



The Civic Society  
for Reigate, Redhill  
and Mersham

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## **MM ---REPORT No. 75.2 AIRPORT HUB & RUNWAY OPTIONS.**

JC&BH

### **1.0 FORECASTS & RESOURCES;-**

1.1 Travel Experts forecast that demand for air travel doubles every 15 years. Should this prove to be correct there must be some doubt about the adequacy of the proposals for the expansion of GATWICK and HEATHROW or the space for further expansion after 15 to 20 years.

1.2 It is reported that RAF Bomber Command, during the 1939-45 WAR constructed over 100 RUNWAYS dispersed in HUB groups for security.

1.3 Why invest £ millions when we appear to have more than enough RUNWAYS ?

1.4 These Airports and Runways are located throughout the UK, some are underutilized, can provide a Regional Airport service for the local community leaving the London Airports for Business and the local population.

### **2.0 RECENT DEVELOPMENTS;-**

2.1 It was reported on Friday the 9<sup>th</sup> of January 2015 that the US Government proposed to cease operations at **RAF Alconbury** , **RAF Mildenhall**,and **RAF Molesworth**. But that operations will continue at **RAF Lakenheath**.

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

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

2.3 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**

2.4 It is suggested that there are options that may resolve most if not all these problems.

### **3.0 SUGGESTIONS:-**

3.1 **That the Public liability Company (PLC) of Heathrow and or Gatwick or another Plc be allowed to acquire or Lease one or more AIRPORTS or AIRFIELDS or RUNWAYS so as to form an air transport Hub that can compete with Continental and International Airport Hubs.**

3.2 **That the Plc be required to make provision for rail spurs to connect the airport AIR PASSENGER TERMINAL to the adjacent RAILTRACK NETWORK.**

3.3 The new airport Hubs, connected to the rail network, will be able to provide air transport Facilities for the British population well clear of London`s transport problems, and free up The London Airports for the **essential BUSINESS** and local travel.

3.4 Transfers and delays associated with the road or rail journey to, through or round the London conurbation will be reduced to more manageable levels.

3.5 The proposals will help to resolve the Airport Growth problem for decades at relatively low cost.

#### 4.0 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, the METROPOLITAN GREEN BELT land take or the need to build on FLOOD PLAINS.

**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 tunnel structure.

#### 5.0 Some UK and REGIONAL Airfields that might be considered;-

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

