

CAGNE

Communities Against Gatwick

Noise and Emissions

The umbrella aviation community and
environment group

19th December 2019

Transport Strategy for the South East - A Sustainable Route to Growth

Deadline for consultation – 10th January.

www.transportforthesoutheast.org.uk

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The plan seems to be focused on workers living close to place of work and acknowledges the need for more sustainable, low carbon transport options. However, their draft strategy does not do enough to make this happen in the timeframe needed whilst we are in a time of a climate and nature emergency

- This consultation is totally flawed as it does not include Gatwick expansion plans nor the fact that Heathrow expansion and Gatwick expansion would take place at similar times adding huge increases in construction traffic and migrating workers. It is noted that a separate report is to take place into freight movements.

Gatwick Airport suggests the number of passengers at the airport will rise from 45.7 million in 2017/18 to 53.8 million in 2022/3, an addition of 8.1 million. In 2011, 57.4% of passengers used private car, taxi or car rental; 42.3% used rail or bus/coach. In 2017, 54.9% of passengers used private car, taxi or car rental; 44.9% used rail or bus/coach.

Based on Gatwick's predictions, the extra 8.1 million passengers by 2022/3 will include 3.25 million using trains and at least another 4 million using private cars, taxis or car rental. Spread evenly throughout the year this would represent 11,000 additional vehicle movements per day. However, Gatwick Airport is part of a larger profile under which only 14% of passengers using all the London Airports are doing so for business. Most passengers at Gatwick (by a margin of 7 million in 2018) travel between April and September, so by 2022/3 the daily average addition of vehicle movements in the late spring and summer would be significantly higher than 11,000. In passing, those months are by far the busiest on the M23 on account of its direct link to the popular south coast. *

- This consultation completely ignores London and any changes made to South East transport has ramifications on London, for example Gatwick expansion would lead to new platforms and expansion of underground; there is no mention of this or budgeting.

This report/ consultation focuses on the following and so numbers and predication have to be challenged:

- Londoners which includes Dartford, Kent, are to migrate for work into our areas and not into London
 - Londoners are to migrate into our areas and not work and live in London
 - To charge people as they use their car 'pay as you go'
 - Road charges
 - The report is focused on urban and ignores rural
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- The report is defective as it fails to address rural areas and the isolation they will feel by what is proposed. The document is defective, like many local authority and government papers, as they do not address rural existence.
 - The figures are impressive but seem to work on the basis of opening up railway lines and huge investment by government in the railway which simply will not take place as the budgets are to focus on the north post election.

The consultation documents state business as usual by 2050 - 968K population, employment 402k, GVA £217bn, 3.08m car trips- 19% car, 30% bus, 27% rail, -6% bike and walk.

The plan for sustainable route to growth - +91k population, +474k employment, +59bn GVA, +912k cars – cars – 9%, 120% bus, -7% cycle/walk and 108% rail.

- We must welcome the reduction in emissions so seeking to reduce the decline in air quality, but all factors proposed are subject to obtaining funding from the government who has already pledged to support Heathrow expansion and the north.
- Much of the assumption is that everyone will be able to afford climate friendly cars and that charging points will readily be available. This is simply not a reality and plans cannot be based upon what is not a reality any time soon without huge government subsidies.
- **Bus services** and the use of environmentally friendly fleets are focused on towns and cities and not rural existence. There is a lack of bus routes or timetables in rural areas and this is not addressed.

Rural buses require residents to walk to a bus stop, for many residents to walk to a bus stop requires walking along country lanes that have no lighting and are rat-runs for traffic at 60mph.

We are already seeing sponsored buses being driven to take residents from new housing to shops as there is no other form of transport than the car.

We have also seen October 2019 the bus company running the Brighton to Gatwick go into administration. This is not the first, as Gatwick funded a bus service from Eastbourne to Gatwick and there was little uptake.

To charge rural inhabitants to use the car will leave more elderly, disabled and young in isolation and discriminate against rural lifestyle. In many cases there is no other form of transport to get to a station than the car/ taxi. If they are to be charged to use the car and the taxis becomes overpriced due to car charges or road charges then isolation of rural areas will continue.

It is unrealistic to believe that the bike or walking is a real alternative to the car for rural areas with no street lighting or footpaths and country lanes with speed limits of 60mph.

There is no plan to put an electric charging point at every car parking space in public car parks to enable residents to switch.

Electric cars are expensive and are prohibitive to the majority of the population.

Car sharing schemes do not work due to work schedules, school runs, after school activities, shopping, etc, etc. They are a good idea in principle but do not work in reality, especially at Gatwick Airport where there is shift work and executives live many miles away from the airport in Bucks, Essex, Oxted, Kent, etc.

■ Rail

We endorse the opening of the east to west railway line but this cannot be counted into the numbers until it is a reality or has funding from government.

The recent flooding and landslides are an indication that the line is out of date and needs major investment to allow it to operate in its current capacity let alone accommodating any growth.

Aviation is subsidised but rail travel is not, this is why low paid, eg Gatwick zero hour contractors, use their car or seek to live close to the airport. Crawley cannot accommodate the current level of demand for housing and so workers will have to migrate into Gatwick each day to work by rail and road adding to the burden of a single railway line that can't be expanded.

Also passengers have to travel to the railway station to be able to travel and so car parking has to be offered, as those outside of the town/ city cannot be expected to cycle on lanes and roads that have high speeds and emissions.

Emissions may reduce with electric cars/ buses in urban areas but the report offers no assistance/ answers for rural living. There is no mention of electric freight vehicles and Gatwick predict substantial increase in freight movements with 2 runway airport which this report completely ignores.

It is also unrealistic to believe that Gatwick Airport leisure passengers are going to cycle with suitcases to the airport or station.

Mobility is a major issue for elderly and makes public transport not feasible due to the long distances from the entrance of the station to the train, other factors such as the crowds, and generally lack of easy access already prevent elderly, disabled from using the train.

There is also the problem of capacity of the lines. Network Rail will tell you it is totally unrealistic to believe that Gatwick will be able to move people out of their cars onto the railway line as it can't be expanded and can't cope now.

Network Rail and government investment at the Windmill Junction is for natural growth and is not for Gatwick expansion plans. The improvements at Gatwick station do not increase capacity of the line.

By adding sub lines to the main line will only lead to more congestion of the main line and cause a greater bottleneck at London which will have a lack of station platforms to deal with such increases in travellers of Gatwick, 74m, plus natural growth in the south east. Predictions by the Office for National Statistics in 2018 suggest that by 2026 the populations of London and the South-East will have increased respectively by 774,000 and 554,000. By 2035 the increases from 2016 for the two regions will be 1,266,709 and 974,709. This will be a major alteration, one that can be expected to have a significant impact on infrastructure including transport.

To add any more carriages to the line causes tailbacks further down the line and one incident brings the line to a halt.

■ **Road**

Surprised by the fact that the M23 does not feature more, as the smart road is only meant to deal with natural growth up to 2040. With the mass housing taking place it would seem reasonable that full capacity will be reached earlier without Gatwick expansion plans adding 74m passengers, nearly 40,000 workers and freight.

As we are witnessing with the M23 a smart motorway, now deemed by many as unsafe, simply involves turning the hard shoulder into an ordinary running lane. Hardly a week goes by without a number of serious accidents occurring resulting in the closure of this motorway forcing vehicles onto Crawley/ East Grinstead's domestic roads and country lanes along its passage from M25 to the coast.

The recent December 2019 flooding of the M23 has yet again illustrated that Gatwick Airport only has one access road and whether it is a smart road or not, one incident brings this south to north corridor to a standstill. As more and more floodplain land is concreted over, the River Mole moved and piped many times to accommodate Gatwick Airport and building, the land remaining

becomes saturated resulting in flooding – this is not the first time the M23 has flooded and so much question is reliability yet again.

Economic growth in the South East can only be feasible with an all-encompassing plan and this does not seem to be the case with this report as it ignores the 'human factor'.

People move to areas where there is clean air quality, a nice place to live, rural / outdoor lifestyle, good schools, healthcare, affordable housing.

What we are seeing in the southeast is a lack of all of the above ensuring that people will remain in their car to access these facilities, with people moving out from towns and cities to escape the over crowding to enjoy the countryside.

People migrate into areas according to lifestyle desires and travel time to work, but if they are discriminated against due to road charges then rural villages/ lifestyle will become even more isolated.

Businesses will not move to coastal regions if they cannot access other areas such as London with ease.

* Jeremy Early

Introduction to CAGNE

CAGNE was formed on the 17th February 2014. Since then CAGNE has grown and diversified as a major umbrella community and environmental group to embrace the many issues that Gatwick presents through their desire for growth including new flight paths, changes to flight paths, increases in noise, surface access, and is now a major campaigning/lobbying force opposing the second and third runway for environmental reasons.

CAGNE has an extensive network of members covering areas to the east, west, north and south of the airport, in rural and urban areas, of the airport concerned with the totality of aircraft noise produced by arrivals and departures, environmental issues, airspace and surface access for Sussex and Surrey and Kent.

The CAGNE committee consists of volunteers/residents to the east and west of the airport coming from many professional backgrounds including aviation.

An Annual General Meeting open to the public takes place each year in February where the chair and committee are elected.

CAGNE sends out informative newsletters to members, consult its members to formalise responses, and is active on social media – Facebook, twitter and instagram.

CAGNE also operates an independent forum (www.cagnepcforum.org.uk) to engage and consult with town and parish councils called the CAGNE Town and Parish Council Aviation Forum, which has currently 28 members. This is for councils and is run by councillors and operated under the council's code of conduct.

The environmental campaign to educate the consumer of the damage flying does to local communities and the planet - www.pledgetoflyless.co.uk.

CAGNE is not just concerned with Gatwick Airport, but all airspace and gets involved in other airports in the UK and overseas; the environmental damage aviation has on climate change and air quality worldwide.

We work closely with CPRE Sussex and Surrey and other CPRE offices as well as other bodies such as SE Climate Alliance, Aviation Environment Federation, Members of Parliament, local authorities and other aviation community groups in the UK and overseas. CAGNE has a seat on Gatwick groups – Noise Management Board and attends GATCOM.

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