

please reply to:

Freepost
GAL DRAFT MASTER PLAN CONSULTATION

[\[REDACTED\]@railfuture.org.uk](mailto: [REDACTED]@railfuture.org.uk)

2019-01-10

Dear Sir/Madam,

Gatwick Airport draft Master Plan

Railfuture is Britain's leading national independent voluntary organisation campaigning for a better railway across a bigger network for passenger and freight users in order to support economic growth, environmental improvement and better-connected communities.

1 – We do not want our response to be treated as confidential.

2 – I am providing a response on behalf of an organisation or group.

3 – To what extent, if at all, do you support or oppose the principle of growing Gatwick by making best use of the existing runways in line with Government policy?

A: Railfuture neither supports nor opposes the principle of growing Gatwick.

4 – To what extent, if at all, do you agree or disagree that land that has been safeguarded since 2006 should continue to be safeguarded for the future construction of an additional main runway?

A: Railfuture neither agrees nor disagrees that land should continue to be safeguarded.

5 – What more, if anything, do you believe should be done to maximise the employment and economic benefits resulting from Gatwick's continued growth?

A: Railfuture urges GAL to extend those benefits across a wider area than the established Gatwick Diamond by actively supporting expansion of the airport's catchment through sustainable surface access by rail, especially to the airport's north-east and north-west where direct rail links are currently weak. Rail corridors for priority development are seen as Gatwick-Tonbridge-Maidstone-Medway Towns and Gatwick-Guildford-Reading-Oxford in the near-term, and in the longer term Gatwick-East Croydon-Lewisham-Canary Wharf-Stratford-Broxbourne/Chelmsford (a 'Thameslink-2').

6 – What more, if anything, do you think should be done to minimise the noise impacts of Gatwick's continued growth?

A: Railfuture suggests that while perhaps relatively modest, the noise impacts of airline passengers and airport workers arriving/departing by train are nevertheless more localised and less than the same number doing so by road transport.

[REDACTED]

7 – What more, if anything, do you think should be done to minimise the other environmental impacts of Gatwick’s continued growth?

A: Railfuture advocates progressively rising mode share targets for sustainable surface access by airline passengers and airport workers, to constrain congestion and pollution, such as to limit the overall number of journeys by non-sustainable modes. Accommodating surface access growth by rail growth will drive behaviours by the rail industry and by GAL.

8 – Do you believe our approach to community engagement, as described in the draft master plan, should be improved, and if so, how?

A: Railfuture draws attention to the emergence of the new sub-national Transport for the South East, and its Transport Forum on which GAL is represented. These new structures, and the opportunities they present for GAL to influence strategic transport investment decisions, offer an additional focus for engagement between the airport and its communities.

9 – If you make use of Gatwick, what areas of passenger experience would you like to see improved?

A: Railfuture as an organisation does not make use of Gatwick. That said, we believe that airline passengers who do so as rail passengers, in numbers which we wish to see increase substantially, look forward to a much-improved experience transitioning from one mode to the next via the new rail station, with rail services and connections actively promoted across the airport for arriving airline passengers as the premier onward travel mode of choice.

10 – Are there any aspects of our Surface Access Strategy that you believe should be improved and, if so, what are they?

A: Railfuture suggests that mode share targets for rail be expressed in relation to known dates in the rail industry calendar, such as the new franchise/s for GTR’s Gatwick Express / Southern / Thameslink brands after 2021, with the potential for additional trains and capacity particularly on Southern services, and the additional route capacity created by 2030 at and through East Croydon from Network Rail’s planned Croydon Area Remodelling Scheme. If the Gatwick Express already accounts for c.50% of all rail journeys between the airport and the capital (para.4.4.24), on 12-car trains which are often seen to have spare capacity, that share could be driven far higher with alternating intermediate stops added at East Croydon (Brighton services, linking economic centres) and Clapham Junction (Gatwick-only services, linking South Western passengers) providing new non-stop airport links, and the abolition in the next franchise of the market-distorting premium fare for near-identical rolling stock and near-identical journey times, recommended in the 2017 Gibb Report. Such changes would afford much-needed relief for non-Gatwick rail passengers especially on Southern services.

11 – Do you have any other comments to make about the Gatwick Airport draft master plan?

A: Railfuture has no further comments.

Yours faithfully,

Roger Blake BA, MRTPI (Rtd), MTPS
Railfuture
Director for Infrastructure & Networks
Vice-Chair, London & South East regional branch