



Unite Submission to the Department for Transport's 'High Speed Rail: Investing in Britain's Future' Consultation

1 Introduction

- 1.1. Unite is the UK's largest trade union with 1.5 million members across the private and public sectors. The union's members work in a range of industries including manufacturing, financial services, print, media, construction, transport, local government, food, agriculture, education, health, not for profit and, of particular relevance to this submission, the docks, rail, ferries and waterways sectors.
- 1.2. Unite's Docks, Rail, Ferries and Waterways sector has just under 19,000 members and is continuing to grow. Unite's membership in the rail industry is principally in the manufacture, maintenance and freight operations in companies such as Alstom, Bombardier, Hitachi, Mersey travel, National Express, Railcare, London Underground and DB Schenker, to name but a few. Unite has members who are drivers on Eurotunnel as well as engineers, electricians and construction workers.
- 1.3. Unite also represents 66,000 members in the road transport sector, over 60,000 in civil aviation and many thousands more in other transport modes.
- 1.4. Consequently Unite welcomes the opportunity to comment on the plans to construct a high speed rail line from London to Manchester and Leeds via Birmingham.

2 Executive Summary

- 2.1. Unite is very supportive of plans to introduce additional capacity on the nation's rail network, but believes the route should be designed so that it minimises the disruption to existing routes and delivers value for money. Unite is therefore concerned over the suggestions for the link between HS1 and the HS2 route, due to the potential loss of a vital rail freight corridor.
- 2.2. Unite does not accept that the provision of this high speed route will reduce the need for short haul flights sufficiently to avoid the need to add capacity to Heathrow and other airports in the South East.
- 2.3. Unite believes that the key to reducing environmental emissions is to provide a swift intermodal exchange between the various transport options. Such exchange hubs enable the passage of freight to move to its destination in the

most efficient manner. Consequently, Unite does not believe that the construction of the planned Birmingham high speed rail station is good value for money and is concerned that the project may well end up being an expensive white elephant.

3 Consultation Questions

Do you agree that there is a strong case for enhancing the capacity and performance of Britain's inter-city rail network to support economic growth over the coming decades?

- 3.1. Unite strongly agrees that there is significant justification to add additional capacity. The network is under continuous pressure to carry the nation's ever expanding population and the goods to supply industry and our population's needs. The UK population is projected to increase by 4.3 million by 2018. This increase is equivalent to an average annual rate of growth of 0.7 per cent. If past trends continue, the population will continue to grow, reaching 71.6 million by 2033¹.
- 3.2. Routes into our largest cities during commuting periods are already running significantly over designed capacity, leaving some passengers stranded on the platform while their train departs.
- 3.3. Competing for space on the network are freight trains, which have seen significant growth in numbers in recent years. Other than freight movement by water, the freight train offers the next best environmental option for overland transportation of goods.
- 3.4. Movement of freight by rail also significantly reduces congestion on the roads and reduces the level of accidents. It also increases the security of loads and reduces the number of drivers attacked whilst taking rest breaks during long distance journeys on the road. Due to the lack of proper road side facilities for hauliers, many drivers who are approaching their maximum driving hours have no option but to spend the night in the back of their cab on the side of the road. During this time they are held responsible for the security of their loads.
- 3.5. Between 1990 and 2006 green house gas emissions from freight transport by road increased by 31.7 per cent. If indirect emissions from electrically powered transport are excluded, lorry emissions account for 22 per cent of all transport emissions and emissions from vans account for a further 13 per cent². With the volume of freight movements predicted to continue to grow rapidly, combating the level of emissions in this area provides a significant challenge. The use of road haulage cannot be totally eliminated, as it will continue to require a lorry to ship the goods on the final mile leg to their destination and first mile from their point of origin.
- 3.6. Unite believes that one of the greatest barriers to developing Britain's inter-city rail network are the proposals under the McNulty review, which suggest the idea

¹ Source:- Office of National Statistics.

² Source Defra 2007

of vertical integration. If these proposals are followed, it will result in potential disruption to intercity services for both passenger and freight services, as the franchise operator gives priority to their own services and maintenance of their timetables at the expense of other operators using the line.

- 3.7. Unite is concerned over the eventual cost of tickets on the HS2 route and would like to ensure that they remain competitive with the conventional service. It is no use building the additional capacity on this route if it remains the preserve of the rich. Consequently, Unite would like to see legislation to ensure that the price ratio between tickets on both HS1 and HS2 tickets remain competitive to ensure that there is a modal shift between conventional rail and high speed.

Do you agree that a national high speed rail network from London to Birmingham, Leeds and Manchester (the Y network) would provide the best value for money solution (best balance of costs and benefits) for enhancing rail capacity and performance?

- 3.8. Unite believes that the basic Y shaped model would provide a good starting point but has concerns over some of the detail.
- 3.9. A high speed train runs most efficiently once it is maintaining its top speed. Consequently, providing a multitude of stops between Birmingham International Airport and NEC, and Leeds and a service that shuttles between the centre of Birmingham, is not the most efficient way to operate an express service.
- 3.10. It is understandable that these towns and cities would wish to be served by the high speed line due to the potential benefits it can bring to the community. Providing a multiple stop service should be left to conventional rail as it utilises trains with far less substantial power requirements and consequently less of an environmental footprint.
- 3.11. The old class 43 high speed train of the early 1970s had a power output of some 2,250 hp (1,678 kW) enabling it to reach up to 148 mph (238 km/h). A modern day class 90 can produce up to 7,680hp (5,860kW) enabling it to haul longer trains up to a maximum of 110mph (177km/h)³ A Eurostar produces a massive 16,300 hp (12,200 kW) under 25kV AC supply enabling it to reach 186 mph (300km/h). The reason why it needs this much extra power is to overcome the forces of friction with both the air and track at these speeds. A Eurostar 18 car train set has twelve 1370 hp (1020 kW) traction motors. Eight of them are in the power units (frame mounted, as in TGV practice); the remaining four are in trailers R1 and R18 and equip the trucks immediately adjacent to the power units. The reason for this is the great length (and hence weight) of the train set; more powered axles are needed to provide acceptable acceleration.
- 3.12. Even with this additional power it takes a considerable time to reach its maximum speed where it becomes most efficient. It equally takes a considerable length of track to slow down. Consequently, if the HS2 route includes a high number of stops such as on the route between Birmingham and Leeds, it will be less

³ Restricted to 100 mph on UK track.

efficient and hence less environmentally friendly than the conventional rail system for only a modest reduction in journey time.

- 3.13. Another example of where the use of a high speed service would be inappropriate would be on the run from the proposed Birmingham terminus to Birmingham international. The suggested journey time by high speed train on this section is 8 minutes, a saving of just 2 minutes on the conventional services⁴. Some of the reason for this time reduction is due to the location of the proposed station being about a mile closer to the airport on the eight mile stretch between Birmingham New Street and the station at Birmingham International. Such a short distance would not be sufficient to enable the full potential of the high speed service to be utilised but it would drain significantly more power.
- 3.14. If the aim of the government is to construct a wider network of high speed train services to Scotland, Wales and to the South West at some later stage, then the arguments for a new high speed station in Birmingham city centre start to make sense. Such a station would best provide a through service to the west, however, rather than one on the end of a spur as it would increase the required duration of any stop as the driver secures one driver cabin and traverses the length of the train and engages the controls at the other end.
- 3.15. Additionally, given the proposed location of the new Birmingham city centre high speed station, it would not provide a seamless transition between conventional rail without a significant walk from the rail hub at Birmingham New Street. As a result, it will be quicker to either stay on a service that connects to Birmingham International or interchange onto a service calling at Birmingham International at New Street rather than walk to the Curzon Street station. Without these through and connecting services the new station is in danger of becoming a very expensive white elephant. Consequently, Unite does not believe that the current proposal for a spur to Birmingham city centre can be classed as value for money.
- 3.16. Whilst it may be logistically prudent to have gauge clearance to run high speed trains to Old Oak Common, as this is the location for the maintenance facilities, the site does not offer good onward transport links. Even with cross rail connecting to the station, it is likely that services toward Heathrow would already be full of passengers and luggage on arrival at the station. This would discourage passengers interchanging from HS2 to Crossrail in order to reach Heathrow.
- 3.17. Unite therefore believes that the correct route of HS2 should ideally call at Heathrow in the area of the central terminals. This would then provide access to air transport links, Crossrail, the Heathrow Express, the London Underground and access to the second largest bus and coach station in the country outside of London Victoria. If you look at all the rival European hubs, they all provide direct access to the high speed network.

⁴ Assuming it was a non stopping service between Birmingham New Street to the NEC.

- 3.18. Unite realises that altering the route into one that travels via Heathrow would add three minutes on a non stopping service from Birmingham, Manchester and Leeds services to London. Unite believes that this would be three minutes well spent given the potential for additional passenger foot fall on the High Speed service, and the additional onward connectivity that could be realised.
- 3.19. Old Oak common has only a very limited onward passenger service and hence would not be as suitable as a High Speed Rail station as Heathrow. Its nearest tube station at East Acton is over a kilometre away. Unite believes that even after Crossrail is built, the new line, on its own, would not be sufficient to carry the volumes needed to reduce demand at Euston and provide enough connectivity for Heathrow.
- 3.20. Unite believes HS2 Ltd's report to Government is has significantly overlooked the potential connectivity at Heathrow in their desire to justify a connection at Old Oak Common. In their report it concludes that "*few, if any, London-bound passengers would interchange onto Crossrail at Heathrow since it is too distant from London and the frequency would not be attractive*"⁵. Network Rail has produced a draft London and South East Route Utilisation Study,⁶ which casts doubt on this assumption. In the draft study Network Rail aims to recast Great Western Main Line services, to potentially incorporate additional Heathrow Express services into Crossrail. Such initiatives, as part of what appears to be a desirable integrated approach to HS2 and the classic network, could allow a much higher frequency of Crossrail trains serving the hub, with limited stop services reducing journey times to central London destinations.
- 3.21. Another alternative would be to construct Heathrow's high speed rail station on the Great Western Main line itself. Such a station could incorporate check in facilities and a shuttle service to the terminals. Such a shuttle service would take no more than 7-8 minutes and would take no longer than the current proposals for an east-west shuttle from T5 to the new East Terminal facility. Such a location would also increase the catchment area for HS2, allowing better connectivity to the West Country and Wales avoiding the need to enter central London. Utilising this line would also have the potential of opening up the route into London via Paddington. Locating a station on site north of the airport would additionally have the potential to reduce the congestion that currently occurs between the M3 and M4 junctions on the M25.
- 3.22. There is a coalition of interested parties already willing to fund such a facility who have come together under the banner of the Heathrow Hub. The proposals by this group include plans for a potential expansion of the airport with the addition of more toast rack style sub terminals located on land north of the northern runway. Such additional terminals would enable delays to be taken at the gate reducing the time aircraft sit on the taxiways awaiting departure. When aircraft queue in this fashion, they burn up to ten times more fuel per minute than they

⁵ para.3.3.33 High Speed Rail, London to the West Midlands and Beyond, A Report to Government by HS2 Ltd, December 2009

⁶ London and South East Route Utilisation Study, Draft for Consultation, Network Rail December 2010

do at cruise altitude⁷. Consequently reducing aircraft queuing times would improve the environmental impact.

- 3.23. Unite believes that the only real benefit of a connection to Old Oak Common is in the area of rail maintenance. Old Oak Common already provides the home of the maintenance facilities for HS1 and has track gauge clearance for high speed trains to run at domestic speeds round the South West of London and on to the old HS1 route via Waterloo. Consequently, having HS2 running into this facility would solve several issues in providing access and maintenance facilities. Such a connection could be achieved however by developing the existing track bed to bring it up to the correct gauge clearance.
- 3.24. If it proves necessary to retain the original proposal to follow the current proposal for a route via Old Oak Common, then Unite believes that the spur to Heathrow should then be utilised as the foundation of any future extension of the high speed network to the South and West.
- 3.25. Tunnelling under the Chilterns will reduce the impact on residents of the area around the line but it will also reduce internet connectivity opportunities and the visual experience of passengers using the line. The loss of internet potential will, therefore, reduce the potential for passengers to work on the train. Tunnelling is also significantly more expensive than running the trains on the surface. There are instances where tunnelling is necessary, but this should be kept to the absolute minimum. It is technically possible to provide full broadband connectivity on a short haul aircraft on the short hop from Manchester to London and throughout the period in the departure lounge.
- 3.26. The current proposal for the line path through the Chilterns cuts through the area at its widest point, maximising the impact. A more south-westerly path could reduce the impact from 20 kms to just 12 kms. This more southerly route would then lend itself very nicely to a direct connection to Heathrow or to a station on the Great Western Main Line.
- 3.27. Unite believes that if HS2 is to attract the business customer, internet connectivity will be a must have, in the train design especially for the route between Manchester and Heathrow if it is to take over two hours when compared to an hours flight.
- 3.28. Given that there is a high speed train service from London St Pancras it only makes sense to expand this station rather than build an additional terminus facilities at Euston. Euston already suffers from significant issues regarding onward capacity via London underground, especially at peak times. Adding the additional burden of passengers arriving via the HS2 route would simply increase overcrowding. As there is to be a direct connection between HS1 and HS2 it makes sense to have just one station.
- 3.29. The St Pancras Kings Cross station complex has access to five underground routes as well as Thameslink services to the south coast and services to the

⁷ Source Boeing .

north east. Euston, by contrast, has access to just two London underground lines, London over-ground and London Midland services. If the aim is to maximise the potential for onward travel and consequently a wider catchment area for the route, Unite believes St Pancras would offer a much better option.

- 3.30. Unite further believes that to maximise the potential of the service provided on HS2 that the train should only stop at London St Pancras, Heathrow, Birmingham International, East Midlands airport, Leeds and Manchester in phase one. Such a route would maximise the potential for the intermodal exchange of passengers and reduce journey times. Unite believes that HS2 should be extended north to Newcastle and on to both Glasgow and Edinburgh, as well as west to Cardiff and Bristol.

Do you agree with the Government's proposals for the phased roll-out of a national high speed rail network, and for links to Heathrow Airport and to the High Speed 1 line to the Channel Tunnel?

- 3.31. Unite believes that a phased roll-out is a sensible solution to the construction of not just the current plans for the Y shaped segment but also for plans to introduce a UK wide high speed network.
- 3.32. Unite does not agree, however, that decisions over the connectivity to Heathrow should be dependant on the underground capabilities of London Euston or that this connection should be established in the final phase. If the use of Euston is one of the major deciding factors over connectivity to Heathrow then Unite believe the choice of London terminus needs to be re-examined. As outlined above, Unite believes that the correct solution is to develop St Pancras further rather than extending Euston and to have a direct connection to Heathrow.
- 3.33. Heathrow is currently one of the world's key airports for international travel. Due to restraints imposed on it in terms of capacity it has been a constant source of delays and cancellations when even the most minor issues occur. Providing direct connectivity to HS2 may provide a limited amount of additional capacity by reducing the need for domestic services but this additional space would very quickly be replaced by new services due to the level of demand for access.
- 3.34. Had it not been for runway capacity restrictions, Heathrow could today be handling between 75 and 80 million passengers per annum based on the growth rate up to 2003. After 2003 Heathrow reached a situation where demand could not be met by capacity and consequently the price of a pair of landing and departure slots became so valuable that they are today exchanged for millions of pounds. Consequently, even if all short haul passenger traffic did use the High Speed train instead from the destination in the UK and elsewhere, this released capacity would swiftly be taken up by replacement services^{8 9}.

⁸ See appendix 1

⁹ "A third runway at Heathrow is included in our central case. If this were not constructed, there might be additional demand for long distance rail trips as pricing and capacity constraints reduce the number of domestic air trips" – para . 4.4.12 High Speed Rail, London to the West Midlands and Beyond, A Report to Government by HS2 Ltd, December 2009

- 3.35. Due to population expansion the capacity issues of Heathrow will not be going away and, if anything, will increase over time. If a third runway was constructed it would increase the potential number of flight operations significantly¹⁰. Unite believes, however, that such an expansion of services should only take place if it is sustainable.
- 3.36. Unless the government plans to restrict economic growth, additional transport capacity will be necessary, as natural population increases are augmented with migration totals¹¹. According to the Office of National Statistics, the population of the UK was 61,792,000 in mid-2009. This is an increase of 394,000 (0.6 per cent) on mid-2008 and is equivalent to an average increase of over 9,000 people a week, or to put this into more familiar terms, the addition of a town the size of Bedworth in the West Midlands per month¹² or a city the size of Bristol¹³ per annum.
- 3.37. This increase in population will not only increase demand for passenger transport, it will equally increase demand for goods. If some freight is not diverted on to alternatives such as rail and inland waterways, the UK's road network will not be able to cope.
- 3.38. Current proposals for the connection of HS1 and HS2 suggest utilising a section of existing track bed north of St Pancras. This avenue is currently utilised by rail freight operations to move freight around London. If this route is utilised it would redirect all rail freight currently utilising this corridor south of London and increase the use of a level crossing in Egham. This level crossing caused plans to construct a passenger rail connection between Staines and Heathrow to be shelved due to opposition by residents in the area and intervention by their local MP and Secretary of State Philip Hammond.
- 3.39. With the Opening of Thames Port container terminal, growth in capacity and utilisation of Southampton rail freight capacity Unite believes that the transit of freight by rail on the southerly path around London will only increase. Unite would therefore recommend that careful consideration is given to alternatives to the current proposal which will inevitably disrupt the northerly rail freight path around London. Unite would therefore recommend a full impact assessment is carried out which appears to be absent at the current time.

Do you agree with the principles and specification used by HS2 Ltd to underpin its proposals for new high speed rail lines and the route selection process HS2 Ltd undertook?

¹⁰ "Heathrow Airport could reach a passenger throughput that exceeds 90 million passengers per annum with Terminal 5 (paragraph 8.6.3 of the Terminal 5 Main Report)" - Heathrow Airport Interim Masterplan , BAA 2005

¹¹ Net migration contributed to 176,000 of population growth in the year to mid-2009, an increase of 23% on the mid 2002 figure of 143,000. – source ONS - <http://www.statistics.gov.uk/cci/nugget.asp?ID=950>

¹² - <http://www.statistics.gov.uk/StatBase/Expodata/Spreadsheets/D8271.xls> see appendix 2 for the population of UK cities.

¹³ See appendix 2 for comparative city population data.

- 3.40. Unite does not agree with the entire route of this project as proposed for reasons given above, but does support the basic specification used. Unite has concerns over the plans to run trains at the proposed speeds, however, especially in light of other nations deciding to slow their services in order to reduce energy consumption and hence the cost and environmental impact.
- 3.41. Operating trains at 225 kmh would halve the wear rate and energy requirements of a service when compared to a 350 kmh service.

Do you agree that the Government's proposed route, including the approach proposed for mitigating its impacts, is the best option for a new high speed rail line between London and the West Midlands?

- 3.42. Unite does not agree that the route as proposed is ideal for reasons outlined above. Mitigation measures appear to be sufficient but until there are real trains running on the route, it is difficult to model all potential issues that could arise, such as noise pollution, for example.

Do you wish to comment on the Appraisal of Sustainability of the Government's proposed route between London and the West Midlands that has been published to inform this consultation?

- 3.43. Unite believes that the appraisal of sustainability makes several assumptions regarding the electrical generation mix and the potential of passengers to transfer from short haul flights onto the high speed rail routes in order to justify its footprint environmentally over existing services.
- 3.44. European plans to decarbonise electrical generation have resulted in a climate in the UK where ageing, inefficient coal fired generation and some ageing nuclear plants are being decommissioned. Due to the liberalisation of the generation network, the market prefers to provide the majority of the replacement generation capacity with gas powered generation. Whilst this is more sustainable than traditional coal fired generation, it produces a significantly greater level of emissions. Although there are proposals to build new nuclear generation and increase the use of sustainable generation, it will take decades before this will reduce the carbon footprint of the UK generation.
- 3.45. A new generation of nuclear power stations requires the casting of containment chambers which are currently only available from Japan. As a consequence of the growth in the popularity of nuclear generation, especially in developing countries, there is a considerable waiting list for these castings. Had the Tory led government not cancelled the loan to Sheffield Forgemasters soon after they came into power, the UK would have had access to an alternate source of these castings. Consequently, it is likely that government targets for the completion of such plants are over optimistic.
- 3.46. Capture and storage of the emissions from coal and gas fired generation might prove to be a solution, but serious efforts need to be made to bring on line demonstration facilities to prove that this concept has merit in practice. Unite

believes that this could prove to be a very viable solution in the government's plans to reduce emissions.

- 3.47. Without the required significant investment into decarbonising electrical generation it is unlikely that the emissions level of UK electrical generation will result in the emissions from a Eurostar train being equalled on the HS2 route. The HS1 route draws its electrical power principally from French Nuclear generation which has a carbon intensity figure for EDF generated electricity in France of 0.092 kg CO₂/kWh compared with 0.517kg of CO₂ per kWh from the National grid in the UK¹⁴.
- 3.48. Consequently, a Eurostar train would emit more than 5.6 times as much CO₂ as that shown on the table figure 1.2 on page 37 of the consultation document if the Eurostar train were powered by UK national grid power. Such an increase would make the emissions virtually equal to that seen for a private car with average occupancy. The UK government may claim that it is making efforts to encourage carbon reductions from energy generation, but this chart does not paint a realistic picture.
- 3.49. Additionally, HS2 assumes that there will be a significant move from domestic flights to the high speed rail network. It should be noted that there are no direct flights between Birmingham and London, Leeds and Birmingham, Manchester and Birmingham or indeed Leeds and Manchester. Other than the 149 who flew between East Midlands airport and Gatwick last year there were no flights from East Midlands to any of the HS2 destinations. Any passengers travelling on these journeys would consequently be in competition with other rail services and road journeys, not aviation.
- 3.50. The pre opening forecast passenger levels on the Paris/Brussels–London route, suggested that there would be 25 million passengers using the route per annum for 2010. Currently Eurostar attracts around 9 million passengers per annum and around a quarter of those passengers are tourists. None the less Eurostar has 70% of the market share for passengers between London and Paris¹⁵. Unite therefore does not believe that all passenger flights can be replaced by high speed rail operations.
- 3.51. According to figures produced by the CAA, there were just over a million passengers who flew between Manchester and London in 2010, and just over 50,000 who flew between Leeds and Manchester. Of those who flew to London from Manchester, 76.4 per cent flew into Heathrow¹⁶. Of these over 73.7 per cent caught connecting flights to their destinations on arrival at Heathrow¹⁷. Over 95 per cent who flew out of Leeds arrived at Gatwick.
- 3.52. As it is unlikely that a passenger who would normally check in at Manchester airport to catch a connecting flight at Heathrow, would switch to the train. This is

¹⁴ Source:- The 2010 Building Regulations

¹⁵ Australian Government Department of Infrastructure, Transport, Regional Development and Local government study http://www.bitre.gov.au/publications/77/Files/A_profile_of_high-speed_railways.pdf

¹⁶ Source CAA

¹⁷ Source BAA

especially true when the service would require them to haul their luggage from the high speed train onto a Crossrail service and then another service to take them to check-in when the alternative is to check their luggage in at Manchester airport and not see it again until they arrived at their destination.

- 3.53. If one assumes that every passenger not catching a connecting flight switched to high speed rail, one would be looking at around 470,000 passengers per year. The Eurostar carries a maximum of 750 seated passengers per journey. Therefore, to accommodate all non connecting passengers on all the journeys on HS2 it would require an average of 1.7 trains per day. Replacing all services to Eurostar directly served destinations from HS2 planned stations would require an average of 6.4 trains. This figure includes passenger who would have transferred to another flight at Paris Charles De Gaul. This would significantly reduce the number of trains per day that would be required.
- 3.54. The appraisal also assumes that ticket prices will go on sale at the same price for a high speed rail service as for the conventional network. Unite believes that this is unrealistic. Why would a passenger pay the same for a service that will get them to their destination slower? This then raises the prospect of the services on the HS2 network becoming the preserve of those who can afford it, condemning the rest of the public to an overcrowded network with little or no improvement in standards.
- 3.55. As a consequence Unite believes that rather than reduce the number flying short haul, a service which connects to Birmingham, East Midlands, Manchester and Heathrow could increase the number flying as it increases access to these facilities. Birmingham and East Midlands airports are both point to point airports linking Birmingham with European hubs on continental Europe. Although an increase in passenger numbers may financially justify more direct services, the capacity of these airports would limit the volume which could be handled.

Do you agree with the options set out to assist those whose properties lose a significant amount of value as a result of any new high speed line?

- 3.56. Unite believes that adequately compensating individuals for their loss, includes not just the value of their property but also damage to their quality of life.

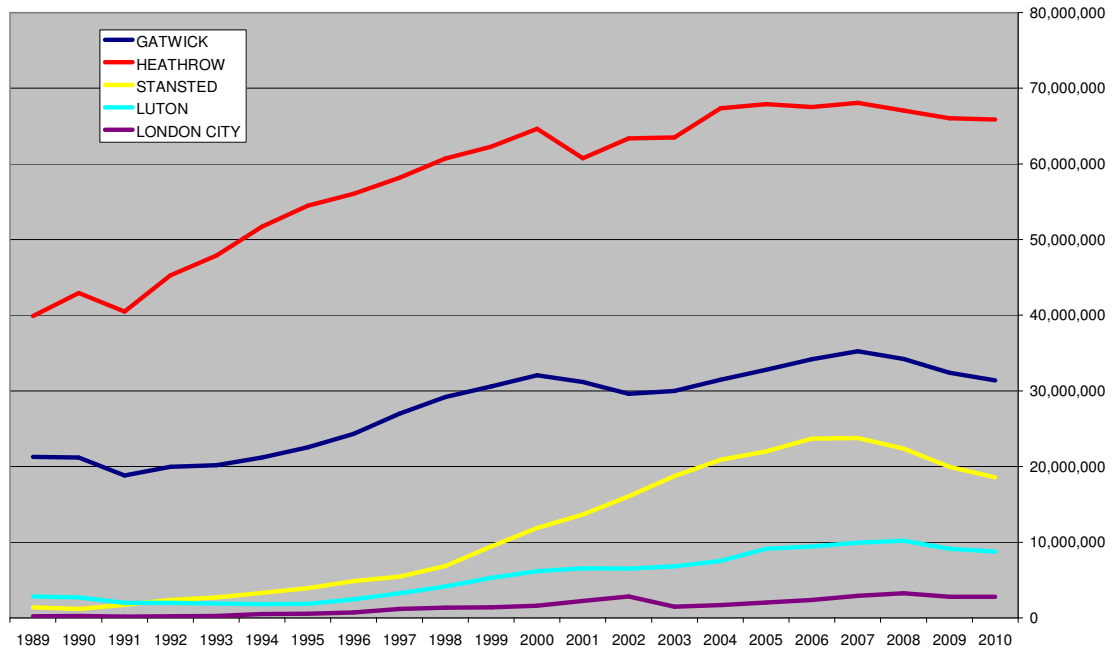
4 **Conclusion**

- 4.1. Unite is broadly supportive of the proposals to build HS2 but has concerns over several aspects of the proposal. One of the major concerns is ensuring that any money is well spent, especially when so many public sector workers are losing their jobs and cuts are being made to public services.
- 4.2. Consequently, Unite would wish to see appropriate budgeting and audit to ensure true value for money.

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Appendix 1 – Terminating and Transiting Airline Passenger numbers in the London area



Appendix 2 Population of UK cities

City	Population	City	Population
London	7.2 Million	Sunderland	280000
Birmingham	992000	Belfast	280000
Leeds	720000	Newcastle upon Tyne	259000
Glasgow	560000	Brighton	248000
Sheffield	512000	Hull	240000
Bradford	467000	Plymouth	240000
Edinburgh	450000	Stoke-on-Trent	239000
Liverpool	440000	Wolverhampton	239000
Manchester	420000	Derby	230000
Bristol	380000	Swansea	225000
Wakefield	316000	Southampton	220000
Cardiff	310000	Salford	215000
Coventry	305000	Aberdeen	215000
Nottingham	285000	Westminster	190000
Leicester	280000	Portsmouth	186000