



Gatwick Airport Northern Runway Project

Environmental Statement

Appendix 19.6.3 Part B: 2022 Recreational User Survey

Book 5

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1 Introduction

1.1 General

1.1.1 This document forms Appendix 19.6.3 Part B of the Environmental Statement (ES) prepared on behalf of Gatwick Airport Limited (GAL) for the proposal to make best use of Gatwick Airport's existing runways and infrastructure (referred to within this document as 'the Project').

1.1.2 This document presents the results of the recreational user survey undertaken in 2022 to inform **ES Chapter 19: Agricultural Land Use and Recreation** (Doc Ref. 5.3). Specifically, this document outlines the survey carried out, including the methods used and the findings of the survey.

1.2 Survey Background

1.2.1 As part of the Project, highways design development and assessment, user surveys of walking, cycling and horse-riding routes (WCHAR) were undertaken in November 2022. The aims of these surveys were to:

- gain an appropriate understanding of all relevant existing facilities for pedestrians, cyclists, and equestrians (users) in the local area; and
- provide background user information that can be referred to throughout the development of the highway scheme.

1.2.2 The WCHAR routes included in this user survey were not limited to public rights of way, but also included any route that is (or could be) popular with pedestrians, cyclists, and equestrians. Networks may include off-road paths, footways, on-carriageway cycle lanes, national cycle routes and shared space along unclassified roads.

2 User Surveys 2022

2.1 Methodology

2.1.1 User counts across the study area were undertaken at 14 locations on a mixture of public rights of way, cycle routes and public highways. The surveys took place on three consecutive days:

- Friday, 4 November;
- Saturday 5 November 2022; and

- to Sunday, 6 November 2022.

2.1.2 User surveys were undertaken for 24 hours. The survey period reflects the operation of Gatwick Airport and shift-working. The user groups are:

- Pedestrian;
- pedestrian with dog;
- pedestrian with pram/pushchair;
- wheelchair user;
- jogger/runner;
- cyclist;
- equestrian (eg horse-riders, carriage drivers);
- other mobility impaired (eg those using a walking aid); and
- e-scooter.

2.1.3 The drawings contained in Annex 1 of this document show the maximum observed daily demand for pedestrians and cyclists respectively. The surveys did not record any horse-riders, which was expected because none of the locations are on bridleways or near to known stables or riding schools.

2.1.4 Users with a mobility impairment were observed between the A23 Airport Way underpass and The Crescent and on the footways along Victoria Road bridge. One wheelchair user was observed at the Airport Way underpass. E-scooters were observed at most survey locations but in low numbers.

2.2 Longbridge Roundabout

2.2.1 Friday was the busiest survey day although the difference is more pronounced for pedestrians than for cyclists. The peak hour was 14:00 to 15:00 with up to 57 users on a link/crossing, which is not considered sufficient to trigger a demand to cross the road in every signal cycle. Key items of interest for this assessment are:

- Up to 27 pedestrians and six cyclists were recorded walking along the footway/cycleway on the northern side of the A23 London Road, which is hazardous due to the narrow width, poor drainage and lack of separation from road traffic.
- 60% of cyclists use the off-carriageway cycleways and 40% are on-carriageway.
- Most off-carriageway cyclists are on the A217, which provides a continuous shared footway/cycleway, and the A23 Brighton Road.
- Most of the on-carriageway cyclists are on the A23 Brighton Road (42%) and the A23 London Road (30%).
- The data suggests cycle club riders turned from A23 Brighton Road to A23 London Road on Sunday morning.

2.3 Sussex Border Path

2.3.1 The unsurfaced path that runs close to the A23 London Road catered for up to 10 pedestrians a day. The paved footway along Perimeter Road North was busier with approximately 100 to 150 pedestrians. However, the data is here is incomplete due to equipment failure. Numbers fall back to 12 a day on the unsurfaced path on the eastern side of the railway. Potential users of the unsurfaced paths may have sought alternative routes due to wet weather, but the numbers would still be relatively low.

2.4 North Terminal Roundabout

2.4.1 Friday was the busiest survey day with more than 2,000 pedestrians recorded walking between Northway and Longbridge Way (peak hour was 18:00 to 19:00). From Northway, about a quarter of pedestrians are routed across Northway and mostly onto Crossway, which is a stopped up carriageway, but some cross North Terminal Approach towards Perimeter Road North. Both Northway and North Terminal Approach have restricted visibility between pedestrians and road traffic. The survey data includes a few cyclists on the footways and carriageways, but users are predominantly pedestrians. Up to 10 pedestrians cross Longbridge Way to/from the Sussex Border Path.

2.5 Perimeter Road North

2.5.1 As noted above, data for the survey undertaken on Friday 4 November 2022 is incomplete due to equipment failure, affecting data up to 12:30 only. There were about 100 to 150 pedestrians a day and 30 cyclists, of which 10% are using the footway.

2.6 Riverside Garden Park

2.6.1 National Cycle Route 21 (NCR21) through Riverside Garden Park caters for up to 403 users a day and the busiest day was Friday with a peak hour of 13:15 to 14:15. Cyclists account for 30% of users on Friday and 18% at the weekend, suggesting high commuter use on weekdays.

2.7 South Terminal

2.7.1 The A23 London Road underpass is a busy pedestrian/cyclist node between South Terminal, car parks, residential areas north of Riverside Garden Park and operational facilities. The underpass itself caters for up to 1,249 pedestrians and 70 cyclists a day. Pedestrians disperse in all directions either side of the underpass, but cyclists mostly continue on NCR21, including those using the cycle parking.

2.7.2 Up to 1,207 pedestrians walk along NCR21 to the north, of which 279 are routed to/from Riverside Garden Park and 320 alongside the railway. Most of the other 608 pedestrians will be using the car park off Station Approach Road.

2.8 NCR21

2.8.1 Table 2.8.1 below shows the daily and peak flows on the three sections of NCR21 subject to surveys. The numbers of cyclists increase as the cycle route runs from Riverside Garden Park to the southern side of Gatwick. Whilst separation between pedestrians and cyclists would be desirable, the shared use paths are adequate for the hourly flows of cyclists and overall number of users.

Table 2.8.1: NCR21 Two-Way Flows

	Urban green space in Riverside Garden Park			Urban airport			Rural green space alongside the railway		
	Ped	Cycle	Scooter	Ped	Cycle	Scooter	Ped	Cycle	Scooter
Daily									
Friday 4 November 2022	279	121	3	778	146	3	205	204	0
Saturday 5 November 2022	198	48	0	718	77	0	49	78	0
Sunday 6 November 2022	205	43	0	568	44	3	44	53	0
Hourly peak									
Friday 4 November 2022	36	14	2	56	17	1	37	24	0
Saturday 5 November 2022	24	10	0	57	10	0	9	8	0
Sunday 6 November 2022	44	8	0	41	6	2	10	7	0
Note: the hourly peaks for users may not coincide at the same time.									

2.9 Railway overbridges

2.9.1 Two footbridges cross the railway in the study area, and Victoria Road bridge crosses north and outside of the study area. The two footbridges are similarly used in term of number, with up to 25 users a day, but the southern bridge is also used by cyclists because it provides a convenient link between NCR21 and Gatwick Railway Station.

2.9.2 Cyclists also use the footpaths on the western side of the northern bridge, at 14% of users, although cycling is prohibited. Cyclists do not use the northern bridge or the footpaths on its eastern side.

2.9.3 Victoria Road bridge is key link over the railway for all types of traffic. A westbound cycle lane approaches the bridge but there are no cycle facilities on the bridge itself. The survey data shows up to 166 cyclists a day, of which 40% of cyclists are using the footway in preference to the carriageway, despite high numbers of pedestrians.

2.10 Rural footpaths

2.10.1 On the eastern side of the Project site, four footpaths are rural in character and lightly used with up to 19 pedestrians a day. The busiest is footpath 360Sy/360 that runs from Gatwick, in a northerly direction and under the A23 Airport Way.

3 Online Data

3.1 Strava

3.1.1 The online *Strava* heatmap indicates routes that are popular with walkers/joggers and cyclists. The drawings in Annex 1 show popular cycle routes as recorded by Strava. The data is used with care since it represents registered Strava users only and is biased towards its community's athletic activities. However, it is generally an accurate representation of how cyclists use the available network.

4 Other sources

4.1.1 A request was made the local highway authorities, including West Sussex County Council and Surrey County Council for any available survey data but no data was received in response to this request.

5 Glossary

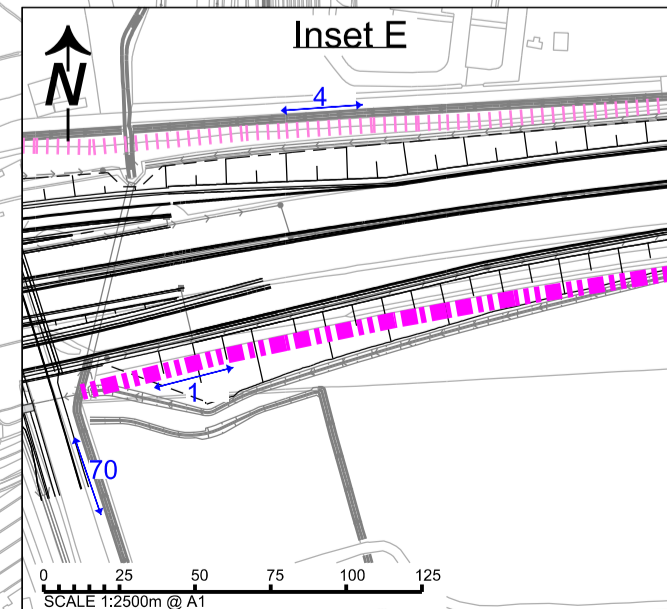
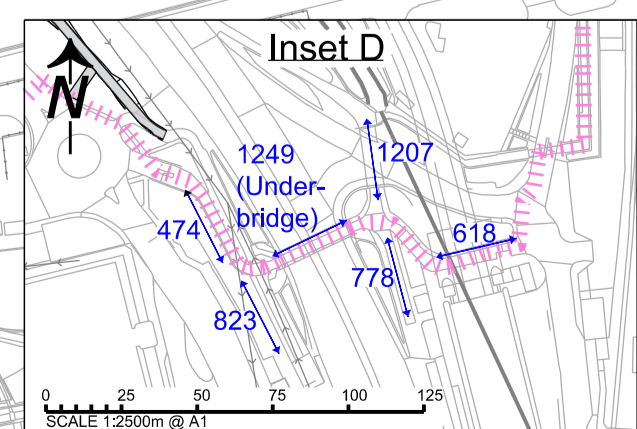
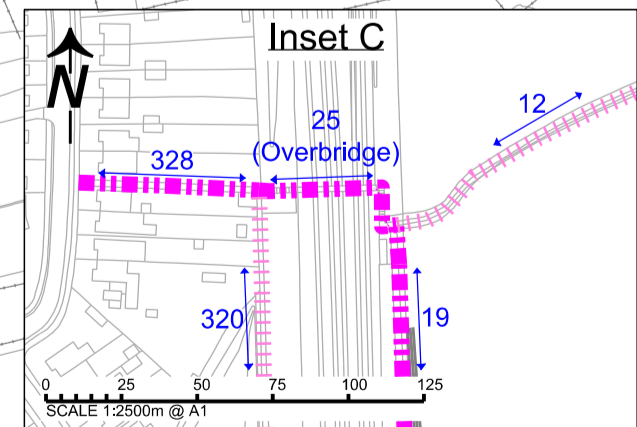
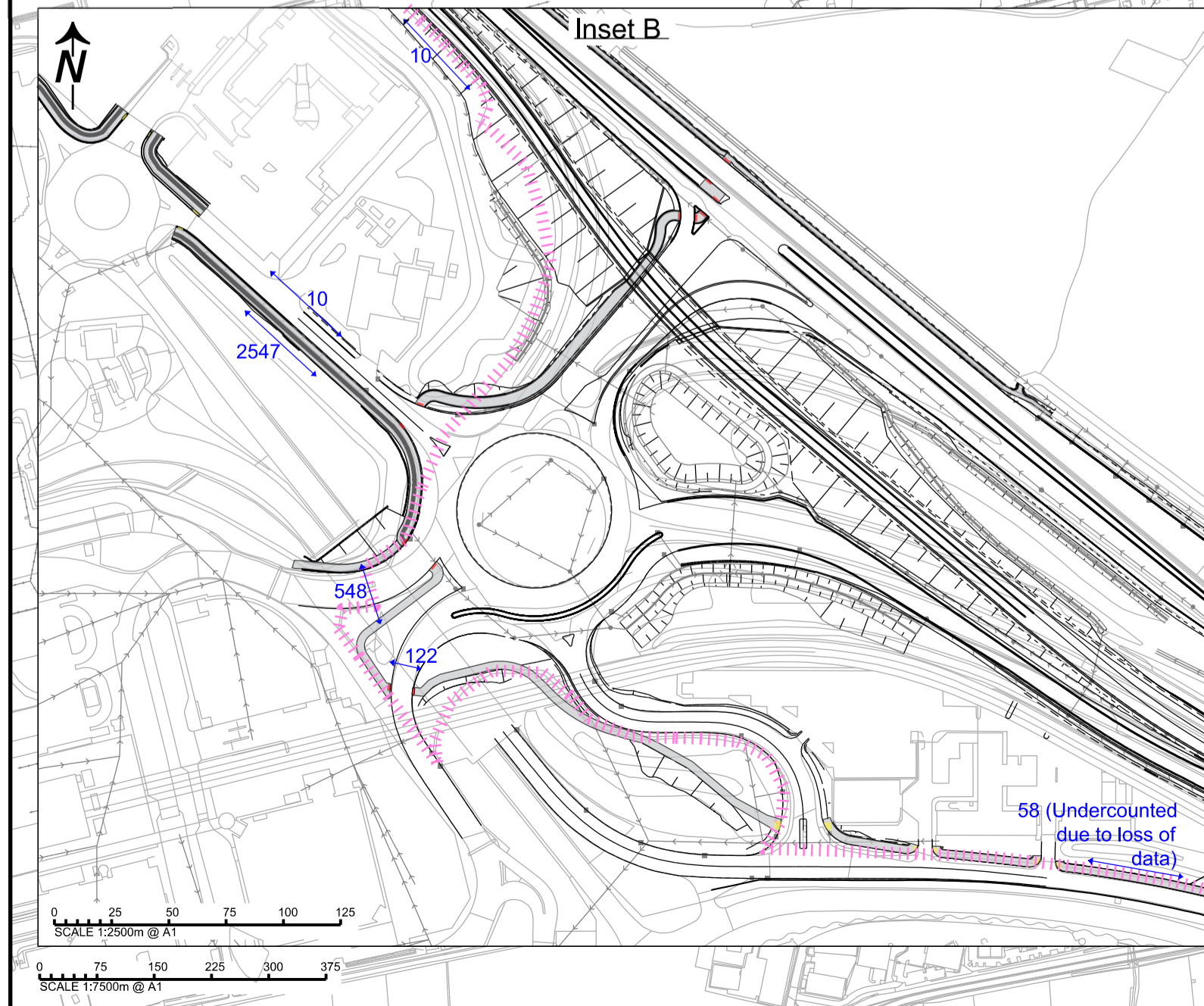
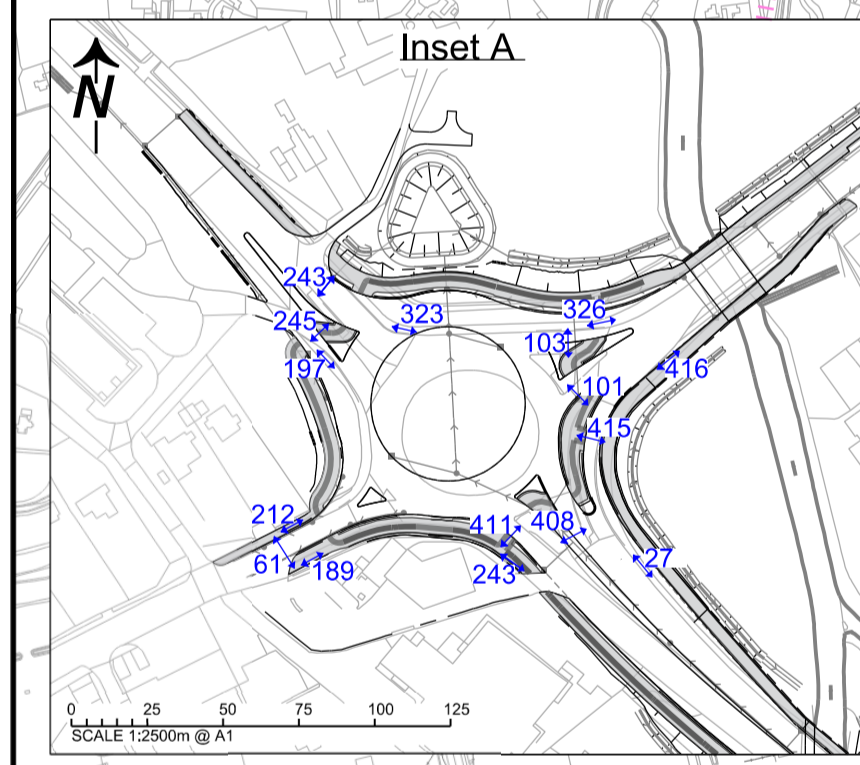
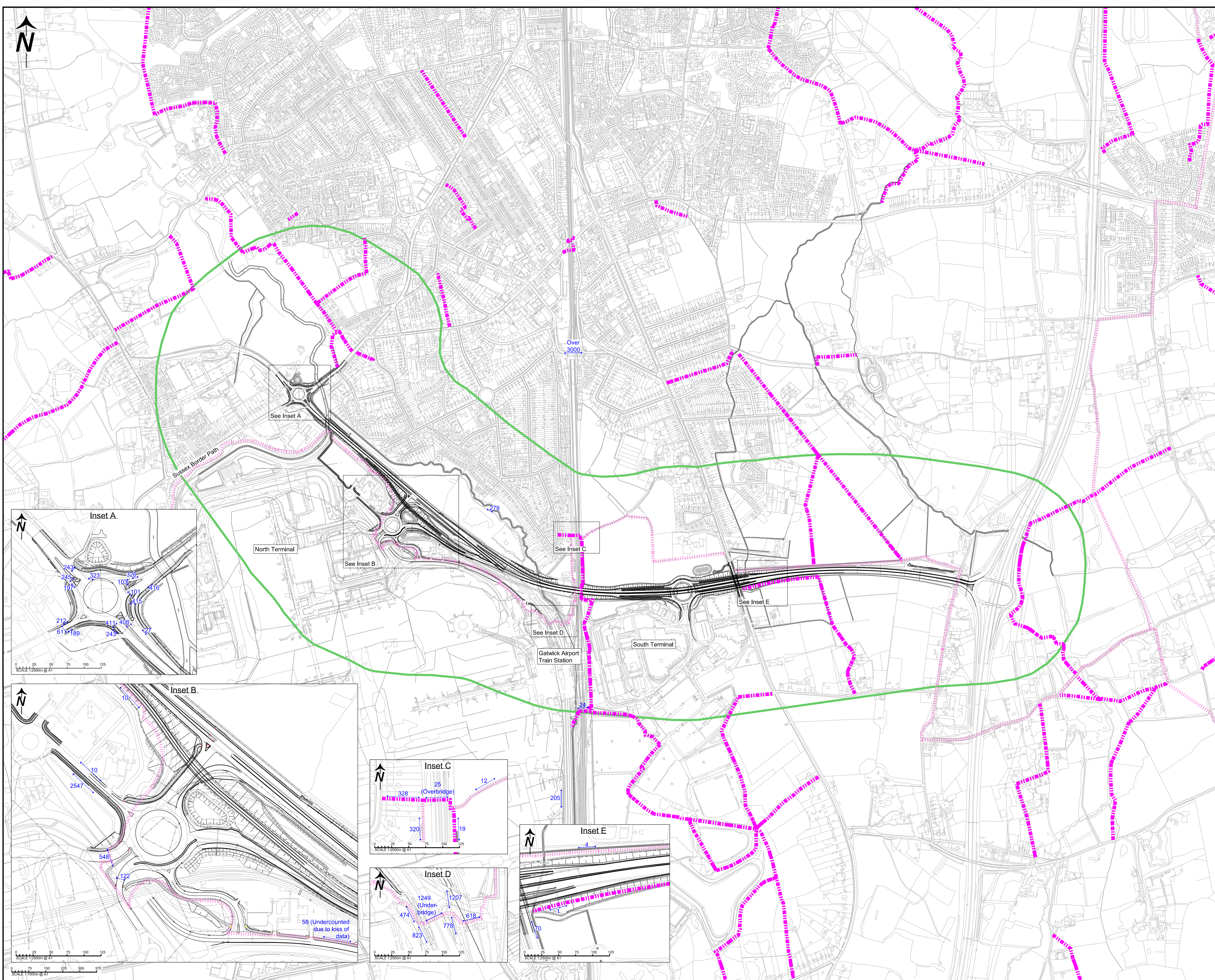
5.1 Glossary of Terms

Table 5.1.1: Glossary

Term	Description
DMRB	Design Manual for Roads and Bridges
EIA	Environmental Impact Assessment
ES	Environmental Statement
GAL	Gatwick Airport Limited
NCR	National Cycle Route
NMU	Non-motorised users
PRoW	Public Right of Way
WCHAR	Walking, cycling and horse-riding routes

Annex 1

Maximum observed daily demand for walking, cycling and horse riding



- Notes:
- 1) Preliminary design drawing only. Design may be subject to change.
- Legend:
- Proposed Bridge Structure
 - Proposed Retaining Walls
 - Proposed Noise Barriers
 - Drainage Ditches
 - Drainage Culverts
 - Carrier Pipes
 - Attenuation Basin
 - Attenuation Pond
 - WCHAR Study Area
 - Public Footpaths
 - Long Distance Footpaths
 - Maximum number of pedestrians recorded in a 24-hour period, total for both directions of travel

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Rev	Date	Revision Description	EH	TB	DA
P01	19/04/23	Issued for Preliminary Stage			



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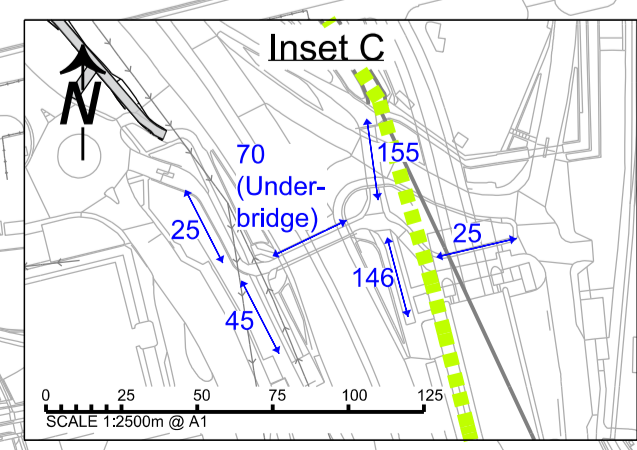
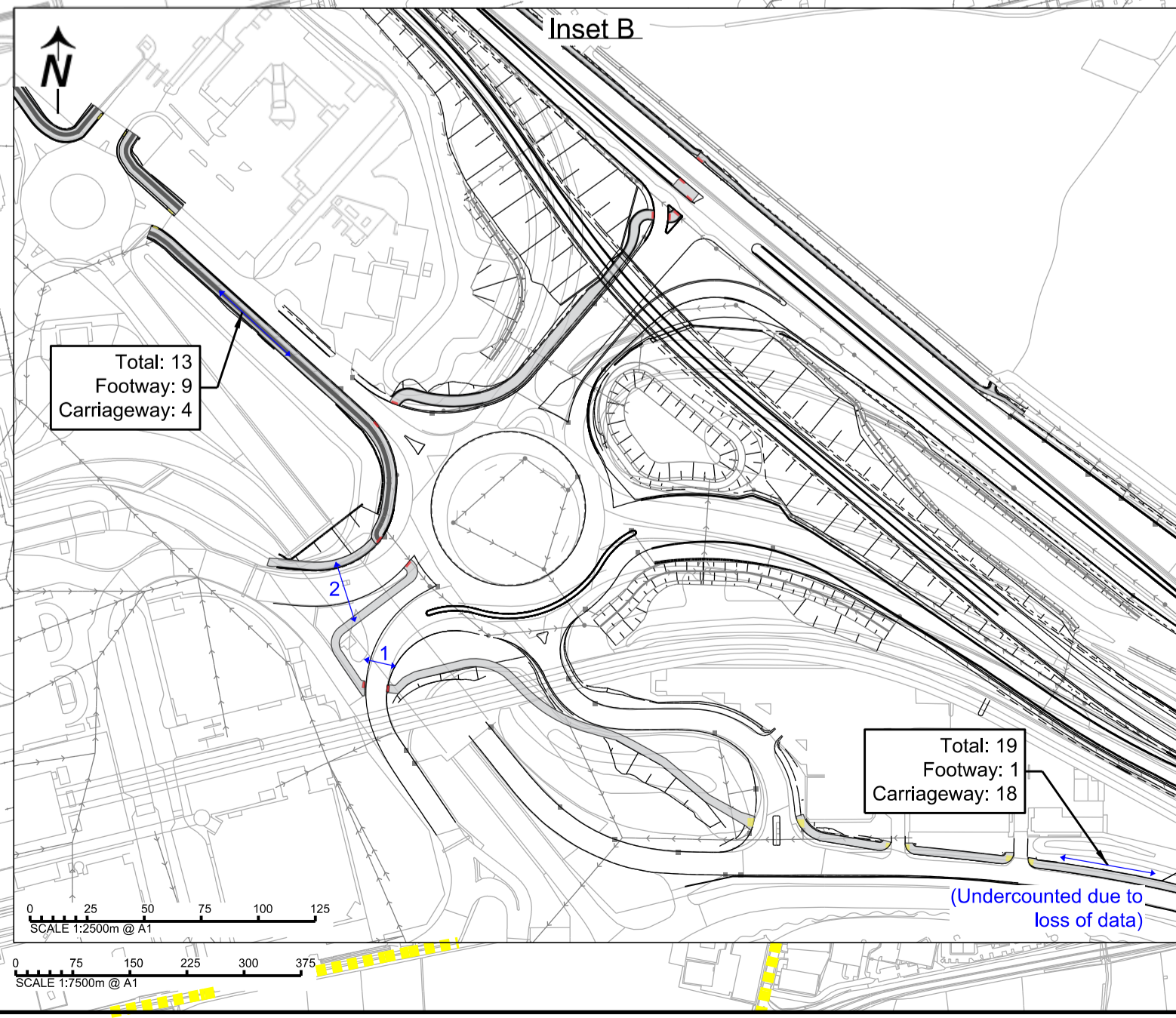
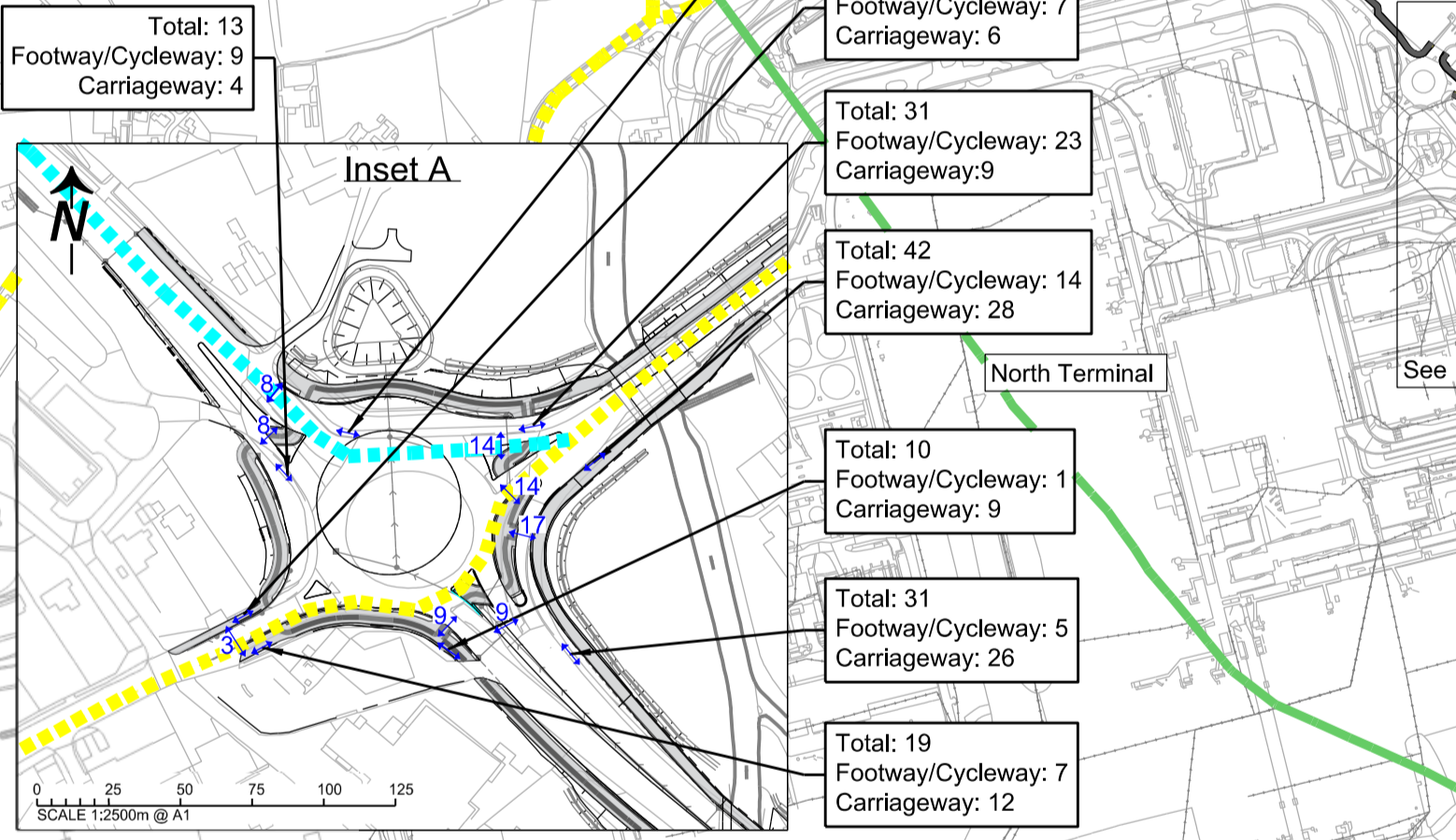
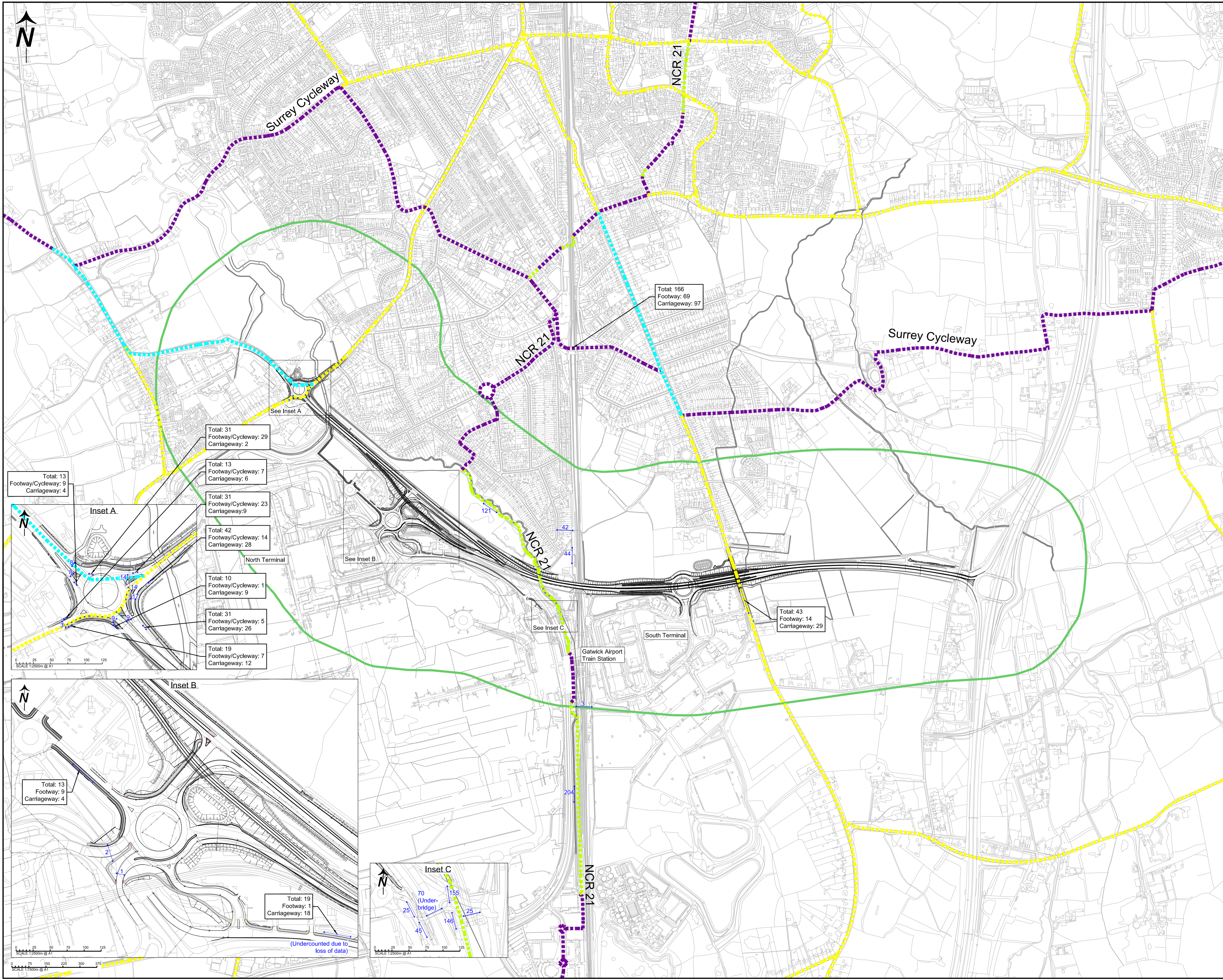
Project Name
Gatwick NRP Surface Access

Title
Walking, Cycling and Horse-riding Walking Facilities and Demand Sheet 1 of 1

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Drawing Originator	Arup	Drawn Date	18/04/23
Checked By	TB	Checked Date	19/04/23
Drawn By	EH	Status	S4
Approved By	DA	Approval Date	19/04/23
Scale	N/A	Reason for Issue	IFS

Project Code-Location-Discipline-Volume-Type-Unique Number
41700- XX -U-ENM- GA - 200007 P01

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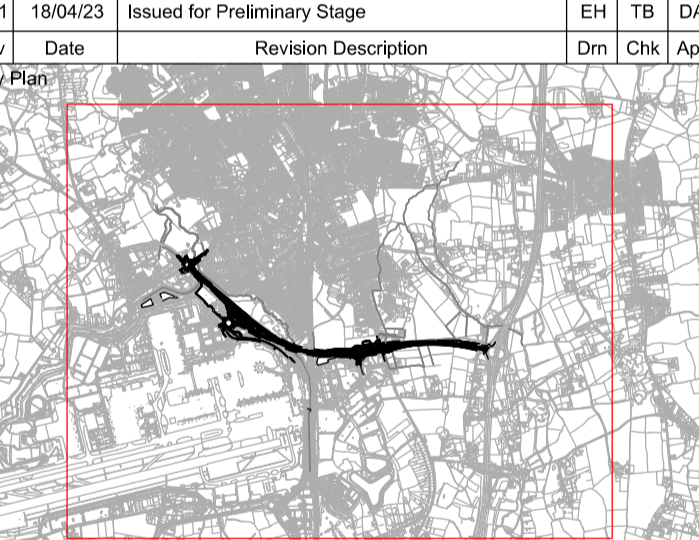
Total: 166
Footway: 69
Carriageway: 97

Total: 43
Footway: 14
Carriageway: 29

- Notes:
- Preliminary design drawing only. Design may be subject to change.
- Legend:
- Proposed Bridge Structure
 - Proposed Retaining Walls
 - Proposed Noise Barriers
 - Drainage Ditches
 - Drainage Culverts
 - Carrier Pipes
 - Attenuation Basin
 - Attenuation Pond
 - WCHAR Study Area
 - Traffic-free Greenway
 - On-road Cycle Route
 - Traffic-free Cycle Track
 - Popular Cycle Route
 - Maximum number of cyclists recorded in a 24-hour period, total for both directions of travel

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Project Name
Gatwick NRP Surface Access

Title
Walking, Cycling and Horse-riding
Cycling Facilities and Demand
Sheet 1 of 1

Process Function Code (PFC)	GAL Project No. 41700
Process Function Code Description	Originator's Job No. 279019-00
Drawing Originator: Arup	Drawn Date: 18/04/23
Checked By: TB	Checked Date: 19/04/23
Approved By: DA	Approval Date: 19/04/23
Drawn By: EH	Status: S4
Scale: N/A	Reason for Issue: IFS
Project Code-Location-Discipline-Volume-Type-Unique Number	Revision
41700- XX -U-ENM- GA - 200008	P01