

SLAE Written Representation Submission for Deadline 10 - Employment and Training

TR020001-002890-7.05 Employment and Training Strategy

Executive Summary - Employment and Training Strategy

Luton Airport is a major employer for Luton and the surrounding counties, offering jobs ranging from working for the airlines and the airport itself, through to working in shops and restaurants serving passengers. Jobs at the airport tend to be well paid, with an average wage that's notably higher than the national average.

SLAE Response

Please break down jobs at the airport by industry sector, average wage and by other corresponding like for like jobs at other airports. Example, a similar retail clothes shop at all other uk airports (i.e. Stansted, Heathrow, Gatwick, Bristol, Leeds-Bradford etc, similar luggage shops, similar duty-free shops etc), working similar shifts etc. The 000715-5.02 *Environmental Statement Appendix 11.1 Oxford Economics The Economic Impact of London Luton Airport (2022)* suggests that York Aviation can provide this information.

Please explain the meaning and difference between the wholesale and retail industries directly at the airport?

Please explain how the numbers used, differ between each?

Please identify the 'Repair of Motor Vehicles and Motorcycles' industries located directly at the airport?

The Employment and Training Strategy (ETS) intends to help shape a brighter future for local people, create quality careers, and make the airport an inclusive and aspirational place to work. Luton Rising, the airport operator, and a new Airport Employers Community Forum (AECF)

SLAE Response

SLAE support this statement.

2.1.2 Many jobs that are directly supported by the airport are well-paid. The average wage of workers in jobs directly supported by the airport was estimated at £41,100, which is 34% above the national average of £30,700, and 27% above the average for the Borough of Luton (Ref 2.3). The airport supports jobs at various wage, skill and qualification levels (Ref 2.4). In a similar vein, generally across Luton, salaries for people who work in Luton Borough are higher than salaries of the people who live in Luton Borough (Ref 2.5), suggesting that the higher paid jobs in Luton Borough tend to be filled by people who commute in from further afield. Luton as a town offers great job opportunities, but the skills of Luton residents are not currently well matched to the skills required to take advantage of the opportunities in the town and at the airport. This ETS seeks to enable more residents – in Luton and across the wider ETS Study Area – to take opportunities for well-paid-jobs at the airport in line with the Local Skills Improvement Plan 2022-2026 (Ref 2.6).

SLAE response

Note that 000715-5.02 *Environmental Statement Appendix 11.1 Oxford Economics The Economic Impact of London Luton Airport (2022)* attempts to provide this information but is out of date and only provides a high-level breakdown. Same for the information provided in 002192-8.89 *Applicant's Response to Issue Specific Hearing 2 Action 5 and 6 - Past Employment Estimates- Appendices E to J, Sources BRES (2011), Experian (2012), erian (2012) and Halcrow (2012) tables.*

- a. Please break this down by wage band and number of workers in each band and by those working in head office functions, those working directly at the airport, those indirect and those induced, and those not. Split by each development phase. Figure 2.2. suggests that this information is available.
- b. Please provide a break down by full time workers, part time workers, split shift workers, temporary workers, workers working for a supplier and other. Define other. Split by each development phase.
- c. Please provide a breakdown of home workers and in office or location workers for both a. and b. Split by each development phase.

2.4.1 The direct jobs during construction – the employment supported by firms which are integral to the construction of the airport – would come in three stages, noting that these phases are assessment phases and development may come forward differently:

- a. 2025 - 2027: There would be limited construction activity as the airport undertakes some incremental expansion to increase the capacity of Terminal 1, creating on average around 200 person years¹⁰ of employment per annum;*
- b. 2033 - 2036: Most construction activity would occur during this period with the delivery of a new Terminal 2, creating up to 940 person years of employment per annum; and*
- c. 2037 - 2040: This period would see a less intensive construction period as the capacity of the new terminal is expanded incrementally up to its full planned capacity, creating around 470 direct person years of employment per annum.*

SLAE Response

What happens to those employed in those jobs in the slack periods between each phase?

3.2.1 Given that most long-term jobs growth during operations are going to occur in the next decade (please refer to Figure 2.3), with increased annual passengers up to 32 mppa, the ETS needs to be forward-looking and flexible to be meet the employment and training needs of the Proposed Development over the next two decades.

SLAE Response

There is some confusion as when referring to Figure 2.3 it does not appear that most long-term jobs growth during operations will occur in the next decade. Please explain and be clearer or reword the paragraph to accurately reflect the true meaning / numbers?

Reference: TR020001-000787-5.03 Environmental Statement Chapter 11 Economics and Employment Figures 11.1-11.3