



Department
for Transport

Night flight restrictions at Heathrow, Gatwick and Stansted

Additional consultation analysis

Moving Britain Ahead

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Methodology and Caveats

The data used in this analysis does not cover all responses received as part of the public consultation. The analysis covers the information received through the online smart survey, however does not include responses in emails and written letters submitted. This means that this analysis is not fully representative of all of the consultation responses received. As a result, this analysis is intended to illustrate the range of views expressed on the different proposals included within our consultation document but was not used to inform final policy decisions on these matters.

Each report is calculated by the response to each question. Some were multiple choice whereas others were free text.

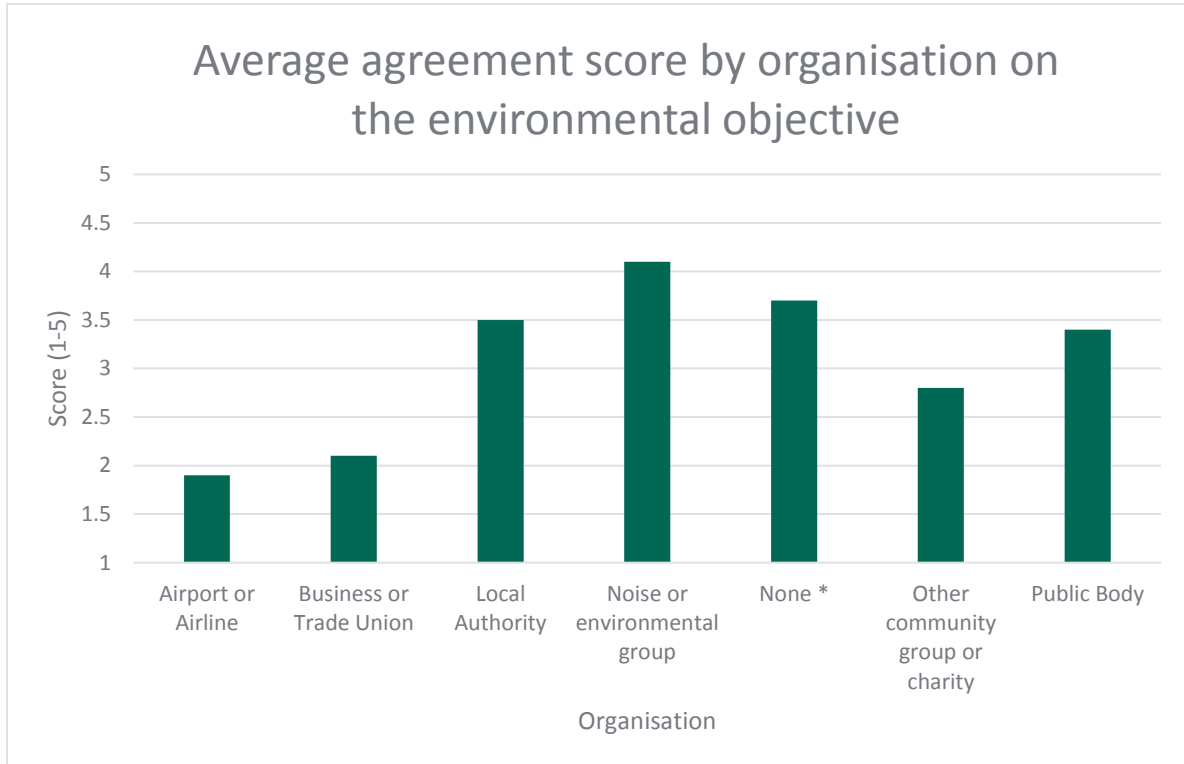
For the free text questions a sentiment score was calculated to identify whether a response was positive, negative or neutral. Common 'stop words' such as 'the', 'and', and 'it' were removed. The remaining words were given a score if they existed in a sentiment lexicon (dictionary). Words identified as 'positive' were given a score of +1, whereas words identified as 'negative' were given a score of -1. Positive and negative words were added up and the sentiment was based on if there were more, less or equal number of words tagged as positive/negative. The lexicon used can be found at: <https://www.cs.uic.edu/~liub/FBS/sentiment-analysis.html>

While the model is simple, it can be used as a proxy to understand approximately how many of the responses are in agreement or disagreement with the question. This score is intended to be indicative and may not be a true reflection of the sentiment of the response, since a phrase such as 'I am not happy' may be scored as +1 since the word 'happy' is included. However, it is clear to the human eye that this phrase should be scored as negative.

Q.1a How strongly do you agree or disagree with our proposed environmental objective for the next regime?

1051 responses were received for the question, giving a response rate of 84% for Q1a.

The average response to the question is 3.6 where 1 = strongly agree and 5 = strongly disagree.



* None – Refers to respondents who are either responding as an individual or did not give their organisation details

Q1b. Any additional comments on our proposed environmental objective for the next regime.

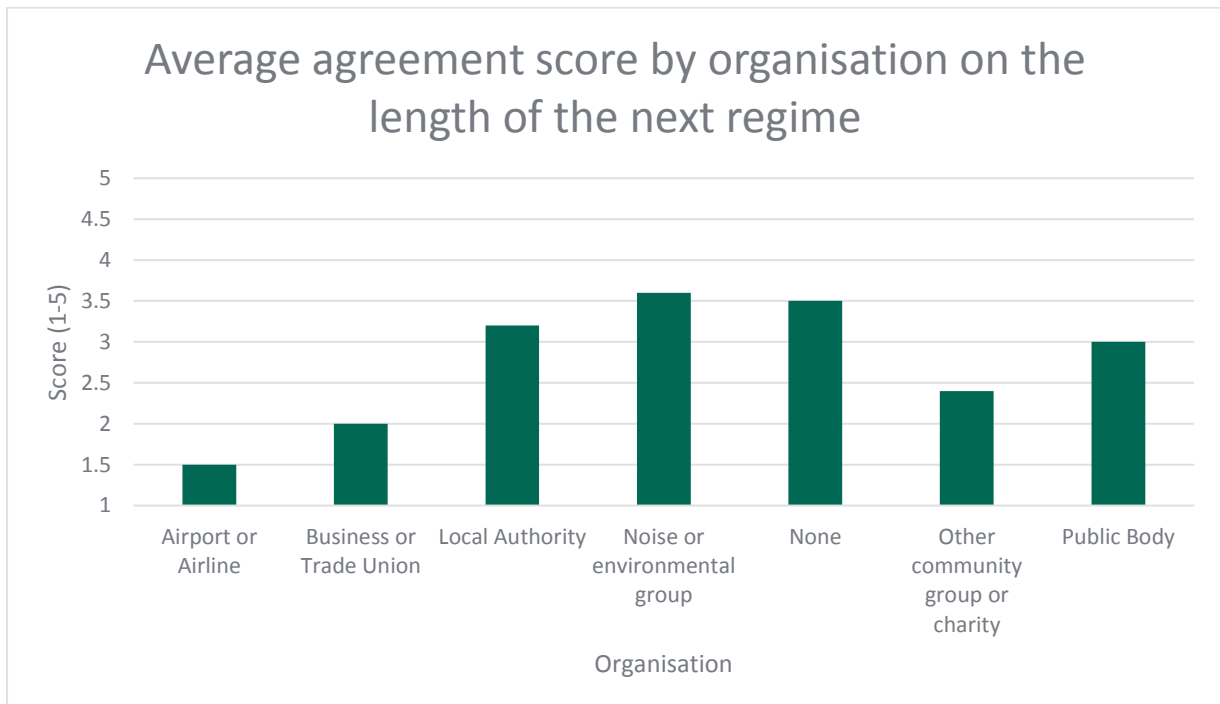
793 responses were received for the question, giving a response rate of 63% for Q1b.

Organisation Type	Percent positive (%)	Percent neutral (%)	Percent negative (%)
Airport or Airline	56	19	25
Business or Trade Union	70	10	20
Local Authority	33	17	50
Noise or environmental group	41	26	33
None	25	26	49
Public Body	53	24	24

Q2a. How strongly do you agree or disagree with our proposal for the length of the next regime?

1054 responses were received for the question, giving a response rate of 84% for Q2a.

The average response to the question is 3.4 where 1 = strongly agree and 5 = strongly disagree.



Q2b. Any additional comments on our proposal for the length of the regime.

548 responses were received for the question, giving a response rate of 44% for Q2b

Organisation Type	Percent positive (%)	Percent neutral (%)	Percent negative (%)
Airport or Airline	62	19	19
Business or Trade Union	29	29	43
Local Authority	20	60	20
Noise or environmental group	68	11	21
None	24	45	31
Public Body	42	18	39

Q3a. How strongly do you agree or disagree with our proposal to introduce a new QC/0.125 category for aircraft between 81 and 83.9 EPNdB?

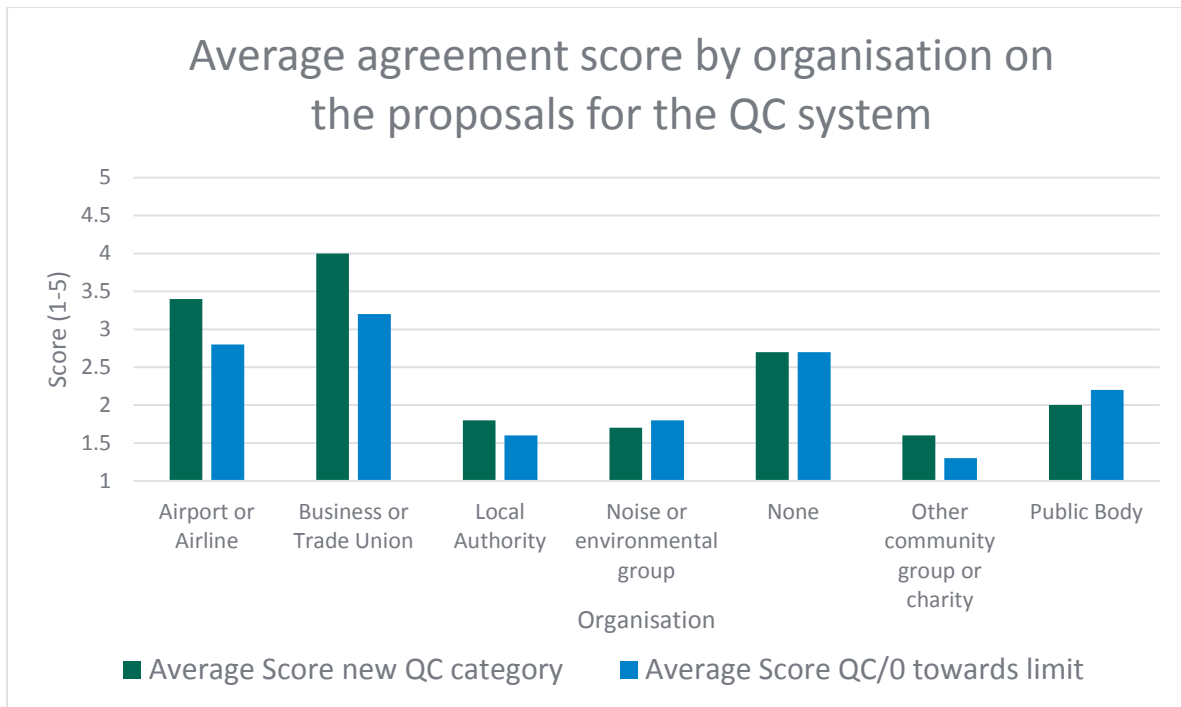
1041 responses were received for the question, giving a response rate of 83% for Q3a.

The average response to the question is 2.7 where 1 = strongly agree and 5 = strongly disagree.

Q3b. How strongly do you agree or disagree with our proposal for all aircraft quieter than this to remain QC/0 but count towards the airports movement limit?

1028 responses were received for the question, giving a response rate of 82% for Q3b.

The average response to the question is 2.6 where 1 = strongly agree and 5 = strongly disagree.



Q3c. Any additional comments on our proposals for the quota count system.

510 responses were received for the question, giving a response rate of 41% for Q3c.

The total sentiment is summarized in the table below.

Positive	Neutral	Negative
25 %	31 %	44 %

Q4a. How strongly do you agree or disagree with the proposal for movement limits to remain unchanged at Heathrow?

1016 responses were received for the question, giving a response rate of 81% for Q4a

The average response to the question is 3.6 where 1 = strongly agree and 5 = strongly disagree.

Q5a. How strongly do you agree or disagree with the proposal for movement limits to remain unchanged at Gatwick?

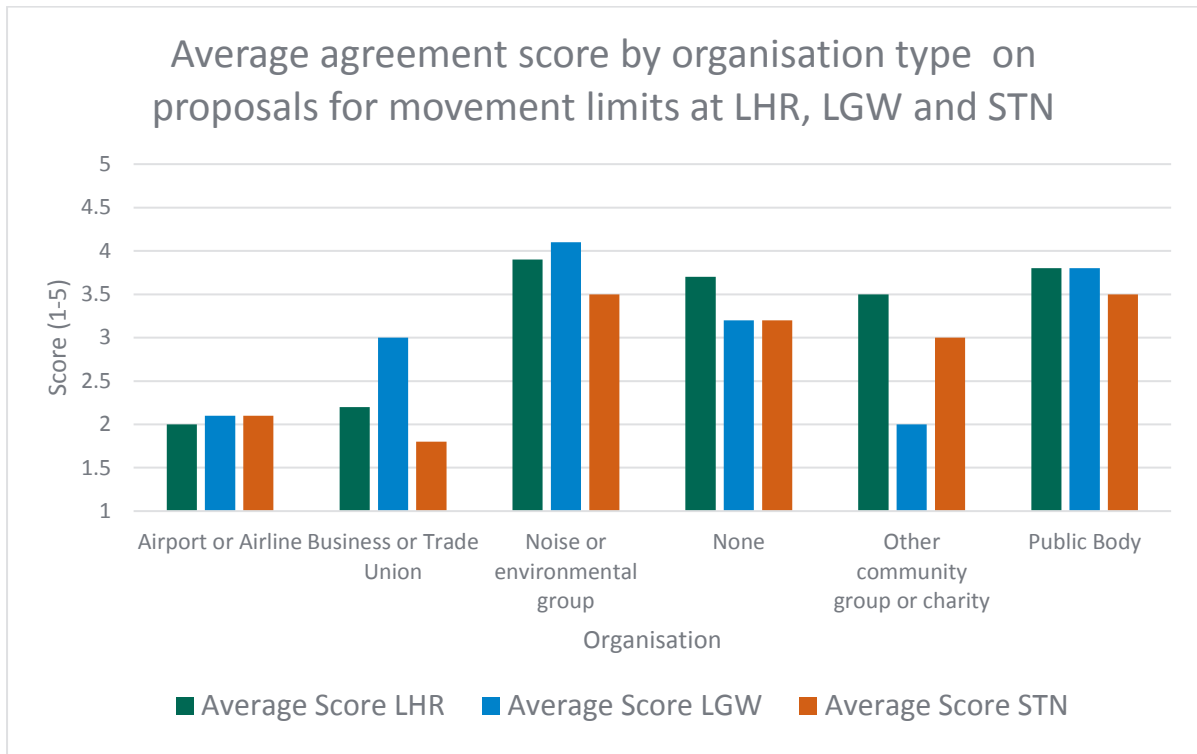
901 responses were received for the question, giving a response rate of 72% for Q5a

The average response to the question is 3.3 where 1 = strongly agree and 5 = strongly disagree.

Q6a. How strongly do you agree or disagree with the proposal to raise Stansted’s movement limits to reflect the current number of exempt aircraft in operation?

886 responses were received for the question, giving a response rate of 71% for Q6a

The average response to the question is 3.2 where 1 = strongly agree and 5 = strongly disagree.



Q4b. Any additional comments on our proposal for Heathrow’s movement limit.

577 responses were received for the question, giving a response rate of 46% for Q4b.

Percentage positive or negative are shown in the table below

Positive	Neutral	Negative
17 %	44 %	39 %

Q5b. Any additional comments on our proposal for Gatwick’s movement limit.

272 responses were received for the question, giving a response rate of 22% for Q5b

Percentage positive or negative

Positive	Neutral	Negative
15 %	43 %	41 %

Q6b. Any additional comments on our proposal for Stansted's movement limit.

220 responses were received for the question, giving a response rate of 18% for Q6b

Percentage positive or negative

Positive	Neutral	Negative
16 %	43 %	41 %

Q7a. How strongly do you agree or disagree with our proposals to encourage the use of quieter aircraft at Heathrow?

1005 responses were received for the question, giving a response rate of 80% for Q7a

The average response to the question is 1.9 where 1 = strongly agree and 5 = strongly disagree.

Q8a. How strongly do you agree or disagree with our proposals to encourage the use of quieter aircraft at Gatwick?

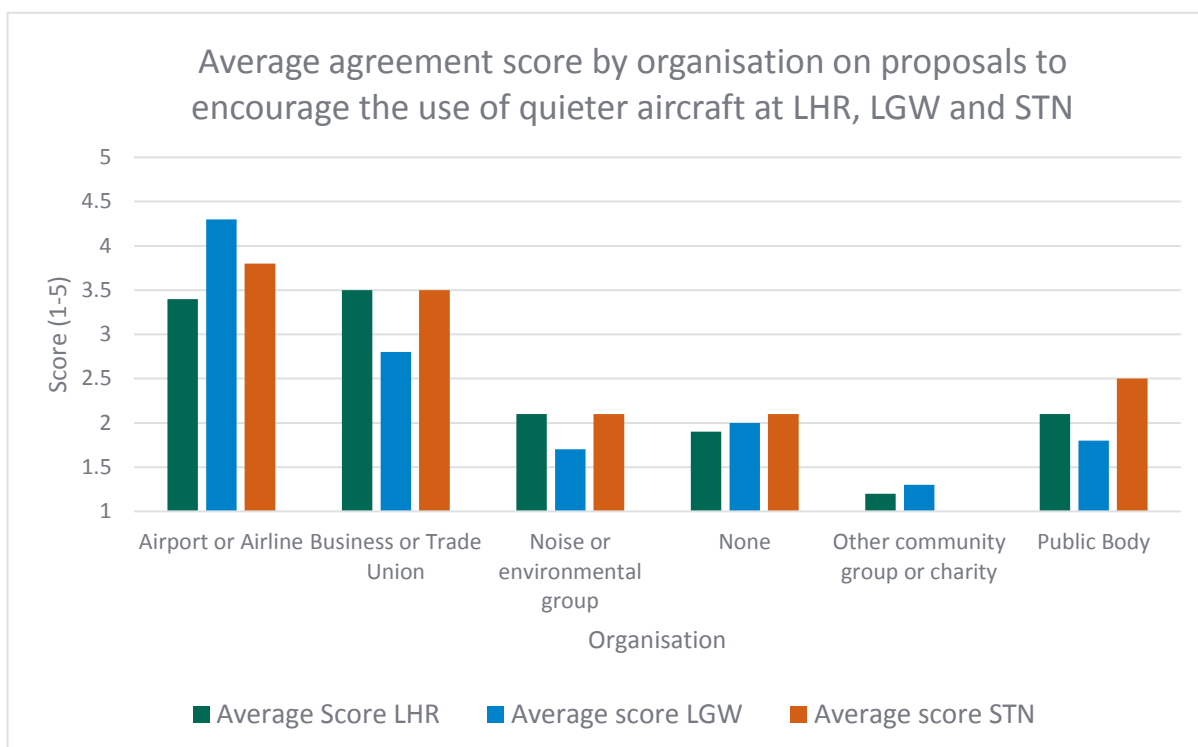
899 responses were received for the question, giving a response rate of 72% for Q8a.

The average response to the question is 2 where 1 = strongly agree and 5 = strongly disagree

Q9a. How strongly do you agree or disagree with our proposals to encourage the use of quieter aircraft at Stansted?

883 responses were received for the question, giving a response rate of 71% for Q9a.

The average response to the question is 2.1 where 1 = strongly agree and 5 = strongly disagree.



Q7b. Any additional comments on how noise quotas can be set in order to encourage the use of quieter aircraft at Heathrow

491 responses were received for the question, giving a response rate of 39% for Q7b

Percentage positive or negative

Positive	Neutral	Negative
38 %	29 %	33 %

Q8b. Any additional comments on how noise quotas can best be set in order to encourage the use of quieter aircraft at Gatwick.

211 responses were received for the question, giving a response rate of 17% for Q8b

Percentage positive or negative

Positive	Neutral	Negative
39 %	32 %	29 %

Q9b. Any additional comments on how noise quotas can best be set in order to encourage the use of quieter aircraft at Stansted.

171 responses were received for the question, giving a response rate of 14% for Q9b

Percentage positive or negative

Positive	Neutral	Negative
37 %	32 %	32 %