

Interested Party Reference: 20044203

REVISION RE GATWICK RESPONSE to inquiry

HEADLINES:

This is a revision to my previous representation because:

A. There is uncertainty as to how the figures of future passenger numbers are calculated by Gatwick Airport.

A.1. I might have counted twice the number of passengers in the Airport's Master Plan, and

A.2. Therefore my calculations of the extra traffic are too high

A.3. Therefore my assessment of the road congestion is twice what it will actually be

A.4. Therefore Gatwick may say the extra traffic will not add to the road congestion

A.5. Therefore the Gatwick may suggest the Inquiry should ignore my argument

B. BUT:

B.1. I made the same counting error in my assessment of the traffic flows through the choke points on the M25

B.2. Those flows should be halved for each carriageway

B.3. The notorious congestion in those areas still happens with those reduced flows

B.4. Therefore halving the extra traffic arising from the Master Plan changes the absolute number of car journeys but does not change the *ratio* of them to the choke points on the motorway.

B.5. Therefore Gatwick's Master Plan will still generate unacceptable congestion.

DETAIL:

C. Gatwick argues:

C.1. Gatwick plans to increase the number of passengers through the airport to 70m per year by 2032 and 75m per year by the late 2030s, from 45.7m per the Master Plan 2019.

C.2. This means an extra 24.3m rising to an extra 29.3m passengers.

C.3. IF Gatwick counts its passenger numbers by counting heads moving through – being the sum of arrivals and departures – i.e. each individual passenger is counted twice, once on arrival and once on departure:

C.4. Then the number of extra individual passengers is not 24.3m rising to 29.3m, as I assumed in my previous submission, but half that, namely 12.15m rising to 14.65m.

C.5. 45% of those passengers will go by rail, according to the Master Plan.

C.6. So the extra number of people travelling on the roads will be $12.15 \times 55\% = 6.682\text{m}$ rising to $14.65 \times 55\% = 8.057\text{m}$

C.7. The extra road congestion depends upon the number of road journeys each of these passengers will make.

C.8. Assuming 4 people to a car and no-one being delivered or collected by a taxi or friends/relatives, each car will make 2 journeys: once to and once from the airport.

C.9. The number of extra car journeys will therefore be $6.682/4 = 1.67\text{m} \times 2 = 3.34\text{m}$ rising to $8.057/4 \times 2 = 4.028\text{m}$.

C.10. This amounts to an extra $3.34\text{m}/365 = 9,150$ rising to $4.028\text{m}/365 = 11,035$ cars on the road per day.

C.11. BUT not all cars will have 4 people in them: some people will be delivered and collected by taxis or friends/relatives.

C.12. If every group of 4 were to be delivered or collected by taxi or friends/relatives, then the number of car journeys would double, as the driver has to get to or from the airport him- or her-self.

C.13. Similarly if every car held just 2 people rather than 4, or held 2 people plus a driver, then the number of extra car journeys would also increase.

C.14. Thus the actual number of extra car journeys depends on the average occupancy of the vehicle plus the average number of journeys made simply by car drivers delivering or

collecting passengers. (This ignores the number of extra journeys on local roads arising from people parking at off-airport sites and being bussed in).

- C.14. Gatwick's Master Plan gives no estimates for these extra car journeys. I made a stab at it in my previous submission, suggesting 24,449 rising to 31,983 extra car journeys per day.
- C.15. Now that Gatwick charges for drop-offs, they should have a good idea of the numbers of cars arising from people being collected and delivered to the airport. I do not have that information. Although that figure is based on current passenger numbers, it might give some idea of the likely extra journeys required in future as passenger numbers rise, assuming that the current ratio of drop-offs to current passenger numbers stays constant.
- C.16. That stab failed to recognise that Gatwick counts its individual passengers twice (once on arrival and once on departure) in order to come up with the passenger numbers passing through the airport.
- C.17. Thus on the assumptions I made about car occupancy etc, the total number of car journeys should be half what I said in my previous submission; the totals should be 12,224 rising to 15,691 per day. On my assumptions, (the length of a Renault Clio being 4m and queuing bumper touching bumper) this is a traffic queue of 30 miles rising to 39 miles.

D. This halving of my figures does not help Gatwick 's arguments about road congestion on the motorway network, because:

- D.1. I have treated the traffic numbers in the same way as I treated the Gatwick passenger numbers. (source <https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2021> page 22)
- D.2. I assumed the daily number of 180,000 vehicles around the Heathrow side of the M25 and the "more than 180,000 on its busiest days " (source <https://www.gov.uk/government/news/new-data-reveals-dartford-crossing-carrying-more-food-and-goods-than-ever-before>) through the Dartford Crossing were in each carriageway direction rather than split between the two directions.
- D.3. The DfT gives no breakdown of the split, therefore suppose we assume it is 50/50.
- D.4. That halving of the traffic numbers counterbalances the halving of the extra car journeys arising from Gatwick's Master Plan.
- D.5. So although the absolute numbers are lower, the ratio is the same, and it is the ratio that is important in determining the congestion effects of the extra traffic created by Gatwick's Master Plan.
- D.6. As I mentioned previously, and sourced from the traffic estimates document referred to in D.1. that extra traffic passes through the five local authority areas with the highest traffic in the UK, and over 4 of the five busiest motorway junctions in the UK.

E. Conclusion:

- E.1. Whichever way you count the Gatwick passenger and motorway junction traffic numbers, Gatwick's expansion plans will create so much motorway and local road congestion that they will damage the rest of the economy and squeeze out the travel capacity for journeys , both car and lorry freight, from the ports and Channel Tunnel to the rest of the UK, or within the area south of London.
- E.2. Nor will the Silvertown Tunnel at Blackwall help, because the traffic there is London-bound, not on the Trunk route from the counties north of London through to Gatwick.
- E.3. Construction of the Lower Thames Crossing, (application currently with the planning inspectorate according to Kent County Council (Dec 19th 2023)) may start in 2026 and be completed by 2032. This will relieve cross-channel lorry congestion at the Dartford Tunnel.
- E.4. This lorry traffic is at 42% of total Dartford tunnel traffic – source same gov.uk link as in D.2. above. At the traffic rate of 180,000 per day, this is 75,600 lorries.
- E.5. BUT not all of those lorries are on the cross-channel route. Even if we assume they are, and that all of them use the Lower Thames Crossing, then the Dartford traffic would fall to

104,400 vehicles a day.

- E.6. Add in the extra 12,224 to 15,691 cars per day as in C.17 above and the total reaches 116,000 to 120,000 vehicles per day – again assuming no lorries at all.
- E.7. The Dartford Crossing is built to handle 135,000 and handles more only by virtue of dire traffic queues.
- E.8. So even with the Lower Thames Crossing coming on stream after 2032 the Dartford Crossing with any non-Cross-Channel lorries will remain at peak capacity allowing for no growth of the economy.
- E.9. Therefore the Gatwick Expansion will still squeeze out the capacity for future growth, therefore it should not be allowed.