

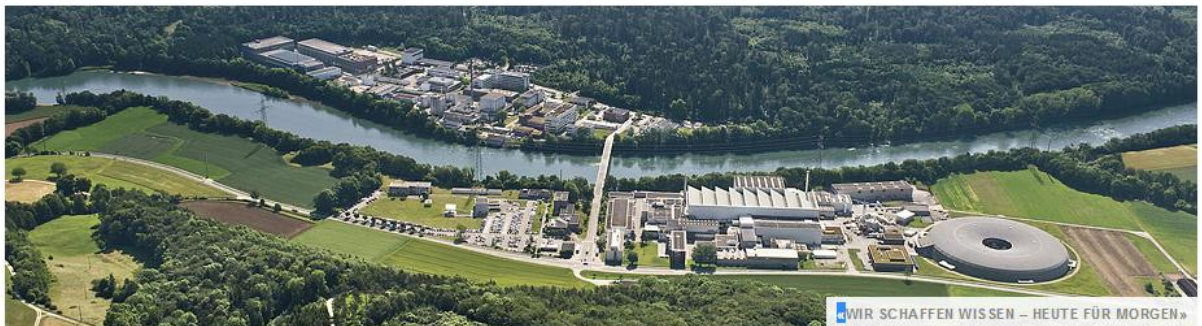
## **Lab-Tools Ltd. - Manston Airport DCO submission – Dr. Beau Webber**

- 1) When KLM started flying from Manston, Lab-Tools transferred its NMR nano-science laboratory to be near Manston.
- 2) 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. Lab-Tools has used Manston Airport to fly nationally (i.e. Edinburgh) and internationally (i.e. Washington DC), with the luggage being checked through.
- 3) 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 [1,2].
- 4) 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) When Manston Airport closed, Lab-Tools used publicly available data to show that with the rapid turnaround at Manston Airport, travellers were in the air quicker, travelling via Manston airport, from anywhere on or East of the Gatwick Airport boundary, and at or South of any “category A” station in London, by either road or rail, than via Heathrow or Gatwick airports. Due to the increased M25 congestion and extended queuing times on the runways at Heathrow and Gatwick, this area has probably since grown larger, indicating the large catchment area Manston Airport will have for passengers [3].
- 6) 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 are lost by not having an international 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.
- 7) Lab-Tools fully support RSP and Manston Airport in the creation of a large number of good, well paid local jobs with career prospects, which are desperately needed by the local populace and particularly by the youth of Thanet [4].
- 8) RSP are working with educators and training facilities to institute training and education so that local people can apply for aviation related jobs. This will be encoded into the Airport S106 statement. Lab-Tools fully supports this for the Thanet and East-Kent populations, and hopes that this will result in a larger number of technically trained local people that could be employed to assist in the Lab-Tools laboratory.

[1] Researchers from the Paul Scherrer Institut in Zurich arrive at Manston Airport at 09:11, on 2014-04-02, to visit the Lab-Tools NMR Laboratory.



[2] Paul Scherrer Institut, Zurich



[3] Manton Airport Kent has major travel advantages - v2b.pdf (attached)

[4] Thanet Unemployment 2018-07 (ONS) :

Unemployment	Jul 2018		Change since Jun 2018		Change since Jul 2017	
	Number	% Rate	Number	%	Number	%
Kent	17,895	1.9%	-230	-1.3%	2,365	15.2%
Great Britain	875,695	2.2%	1,500	0.2%	109,480	14.3%

	Jul 2018		Change since Jun 2018		Change since Jul 2017	
	Number	% Rate	Number	%	Number	%
Ashford	1,315	1.7%	-60	-4.4%	45	3.5%
Canterbury	1,295	1.2%	-75	-5.5%	0	0.0%
Dartford	730	1.1%	-15	-2.0%	-70	-8.8%
Dover	2,245	3.3%	10	0.4%	730	48.2%
Gravesham	1,400	2.1%	30	2.2%	5	0.4%
Maidstone	1,165	1.1%	-40	-3.3%	-75	-6.0%
Sevenoaks	470	0.7%	-20	-4.1%	-60	-11.3%
Shepway	1,475	2.3%	-35	-2.3%	115	8.5%
Swale	2,520	2.8%	40	1.6%	520	26.0%
Thanet	3,995	4.9%	-15	-0.4%	1,240	45.0%
Tonbridge and Malling	695	0.9%	-20	-2.8%	-20	-2.8%
Tunbridge Wells	595	0.8%	-20	-3.3%	-60	-9.2%
Medway	3,315	1.9%	40	1.2%	-80	-2.4%
Kent	17,895	1.9%	-230	-1.3%	2,365	15.2%

# 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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[REDACTED]

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

[REDACTED] .

London station data from [REDACTED]  
Travel times (car and rail) from [REDACTED], 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.

