

CAGNE

Communities Against Gatwick

Noise and Emissions

**The umbrella aviation community
and environmental group**

23rd April 2020

Cllr Keith Glazier
Chairman
SE Transport Forum
East Sussex County Council

Dear Cllr Glazier

We contact you as chairman of the South East Transport Forum to request that you remove Gatwick Airport from the SE Transport Forum committee.

Gatwick Airport is a commercial organisation, and as such has a commercial gain/ expectations/ interest from being party to this Forum. Gatwick management seek purely to profit from growth and pay little, if anything, towards the burden it places upon the local taxpayer's purse.

The Section 106 agreement expired in December 2015; it is noted that an agreement is in place, but not legally binding or subject to any planning restrictions. Post Coronavirus, we can expect to see Gatwick looking to contribute even less to surface access, as airlines demise, flight ticket prices increase, and consumer confidence declines due to health concerns.

To allow such a commercial organisation to be party to decisions concerning the SE Transport Forum is similar to allowing Tesco's to dictate where their supermarkets should go in a new market town at planning stage. This, as you will appreciate, would be seen as a conflict of interest.

The TfSE's draft Transport Strategy documents to date have not included the figures for the burden that Gatwick Airport places upon our infrastructure. CAGNE raised this in response to the consultation, but this has clearly been ignored. We do not see how elected members can go forward with any plan without including the figures for the burden that Gatwick already creates by placing over 50% of passengers, workers and freight, on our lack of infrastructure.

Gatwick Airport does not exist in a vacuum and it is worth putting its function in perspective vis-à-vis southern England as a whole. 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.

Gatwick Airport suggests that the number of passengers at the airport will rise from 45.7 million in 2017/8 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. The reduction in the former, and increase in the latter, are far from considerable; buses and coaches use roads anyway.

Gatwick detail in their master plan (Oct 2018) that freight is key to Gatwick's long-term growth plans; as such this needs to be factored in. Access to airports must contribute to aviation's total emissions, and can't be ignored. Sulphur is contained in diesel as well as in aviation kerosene fuel. Freight movements to and from an airport cannot be taken in isolation, otherwise this would be a 'window screen' view of carbon emitted due to aviation operations. Methane poses large climate risks and hydrogen fueled lorries are not yet in production; it therefore seems inevitable that diesel will be in operation at airports for decades to come.

Electric cars continue to be expensive and so the daily chore of travelling to work at the airport and associated industries, shops, and schools will continue to add to the emissions and decline in air quality around airports. This is especially true at Gatwick Airport as the railway line is unable to take freight or growth in passenger numbers (the Windmill Junction improvement due to growth in this region not to accommodate Gatwick's growth - Network Rail 'Unblocking the Croydon Bottleneck').

The subsequent paper that we are promised, we understand will only relate to airport freight. We do not see how you can be realistically:

- 'establishing a baseline for the existing level of carbon emissions from surface transport to, from and within the Transport for the South East area and area study geographies;'
- or 'enabling a trajectory towards a net zero position by 2050 to be identified';
- or 'assessing the residual requirement to achieve net zero position by 2050.'

when you are not including the burden of Gatwick's surface access figures, and the growth by which they seek to profit shareholders, being a leisure airport with over 80% flying to Europe.

Gatwick Airport also present air quality issues for surrounding areas, and have been breaching air quality since 2015.

Carbon emissions cannot only be judged from what happens in the air (Gatwick only submit emissions figures for departures up to 3,000ft and endeavour to offset emissions with trading). Gatwick contributes significantly to carbon emissions from surface access, but this is ignored, or as in SE Transport reports to date ignores.

Most local authorities have declared a Climate Emergency. We therefore cannot see how they comfortably sit with a major polluter being present on the SE Transport committee.

We copy the Department for Transport into this letter as we can't believe they can allow this to go forward when all efforts are purely to seek government funding whilst ignoring the big 'elephant in the room' when it comes to the creator of the most carbon emissions, on road and in the air, in Sussex and Surrey – Gatwick Airport.

We do not see how the SE Transport Forum can ethically go forward whilst including Gatwick Airport on the committee, or how you can ever seek to achieve net zero carbon sooner whilst ignoring the huge impact that Gatwick has, and seeks to increase.

Yours sincerely

Sally Pavey
Chair of CAGNE
On behalf of CAGNE committee

Cc Cllr Tony Page, Deputy Chair, TfSE
Rupert Clubb, Lead Officer, TfSE
Geoff French, Chair, TfSE Transport Forum
Rt Hon Grant Shapps, Secretary of State for Transport
Transport Minister
Aviation Minister
Gatwick MPs

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CAGNE Introduction

CAGNE was formed on the 17th February 2014 due to the ADNID trial departure route being instigated by Gatwick Airport for a PRNAV route (concentrated flight path) over rural areas not previously flown over.

Since then CAGNE has grown and diversified as a major umbrella community 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 launched Not now, Not Ever campaign in October 2018 opposing Gatwick expansion plans for growth of the main runway and using the emergency runway as a second runway. CAGNE is assisted by a co-operation of environmental and noise groups in the Gatwick Environmental Group.

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 beyond.

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 councils code of conduct.

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.

CAGNE launched an environmental campaign in June 2019 to educate the flyer to seek alternative forms of travel - www.pledgetoflyless.org.uk

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 (NCF) and attends GATCOM but does not have a voice on GATCOM or NATMAG.