DA_Air_Pollutant_Inventories_1990-2016_Issue1.pdf

Emissions of PM 1 and PM 0.1 are not estimated for England, however they are estimated for the UK. The National Atmospheric Emissions Inventory (NAEI) website holds the database of UK annual emissions for a wide range of air pollutants including PM 2.5 , PM 1 and PM 0.1 .

The database for UK emissions of particulate matter from 1970 to 2017 can be accessed from the following URL:
<http://naei.beis.gov.uk/data/dataselector?view=pms>.

Aviation

Henry Smith: [262347]

To ask the Secretary of State for Transport, what recent progress he has made on maintaining flights between the UK and Europe after the UK leaves the EU.

Michael Ellis:

The UK and the EU have committed to seek an agreement on the future relationship for aviation that will secure market access rights for UK and EU airlines. The Government remains focused on ensuring our smooth and orderly withdrawal from the EU but has also been preparing to minimise any disruption in the event that the UK leaves the EU without a deal. Measures put forward by the UK and the EU will ensure that flights can continue in any EU Exit scenario.

Aviation: Noise

Ruth Cadbury: [261243]

To ask the Secretary of State for Transport, what plans he has to survey local

communities on the effect on quality of life of aircraft noise below 51 dB LAeq.

Michael Ellis:

This matter was raised in the department's Airspace and Noise Engagement Group, which is a formal channel of communication between the department and airspace and airport noise stakeholders, and also with the Independent Commission on Civil Aviation Noise (ICCAN). As they discussed, the department is considering the need to commission a further Survey of Noise Attitudes to provide updated evidence on the effects of aircraft noise on annoyance, wellbeing and health.

The extent to which this survey could include communities living in contours below 51 dB LAeq, is dependent on reliable measurement and modelling of aircraft noise at lower aircraft noise levels. This is currently difficult to achieve, but future technological solutions around sound processing are expected to assist.

<https://qnadailyreport.blob.core.windows.net/qnadailyreportxml/Written-Questions-Answers-Statements-Daily-Report-Commons-2019-06-14.pdf>