

**The Civic Society for Reigate, Redhill and Merstham**

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Response to DfT White Paper at Aviation. policy framework@dft.gov.uk

10.10.2011

Dear Sirs,

**REPORT**

**No. 27**

**DEVELOPING A SUSTAINABLE FRAMEWORK FOR UK AVIATION**

The Reigate Society is the Civic Society for Reigate, Redhill and Merstham and because of our proximity to Gatwick and Redhill Airports the Transport Committee has concern about future developments which may adversely impact on the area.

Accordingly we are providing our comments in the form of a response reflecting local issues to the questions posed in Para 5.40 of the consultation document.

**Q.** What do you consider to be the most significant impacts - positive and negative - of aviation for local communities?

**Response:**

**Positive impacts** are air transport links for business and leisure purposes and the benefits to the local economy and employment opportunities .

**Negative impacts** are the pressure on the Transport infrastructure in that the M25 Trunk Road periodically surcharges creating grid lock on the A25, A23 and the A217 to Gatwick this problem has been further complicated by the cancellation and failure to complete the section of the M23 Motorway Northwards into the South London Boroughs from the Surrey boundary.

The 1944/5 wartime A25 bypass for Redhill and Reigate was abandoned and the current LEP development plan for a substantial population and business expansion within the Borough and LEP area still stands with no bypass or replacement relief road proposal for the Reigate area. ( See the warnings made in the "ORBIT" motorway report).

Reports on Rail travel indicate that capacity will need to be increased. Various schemes have been proposed one involved options for the avoidance of central London passenger transfer between Heathrow, Gatwick, HS1 at Ashford and the Manston Kent International Airport. AIRPORT Noise and air pollution may have impact on those developments sited or to be sited closer to the airport or adjacent to the Northeast Southwest flight axis.

**Q.** Can more be done to enhance and /or mitigate those impacts? If so, what and by whom?

**Response:** Any developments at Gatwick Airport or within the A23 London / Brighton LEP corridor which leads to an increased through traffic flow of vehicles, passenger numbers or freight should be considered in the context of an already heavily populated area with further severe pressure on the Road infrastructure and services including housing, rail, water, schools, business, recreation etc.

Please see the Reigate Society Reports Nos. 1 to No. 26 for a more detailed appraisal of the various development proposals and related infrastructure needs with little or no provision for funding at present.

Yours Faithfully,

J. Davison.  
Member for Aviation.  
Committee.

J. M. Chittenden  
Chairman of the Reigate Society Transport.

**ADDENDUM to REPORT No. 27 GATWICK AVIATION POLICY**  
**VEHICULAR ACCESS.** \_\_\_\_\_ **Date** \_\_\_\_\_  
**01.12.2011**

**REF:- M23 Motorway and the A217 North of the M25 Motorway.**

**T H E   R E I G A T E   S O C I E T Y**