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Thu 06 Jun 2013

Dear [REDACTED]

I yesterday posted some material to the Secretariat, but write today having had a further read of your e- mail.

FIRST, I am enclosing two sheets which would seem to have relevance to your current discussion paper on capacity.

SECOND, I must say that I was amused that the Secretariat envisages outline proposals, not exceeding 40 pages in extent. Who has the time either to write or to read such outlines?

Wasn't it Churchill who told people to present their ideas on a single sheet of paper?

Yours sincerely,

[REDACTED]

## *London Airports*

### **Providing Additional Capacity in the Long Term**

#### **What we can't have**

- We cannot have Boris Island for reasons already explained. (Danger, distance and cost of access)
- To expand the already crowded Heathrow will unleash an unprecedented flood of protest, near paralytic congestion, and would lead to an increase in flights over London and quite possibly to fights in Hounslow.
- We do not have the space for a gigantic hub airport, nor would many people welcome it.

#### **What we need**

- We urgently need extra capacity just east of London and the M25
- We need to *spread* the traffic between the three existing airports *plus* a new eastern airport. Heathrow which is now nudging 70-million pax p.a. is overloaded. If this were halved, two runways would be ample and congestion would cease.
- We simply must reduce the traffic through Heathrow and also the overflying of London

All this boils down to the following:

1. Deploy traffic to and from the north-east (Nordic & Baltic, Russia and Poland) to Stansted.
2. Deploy traffic to and from the south (France, Iberia, Africa and Australasia) to Gatwick.
3. Build a new medium-sized, 2-runway airport east of the M25, south of the M20 and north of the M26. Use it for traffic to and from the part of Europe not already covered, *plus Asia*.
4. Use Heathrow *only* for traffic to and from the Americas

**Far from being a complex situation (which many dullards like to foster!) it is in fact almost ridiculously simple.**

The unimaginative go for complexity to hide their shortcomings. This is well-established technique.

The government is trying to make a mountain out of a molehill.

To allow three years to reach a decision is ridiculous. It is time to wake up and smell the coffee.

What we need now is one good, pragmatic, field-commander to take charge of the new 'Four airport ring' which would set an example for the world and put Britain in a prime position.

We could have the whole shooting box up and running in the time that the government has allocated in which to decide what to do!!!

**What are we waiting for?**

## Surface Access for the proposed London East Airport.

- **By Car:** NW of the M25, the A20 should be upgraded to motorway status and extended to meet the upgraded South Circular Road which, it is hoped, would also be raised to motorway status. The so called Dartford Crossing should become an integral part of the M25 with a 6-lane suspension bridge over the Thames. It will become a vital element in the airport approach from the north.

- **By Train:** The existing railway to the airport area should also be upgraded so that access from Charing Cross could be effected in under 30 minutes.

(The same with access from Victoria to Gatwick and from Liverpool Street to Stansted.)

**Fast, uncomplicated surface access is vital to the success of any airport. No traffic hold-ups!!**

