

- Comments on the York Report - Travel times

Lab-Tools Ltd. 2019-03-08

Is this extract from York Aviation's table [1,2] the quality of their advice ?

Table 1 :



ASSESSMENT OF THE NEED AND JUSTIFICATION FOR THE DEVELOPMENT OF MANSTON AIRPORT

District	Manston Airport	London Gatwick	London Stansted	Southend Airport
Thanet	14	91	111	108
Canterbury	30	65	85	85

As a Thanet based Small to Medium Enterprise (SME) that had 8 flights (directors and visitors) booked via Manston when the closure was announced, we find these figures totally unrealistic, and we just hope that it does not lead to people missing their flights !

To evaluate total travel times and costs from home or work to the various airports, there are a range of factors to consider :

Yes certainly, road or rail travel times (see below) are significant, but there is also the cost of parking to trade against the additional 30 minutes to one hour for parking and coach wait and transit time. Then followed by the walk from drop-off point to the check-in desk, with all bags, typically another 15 minutes, and waits at check-in can vary from 10 minutes to 45 minutes.

To that one then has to add 2 hours for check in, or 3 hours check in required for an International flight, followed by about a 1 mile walk [3], not easy for the elderly or those with children :

Table 2 :

HOW FAR DO YOU HAVE TO WALK THROUGH AIRPORTS?

Maximum distances from check in or special assistance desks to gates at the larger UK airports

London Stansted - 3,822ft (1,165m)

London Luton - 2,952ft (900m)

Manchester - 2,697ft (822m)

London Gatwick - 2,559ft (780m)

Glasgow - 2,461ft (750m)

Edinburgh - 695m (2280ft)

Birmingham - 1,739ft (530m)

That is a total of about 6 ½ hours for an international flight – or say about 5 hours for a flight to Europe or in the UK, from Gatwick. Please see Tables 3a and Table 3b below.

To contrast with this :

Manston Airport was about 5 to 15 minutes from most of Thanet, check in was 30 minutes, with less than 10 minutes total walk from car to plane – a total time from front-door to backside on plane seat of less than one hour.

“Manston” to South East Airport road travel times :

For Arrival time 12 Noon on a weekday :

Google Map road travel times to the South East airports from “Thanet” – fairly optimistic, does not include an hourly 15 minutes for a driver safety rest / pee stop, and only a fool would set off from Thanet to Heathrow with only about 2 hours in hand – 3 hours can often be risky, depending on time of day, and colleagues have missed their flight after a 5 hour journey.

Thanet to Heathrow

1 h 40 min - 2 h 10 min (99.6 miles) – 130 minutes + 15 minutes
via M25

Thanet to Gatwick

1 h 25 min - 1 h 50 min (78.8 miles) – 110 minutes + 15 minutes
via Thanet Way/A299

Thanet to Stansted

1 h 40 min - 2 h 20 min (96.2 miles) – 140 minutes + 15 minutes
via M2

Thanet to Southend

1 h 30 min - 2 h 10 min (83.4 miles) – 130 minutes + 15 minutes
via M2

Thanet to Manston

6 min (1.9 miles)
via Woodchurch Rd and Manston Rd/B2050

Most Thanet people avoid flying from Stansted or Southend like the plague, because of the lottery of the Thames Crossings, unless they incur the additional time and expense of an overnight stay.

Table 3a :

Thanet to Heathrow (International Flight) :

Journey Stage	Time {minutes}
Drive	130
Safety Stop	15
Parking, bus wait and transit	30
Walk to Check-in	15
Wait at Check-in	20
Required check in before flight time	180
Total time leave door to flight time	390 = 6.5 Hours

Table 3b :

Thanet to Gatwick (National or European Flight) :

Journey Stage	Time {minutes}
Drive	110
Safety Stop	15
Parking, bus wait and transit	30
Walk to Check-in	15
Wait at Check-in	20
Required check in before flight time	120
Total time leave door to flight time	310 = 5 Hours 10 minutes

To contrast with these :

Manston Airport is about 5 to 15 minutes from most of Thanet, check in was 30 minutes, with less than 10 minutes total walk from car to plane – a total time from front-door to backside on plane seat of **less than one hour**.

“Canterbury” to South East Airport road travel times :

For Arrival time 12 Noon on a weekday :

Google Map road travel times in Tables 3a and 3b to the South East airports from Canterbury CT1, CT2 and CT3 districts reduce the above times by about 20 to 45 minutes.

For CT1, CT2, CT3 to Manston the times become about 20 to 40 minutes, in agreement with York Aviation times.

Also calculating the current figures from the Houses of Parliament to these airports still vindicate Sir Roger Gale’s statement in 2014 :

“...from central London to a backside on a plane taking off, Manston will actually be closer than Heathrow.” - Sir Roger Gale, adjournment debate, 29 April 2014.

What has since changed, other than the M25 becoming more congested, is that now one should strictly calculate up until “wheels leave runway”, due to the extended plane taxiing and queuing at Heathrow and Gatwick.

However even these comparisons are not the whole story – one has to consider the extra cost of the longer journeys – A return taxi from Thanet can often be cost effective versus the cost of on-airport parking (as assumed in above tables 3a, 3b), for longer duration work or holiday flights – Thanet to Heathrow return taxi for a single person is currently about £260. Often flights are at unreasonable early or late times, requiring overnight hotel accommodation at one or both ends of the flight. These costs add considerably to the total cost of a holiday, or business flight, and can be very significant additional costs for a Small to Medium Enterprise (SME), as can the additional cost of two lost working days [4,5].

These calculations were also performed for a range of East Kent locations in 2014 [6], and the main thing that has changed since then is that the M25 and M23 have become much more congested, and more susceptible to slow lanes and complete closures.

[1] TR020002-003137-Stonehill Park Limited - Written Representation.pdf - Table 5.2, PDF page 349

[2] York Aviation Drive Time Table - 5.2.png

[3] Airport Gate Walking Distances - Daily Mail - 2016-09-27.docx

<http://www.dailymail.co.uk/news/article-3809255/Elderly-air-passengers-missing-flights-forced-walk-MILE-departure-gates.html#ixzz4LTImGqKp>

[4] Travel costs – Thanet Professor.pdf -

Additional travel costs of about £12,500 over the four years since Manston closed.

[5] Additional advantages to Lab-Tools Ltd from a local airport.pdf

[6] Manton Airport Kent has major travel advantages.pdf

Additional advantages to Lab-Tools Ltd from a local airport

1) Travelling via Manston Airport rather than Heathrow saves 2 working days and hundreds of pounds in additional expenses, per business trip, a significant expense for a micro-SME, multiple times per year.

2) With Manston Airport, customers near any major airport in Europe could fly KLM to be at the Lab-Tools nano-science laboratories, and be drinking coffee discussing projects at the lab by mid-morning.



3) When the Manston Airport closure was announced, Directors and Visitors to the laboratories had a total of 8 international flights booked via Manston, not all of which were able to take place.

5) Lab-Tools is highly dependent on next-day and other rapid forms of sample, component and tool delivery. It is indeed remarkable how rapidly these arrive, even from the West coast of the USA. However one or more transit days (and sometimes working days) are lost by not having a freight airport with good capacity in the South East of the UK, and it is hoped that a re-opened Manston will assist with this.

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ASSESSMENT OF THE NEED AND JUSTIFICATION FOR THE DEVELOPMENT OF MANSTON AIRPORT
Table 5.2: Drive Time to Competitor Airports from Kent Districts

District	Manston Airport	London Gatwick	London Stansted	Southend Airport
Thanet	14	91	111	108
Canterbury	30	65	85	85
Dover	35	70	104	105
Swale	40	50	70	65
Shepway	45	65	90	90
Maidstone	45	40	60	60
Ashford	50	55	80	80
Medway	50	45	60	60
Gravesham	55	40	45	50
Dartford	60	35	45	45
Tonbridge & Malling	65	30	80	60
Sevenoaks	65	30	60	55
Tunbridge Wells	75	40	70	90
Source: York Aviation/Google Maps				

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Elderly air passengers missing flights after being forced to walk almost a MILE to the departure gates

- Many travellers with difficulty walking only request assistance at airport
- It may be too late and see them forced to walk to their departure gates
- Maximum check-in to departure distances include 3,822ft at Stansted
- Others are 2,952ft at Luton, 2,697ft at Manchester & 2,461ft at Glasgow

By MARK DUELL FOR MAILONLINE

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Elderly air passengers are at risk of missing flights because they are being forced to walk almost a mile to the departure gates, it was revealed today.

Travel organisation Abta warned that many travellers who have difficulty walking only request assistance once they arrive at the airport, which may be too late.

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██████████

██████████ · [January 9 at 8:22 PM](#)

In my submission to PINS I said it had cost me thousands of pounds since Manston closed in extra travel cost and time travelling to different airports instead of flying from my local airport. I have just actually calculated the total cost and I arrive at £12,500 over the four years since it closed. I think that is conservative as I reckon I missed some flights.

The point is if it cost just me, a one man business, that kind of money, what did it cost East Kent for all its businesses that were forced to travel from other airports? What about all the families that had to fly for their holidays from other places? I rather suspect the cost to the local economy runs into millions!

Manton Airport Kent has major travel advantages.

“...from central London to a backside on a plane taking off, Manston will actually be closer than Heathrow.” - Sir Roger Gale, adjournment debate, 29 April 2014.

3D Maps : Travel + Check-in Times to two Airports, MSE & LHR.

From London & Kentish Cities and larger Towns. v2b

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As further evidence in support of Sir Roger Gale’s speech in the House of Commons, the following data has been collated for current connection times, and displayed as 3D maps, with bright green representing zero delay time through to bright red representing five or more hours required for travel and check-in.

In this draft document, population, postcode location and travel time data is presented for Kent and London, for airports Manston (MSE) and Heathrow (LHR) (for a European flight).

Postcode-location is first plotted for the twelve Kentish districts, each district in a randomly chosen colour. This data gives a first indication of population density across Kent.

Then for the 23 largest Kentish towns and cities, a set of coloured vertical bars are plotted, with a height set by the population of the town or city (taking care to discriminate from districts with the same name). For the cities, the plotted area of the bar is limited to a single central postcode (i.e. CT1 for Canterbury), to avoid cluttering the graph.

The colour of the bar is set by the travel time, plus check-in time, to a selected airport. (A plotted colour-scale is now added.)

Finally a set of vertical bars is generated for each of the 13 largest London main-line stations (A-group), coloured in the same manner. Arbitrary height.

These 3D colour maps clearly indicate that both for Kent, and from these main London stations, Manston Airport offers quicker travel than Heathrow, either by car or rail.

Data for a similar map for East Sussex is currently being collated by other members of the “Save Manston Airport” group, and for travel via other London airports.

Population-postcode data is derived from the 2011 census, mostly via <http://www.citypopulation.de/php/uk-england-southeastengland.php> .

London station data from https://en.wikipedia.org/wiki/List_of_London_railway_stations .
Travel times (car and rail) from <http://www.transportdirect.info/> , measured in the middle of the day.

3D Maps : Travel + Check-in Times to two Airports, MSE & LHR. v2b

Bright green : zero delay time; Bright red : five or more hours.

