



The Civic Society  
for Reigate, Redhill  
and Mersham

**President:**  
Nicholas Owen

**Chairman:**  
Alan Mortlock  
3 Gatton Close, Reigate,  
Surrey, RH2 0HG  
Tel 01737 244407

**Secretary:**  
Michele Danner  
Heathfield Stables, Reigate Heath,  
Surrey, RH2 0QR  
Tel: 01737 243513

**Hon. Treasurer:**  
Robert Bogn  
Townsend House  
64 Church Street, Reigate,  
Surrey RH2 0SP  
Tel: 01737 248018

## MA ---- ADDENDUM

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JC&BH 20 01.2015

## RS REPORTS No.

50,60,61 &63

Heathrow, Gatwick &  
CAA Consultations;-

It was reported on Friday the 9<sup>th</sup> of January that the US Government proposed to cease operations at **RAF Alconbury** {HUNTINGDON}, **RAF Mildenhall**, and **RAF Molesworth**. But that operations would continue at **RAF Lakenheath**.

**The US Defence Secretary** said that the programme is to save £ 320 million a year.

**It was also reported that there would be local job losses together with a reduced income for the community within the area.**

The Ministry of Defense spokesperson commented that this information was "disappointing" presumably because the full cost of operating and maintaining the air bases would fall on the RAF and Ministry budget at a time of Economic cutback and the need for financial retrenchment.

It is suggested these problems need to be addressed with a proactive response.

### **SUGGESTION:-**

That one or more of the RAF or any other owned Airfields be offered on LEASE at a Peppercorn rent to an existing Airport Operating Company on receipt of an undertaking to provide and maintain a rail spur to connect the airport AIR PASSENGER TERMINAL to the **adjacent RAILTRACK NETWORK**.

This new airport Hub connected to the rail network will be able to provide air transport facilities for the population north of the Thames, which will enable the traveller to avoid the transport problems, transfers and delays associated with the road or rail journey to, through or round the congested London conurbation, in order to gain access to Heathrow or Gatwick.

### **SAVINGS;-**

Better economic use of existing airfield and adjacent road, education, community and housing assets with the possibility of continued employment rather than the movement of the population to a larger conurbation with associated Housing problems.

**LONDON;-** Reduced air and noise pollution, accident risk, road and rail congestion.

**GATWICK;-** No longer a case for the costly and disruptive diversion of the A23 or the Green Belt land take.

**HEATHROW;-** If the competition commission permits the operation of more than one airport then there will be no need to demolish housing or disrupt the M25 with the proposed costly tunnel structure.

### **COMMENT:-**

[1] "If forecasts about demand for air travel doubling every 15 years are right" Then there must be some doubt the adequacy of the proposals for the expansion of Gatwick and Heathrow or the space for further expansion after 15 to 20 years..

### **COMMENT;-**

[2] If the forecast demand for air travel proves to be incorrect. Why invest £millions when other airports can provide a relatively low cost air transport hub with the prospect of employment for those residents living North of the SE Region?

UK Airfields that might be made available to the Ministry should there be a need.

**Alconbury**, Benson, Brise norton, Bristol, Boscombe down, Chalgrove, Doncaster (Robin Hood Airport) Coltishaw, Fairford, Gatwick, Heathrow, Marham, **Molesworth**, Honington, Lakenheath, Liverpool, Luton, Lydd, Manchester, Manston (Kent International Airport), Mildenhall, Northolt, Oakington, Redhill, Stansted, Wattisham, Watton, Woodbridge, Wyton, etc.





Upper Marham

RAF Marham



RS Transport Committee.