Gatwick Airport Northern Runway Project

Environmental Statement
Appendix 5.4.1: Surface Access Commitments

Book 5

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1. Introduction

1.1.1   This document forms the Environmental Statement (ES) Appendix 5.4.1: Surface Access Commitments. The ES presents the findings of the Environmental Impact Assessment (EIA) process of the proposed Northern Runway Project ("the Project").

1.1.2   This document is the Surface Access Commitments ("SACs") which Gatwick Airport Limited ("GAL") is committing to in relation to surface access at Gatwick Airport, as part of the Project.

2. Context

2.1.1   Surface access refers to all the ways in which passengers, visitors, employees and goods/cargo traffic travel to or from an airport except when they are in an aircraft. This includes travelling to or from the airport by public transport, taxis, cars, lorries, walking, and cycling.

2.1.2   Since 2000, the Government has required every major airport in the UK with over 1,000 annual passenger air traffic movements to prepare an Airport Surface Access Strategy ("ASAS") setting out the measures to be taken to increase the proportion of trips made to and from that airport by sustainable transport modes, including public transport, cycling and walking. This is a continuing requirement of the 2013 Aviation Policy Framework (Ref 1-1) and of the more recent Flightpath to the Future (Ref 1-2), which states that Government expects *"...airports, through their surface access strategies, to set targets for sustainable passenger and staff travel to and from the airport"*.

2.1.3   GAL has an existing ASAS (Ref 1-3), published in October 2022, which sets out targets and action plans for increasing the proportion of passenger and staff journeys using sustainable transport modes to and from Gatwick Airport. The action plans set out how a range of measures will be deployed to achieve the targets. Not all of those measures are within GAL's control; several require working in partnership with infrastructure providers and/or service operators.

2.1.4   The ASAS (Ref 1-3) also describes the approach to monitoring progress through an Airport Transport Forum, which has existed at Gatwick since 1998 and meets annually. The Transport Forum Steering Group (TFSG) meets quarterly and is responsible for monitoring and challenging GAL's progress against its existing ASAS action plans and targets, and for supporting a collaborative approach with local authorities, transport agencies and service providers. The TFSG consists of GAL, local highway and planning authorities, transport operators and agencies, business and passenger representatives and other interested parties.

2.1.5   In pursuing an increase in public transport mode share, Gatwick has consistently out-performed other major UK airports over the last 10-15 years, seeing considerable growth in the percentage of trips using sustainable modes, where other London airports have experienced lower or little improvement in mode shares. GAL has achieved this whilst working with stakeholders and service providers to deliver successive ASAS objectives and targets. This has been largely due to our successful promotion and support for rail travel to and from the airport and is reflected in our Decade of Change (Ref 1-4) targets for sustainable travel. GAL also has a Section 106 commitment regarding managing on-airport car parking to avoid excess capacity and also to use a levy on car parking to provide funding for sustainable travel initiatives aimed at both passengers and staff (our Sustainable Transport Fund or "STF").

2.1.6   Gatwick's ASAS (Ref 1-3) is purposely ambitious in tone and intended to set the strategic vision and framework within which sustainable travel to the Airport is promoted. It is also a product of a policy requirement that exists independently of the Project proposals. As such, rather than update the existing ASAS (Ref 1-3) to incorporate measures specific to the Project and commit to the same in the DCO (which would inevitably change the narrative and tone of the document), it was considered more appropriate to instead commit separately to specific surface access outcomes identified through the development and assessment work which has informed the Project (the SACs). These will then then be subject to separate scrutiny, monitoring and reporting obligations outside of, but complementary to, the existing ASAS process with the TFSG described above.

2.1.7   This document is secured as a legally binding commitment under the DCO, providing an additional level of assurance and security to stakeholders as to GAL's commitment to its specified surface access outcomes.

2.1.8   This document does not include the highway improvement works which form part of the design of the Project and are secured separately as part of the draft DCO. These works are described in the **Environmental Statement, Chapter 5: Project Description** (Doc Ref. 5.1) and are secured in the draft DCO.

2.1.9   Looking forward, GAL will produce a new ASAS in line with the existing policy requirements. Subject to the DCO consent being granted, any future ASAS will be developed in full cognisance of the commitments GAL is making about surface access outcomes and measures as part of the Project, as secured by this document, and become the means through which those commitments are delivered. However, for the avoidance of doubt, this document and its commitments would remain in full force and effect, independent of that future ASAS, and GAL would continue to need to demonstrate compliance with its terms.

3. Objectives of the SACs

3.1.1 The objectives of this document are as follows:

- to ensure that GAL's commitments to sustainable travel, made as part of the Project, and the core surface access outcomes which have been identified in the **Environmental Statement** (ES) (Doc Refs. 5.1-5.4) and **Transport Assessment** (TA) (Doc Ref. 7.4) are delivered. This will provide assurance that the surface access related environmental effects forecast through the assessment are not exceeded and includes measures identified to reduce surface access related Greenhouse Gas (GHG) emissions arising from the Project; and,
- to provide the monitoring and governance framework for reporting on, and ensuring compliance with, the SACs.

3.1.2 The SACs comprise commitments to:

- achieve specific passenger and staff sustainable travel mode shares;
- implement certain measures and interventions which GAL will use to achieve the mode share commitments; and
- implement and follow a specified monitoring and reporting process in relation to the SACs to provide assurance that the commitments are being complied with.

4. Mode Shares

4.1 Background

4.1.1 The proportions of air passenger and staff journeys by different transport modes vary daily, weekly, monthly and annually. They are influenced by the volume of air passenger movements, the balance of business and leisure travel and the mix of short haul and long haul flights as well as by airport operations. They reflect the geographic distributions of passengers and staff, and the modes available to them providing reasonable access to and from the airport.

4.1.2 The preferred choice of mode is based on many behavioural factors, some of which GAL can influence but are outside GAL's control.

4.1.3 GAL currently monitors quarterly mode shares based on air passenger surveys undertaken independently by the Civil Aviation Authority (CAA) and measures its mode share outcomes as an annual average to smooth out the variations that occur across the year. GAL proposes to retain the same reporting basis for its mode share commitments associated with the Project. The commitments also cover staff travel, which is not captured by the CAA and reporting a greater level of detail.

4.2 Mode Share Commitments

4.2.1 GAL commits to achieving the following annualised mode shares by the third anniversary of the commencement of dual runway operations and on an annual basis thereafter:

- **Commitment 1** - A minimum of 55% of air passenger journeys to and from the Airport to be made by public transport;
- **Commitment 2** - A minimum of 55% of airport staff journeys to and from the Airport to be made by public transport, shared travel and active modes;
- **Commitment 3** - A reduction of air passenger drop-off and pick-up car journeys at the Airport to a mode share of no more than 12% of surface access journeys; and
- **Commitment 4** - At least 15% of airport staff journeys originating within 8km of the Airport to be made by active modes.

4.2.2 The terms used in the mode share commitments are defined as follows:

- "commencement of dual runway operations" means the first day on which commercial air transport movements are scheduled to depart from both the northern runway and the current main runway as notified by GAL to the relevant planning authority in accordance with Requirement 20 of the **DCO** (Doc Ref. 2.1);
- "Air passengers" are those travelling to or from the Airport using the surface access networks. They do not include passengers transferring between flights within the Airport;
- "Airport staff" are those who are employed directly by GAL or any other employer at Gatwick and who class the buildings and operational areas of the airport as their main place of work (in accordance with employer and employee travel surveys) within the Airport boundary;
- A "public transport" journey is one where the majority of the journey (measured by proportion of overall travel time) is made by rail, local bus, regional/express bus or coach or any other commercially operated shared transport services available for public use;

- An "active travel" journey is one where the majority of the journey is made on foot or by cycle modes;
- A "shared travel" journey is one where the majority of the journey is made by a private car or other road vehicle containing more than one person (including the driver), all of whom are travelling to or from the Airport. This includes company transport provided by an employer to enable group travel for staff working within the Airport boundary, for example a minibus; and
- "Mode share" is the proportion of the total number of journeys made to and from the Airport by a particular mode of transport.

5. Measures and Interventions

5.1 Background

5.1.1 GAL has the ability to use a number of different surface access related measures and interventions to achieve its committed mode share outcomes set out above. These range from those which GAL has direct control over (for example, car park pricing and forecourt charging to deter non-sustainable travel), to others which necessarily rely on some degree of collaboration with third parties (for example, new bus and coach routes or alterations to rail services).

5.1.2 The mode share commitments set out above are proposed to provide confidence and assurance as to the ultimate outcome that will be achieved, whilst maintaining flexibility as to the measures which GAL will utilise to do so. This is appropriate considering the medium to long-term nature of these mode-share commitments, which makes specifying the combination of measures at this stage impractical and unrealistic. It also recognises the need for further refinement, following consent, to respond to circumstances as they arise in the future, through discussions with third parties who would be GAL's partners in delivering certain interventions (e.g. new bus or coach routes).

5.1.3 Notwithstanding this flexibility, GAL is committing to a number of specific interventions which are sufficiently certain and will be integral features of GAL's achievement of the mode share commitments. They are though only a sub-set of the toolbox of interventions which GAL expects to be able to draw upon in the future and so will be supplemented with additional interventions in the future in order to deliver or where possible improve upon the mode share commitments in the SACs.

5.2 Intervention Commitments

Enhanced regional express bus or coach services

5.2.1 Analysis of our catchment areas for passenger and staff journeys to and from the airport identified those locations where there is significant trip-making but relatively low public transport mode share, largely in areas not well served by rail services to and from Gatwick. Our proposal is to fill these gaps by providing new and enhanced regional express bus or coach routes in partnership with a suitable service provider. This follows GAL's established approach for subsidising the public transport network serving the airport via its Sustainable Transport Fund, which is set out in GAL's current Section 106 Agreement. The STF provides financial support to services ensuring 24/7 access from local areas and has previously supported services to East Sussex, Surrey and Kent.

5.2.2 The following regional bus and coach enhancements are proposed as shown in **Table 1**.

Table 1: Proposed routes and frequencies for new regional bus or coach services

Indicative Route	Frequency in future baseline	Indicative Frequency with Project
Chatham – Maidstone – Sevenoaks – Gatwick	Two-hourly	Half-hourly daytime, hourly early/late

Bexley – Footscray – Gatwick	-	Hourly
Tunbridge Wells – East Grinstead – Gatwick	-	Half-hourly
Worthing – Horsham – Gatwick	-	Hourly

Commitment 5 - GAL will provide reasonable financial support to enable the services detailed in Table 1 above, or others which result in an equivalent level of improved public transport accessibility, to sustain their operation and promote their use for a minimum of five years. GAL recognises that agreement with operators and/or local authorities will be needed on the detail of each route.

Enhanced local bus services

5.2.3   Analysis of our staff journeys to and from work at the airport is an established method that supports GAL's approach to subsidising local services, particularly early morning, late night and weekend services, via the STF. Our proposal is to further strengthen the bus network within areas close to the airport where large numbers of staff are resident, based on the distribution and mode share of existing journeys, and extend or improve the frequency of key services with a suitable provider.

5.2.4   The assessment assumes the local bus route enhancements shown in **Table 2**.

Table 2: Proposed routes and frequencies for enhanced local bus services

Route	Indicative Frequency with Project
4/5	6 bph daytime; 4 bph early/late
10	10 bph daytime; 6 bph early/late
20	6 bph daytime; 4 bph early/late
22	2 bph in peaks, 1 bph other times
100	6 bph daytime; 4 bph early/late

bph: buses per hour

Commitment 6 - GAL will provide reasonable financial support in relation to the services detailed in Table 2 above, or others which result in an equivalent level of public transport accessibility, to sustain their operation and promote their use for a minimum of five years. GAL recognises that agreement with operators and/or local authorities will be needed on the detail of each route.

Commitment 7 - GAL will also provide reasonable support for direct services from Crawley Down and Copthorne to Gatwick to improve local accessibility to the airport. Whilst not required to deliver the mode share commitments, the intention will be to extend existing routes to continue non-stop from Crawley to Gatwick.

Active Travel

5.2.5   The highway proposals which form part of the Project include physical improvements to active travel infrastructure at Longbridge Roundabout, alongside the A23 London Road and Longbridge Way, between South Terminal, Gatwick Airport railway station and Balcombe Road and alongside Perimeter Road North between North and South Terminals. These improvements supplement the existing active travel routes, which are already largely off-road and will be retained.

5.2.6 The physical improvements as part of the Project form part of our commitment to supporting more active travel by employees living close to the airport, which includes a specific mode share target. A wider package of measures will be delivered to help achieve Commitment 4 including additional signage, promotion, staff incentives and information. GAL will also enhance on-site facilities to ensure sufficient cycle storage, changing facilities, lockers and showers are available and these support the aim of encouraging more staff to walk and cycle.

Air passenger car parking

5.2.7 As part of its 'business as usual' operations, GAL proposes to provide up to 6,570 additional car parking spaces, making a total of approximately 53,270 spaces available for staff and passenger parking. The Project contains proposals for up to a further 1,100 car parking spaces, bringing the total to approximately 54,370 spaces. GAL will provide these spaces over a period of time as demand requires.

5.2.8 GAL is committed to ensuring that the Project does not lead to traffic nuisance in the surrounding neighbourhood, including indiscriminate and unauthorised parking and waiting.

Commitment 8 - GAL therefore commits to provide funding for:

- support for effective parking controls and/or monitoring on surrounding streets if considered necessary by the relevant local authority; and/or
- support local authorities in their enforcement actions against unauthorised off-airport passenger car parking.

Air passenger car parking charges

5.2.9 GAL regularly reviews and amends its parking charges in response to anticipated demand at different times of year and needs to be able to retain the flexibility to do this for commercial reasons.

Commitment 9 - Nevertheless, GAL commits to using parking charges to influence air passenger travel choices and support its approach to sustainable surface access, to the extent necessary to achieve the mode share commitments.

Forecourt charging

5.2.10 GAL regularly reviews and amends the forecourt access charge and needs to be able to retain the flexibility to do this for commercial reasons.

Commitment 10 - Nevertheless, forecourt charges are an important influence on mode choice and GAL commits to using forecourt charges to influence passenger travel choices and support its approach to sustainable surface access, to the extent necessary to achieve the mode share commitments.

Staff Travel

Commitment 11 - GAL commits to maintaining the number of parking spaces allocated for staff use at or below current levels (6,100 spaces). There will therefore be no increase in staff parking provision as part of the Project.

Commitment 12 - GAL commits to introducing measures to discourage single-occupancy private vehicle use by staff. GAL also commits to implementing incentives for active travel and increasing discounts for staff using public transport. The precise nature of those measures will need to be defined in due course, in consultation with employers and staff.

Sustainable Transport Fund

5.2.11 GAL's existing Sustainable Transport Fund (STF) is used to create a funding stream for initiatives aimed at increasing the use of sustainable transport modes, in support of the measures contained in the current ASAS. Initiatives that are part or wholly funded through the STF are discussed and agreed with the TFSG. The STF is currently administered under periodic Section 106 commitments, which are regularly reviewed and renewed.

5.2.12 The STF is calculated as a levy on the number of available air passenger car parking spaces and the number of staff parking permits issued each year. The tariff charged on each air passenger space increases each year. Since 2020 there is also a financial contribution from forecourt charges in to the STF.

Commitment 13 - GAL will continue to use the STF to support measures that will help to achieve the mode share commitments. GAL will maintain the annual increase in the tariff value on air passenger spaces.

Transport Mitigation Fund

Commitment 14 - GAL will also set aside a Transport Mitigation Fund (TMF) to support further interventions, particularly should the need arise for additional measures in the area surrounding the Airport as a direct result of airport-related growth. The intention of this fund is to give assurance that resource will be available for additional interventions in support of the commitments set out in this document, or to provide mitigation of an unforeseen or unintended impact from the Project. This may relate to physical infrastructure, changes to public transport services or facilities off-airport. Requests for and decisions on allocation from the TMF would be addressed through the TFSG and sub-groups of it.

6. Monitoring and Reporting

6.1 Background

6.1.1 GAL recognises that it is necessary to monitor the actual outcomes that are anticipated to result from deploying the measures listed above and to provide periodic review of whether, and assurance that, the committed mode shares are being achieved. The Transport Assessment demonstrates that the mitigation put forward as part of the application for development consent for the Project (including those measures/commitments made in this document) are appropriate in mitigating the potential impacts of the Project.

6.1.2 The **Transport Assessment** (Doc Ref. 7.4) sets out how we have modelled these interventions and assessed how well they contribute to the proposed outcomes. This analysis has been compared against existing behaviour and mode share trends and with our future baseline, which is informed by our existing ASAS. We are confident that the committed mode shares are challenging but achievable. The measures secured as part of this document will be brought forward iteratively, informed by the rate of passenger growth and performance against the headline mode share targets identified through annual monitoring.

6.1.3 GAL already collects data on travel and transport from a number of industry sources and its own data collection programmes. This will continue and GAL will collect or commission additional data to ensure sufficient information is available to capture the scope of the commitments, as part of monitoring progress on the committed mode shares. GAL also commits to a formal, structured approach to reporting monitoring data with independent verification.

6.1.4 The objectives of the proposed monitoring exercise are to measure progress on achieving mode share targets consistent with the Environmental Assessment and DCO commitments, and support the identification of impacts on surrounding communities and transport networks that should be reflected in the Surface Access Commitments.

6.2 Monitoring Commitments

Commitment 15 – GAL commits to undertaking a comprehensive monitoring exercise based on the data sources listed in **Table 3**. Not all of these sources are in GAL's control; some would need to be provided by service operators and GAL will reach agreement with those operators on any commercial confidentiality considerations. GAL commits to fund any additional surveys and counts as reasonably required to complete this monitoring exercise.

Table 3: Sources of monitoring information

Type of information	Source	Frequency
Passenger travel data	CAA passenger surveys GAL 'Profiler' passenger surveys	Quarterly Quarterly
Car park usage	Continuous barrier counts at all car parks	Continuous
Forecourt usage	Continuous road traffic monitoring (Automatic Number Plate Recognition)	Continuous

Type of information	Source	Frequency
Traffic flows	Continuous road traffic monitoring sites operated by GAL	Continuous
	Continuous road traffic monitoring sites* operated by highway authorities *(*with agreement)*	Continuous
Rail passenger data	Gatwick Airport station passenger gateline data* *(*under the terms of confidentiality agreements with operators)*	Monthly / quarterly (to be agreed)
Bus and coach passenger data	Ticket / boarding data* for Gatwick services *(*under the terms of confidentiality agreements with operators)*	Monthly / quarterly (to be agreed)
Staff travel	GAL regular staff travel survey	Every 2 years
	On-airport staff parking surveys	Monthly
	Regular walking / cycling surveys	Twice a year
	Audits of use of on-airport active travel facilities	Monthly

Commitment 16 – GAL will prepare an Annual Monitoring Report (AMR) which will contain information about:

- The data collected in the preceding year;
- Outcomes from the staff travel survey (every other year);
- The number and mode share of journeys made by air passengers;
- The number and mode share of journeys made by airport staff;
- The measures currently in use, including the committed interventions and any additional measures which GAL has chosen to implement to achieve its mode share commitments;
- Any identified trends from the latest and previous data;
- The anticipated future trajectory of mode shares and progress towards achieving the committed mode shares; and
- Proposals for introducing, changing or withdrawing certain measures or interventions.

6.2.1 The first AMR will be produced no later than six months before the commencement of dual runway operations.

6.2.2 The AMR will be provided to the TFSG prior to publication so that it can provide a response. Once received, GAL will publish on the GAL website both the AMR and the TFSG's response at the same time.

6.2.3 In addition to the AMR, GAL will report quarterly to the TFSG, who will also be given access to data collected for the purposes of monitoring except those which are commercially sensitive. GAL will seek to agree appropriate aggregation and summaries of any sensitive data in a form such that it can be shared.

6.2.4 GAL will also identify whether there are circumstances beyond its control (for example extreme weather events or industrial action disrupting transport services) which have impacted on its ability to achieve its commitments in the SACs and will advise the TFSG that those events may affect the outcomes reported in the AMR.

6.2.5   If the AMR shows that the mode share commitments have not been met or, in GAL's reasonable opinion, suggests they may not be met (having regard to any circumstances beyond GAL's control which may be responsible), GAL will prepare an action plan to identify such additional interventions which are considered reasonably necessary to correct such actual or potential non-achievement of the mode share commitments. These actions will apply to measures in GAL's control, or those actions that can be agreed with third parties such as service providers.

6.2.6   If two successive AMRs continue to show that the mode share commitments have not been met or, in GAL's reasonable opinion, suggests they may not be met (having regard to any circumstances beyond GAL's control which may be responsible), GAL will prepare a further action plan and will provide this to the TFSG, together with additional data if necessary and possible, in order that the TFSG can consider, comment on and approve or reject the action plan. The TFSG may propose additional or alternative interventions it believes to be necessary to achieve the mode share commitments. GAL will either incorporate these interventions into the action plan; or provide valid reasons why it does not consider they are necessary to achieve the mode share commitments; or offer suggestions for alternative actions where there is evidence they will achieve or exceed the same goal. GAL will implement the measures in the action plan once approved with the TFSG. This approach builds on the existing process for monitoring ASAS targets and the development of Actions Plans in consultation with the Transport Forum Steering Group, which has seen GAL continue to invest in achieving sustainable transport mode shares.

7.   Further Aspirations

7.1.1   GAL is making the commitments in this document to ensure that GAL's commitments to sustainable travel, made as part of the Project, and the core surface access outcomes which have been identified in the **Environmental Statement** (ES) (Doc Refs. 5.1-5.4) and **Transport Assessment** (TA) (Doc Ref. 7.4) are delivered.

7.1.2   However, GAL aspires to go beyond the committed mode shares set out in this document where this is possible, in line with its wider aspirations for sustainable aviation, including its Decade of Change (Ref 1-4) and in line with the Government's Jet Zero Strategy (Ref 1-5).

7.1.3   GAL has identified the following aspirational mode share targets, which indicate GAL's longer-term goals. These are not commitments under this document (which is intended to mirror and secure the outcomes shown in the Transport Assessment) but will provide context for future actions in relation to surface access interventions and for the development of future ASAS action plans and targets:

- A minimum of 60% of air passenger journeys to and from the Airport to be made by public transport;
- A minimum of 60% of airport staff journeys to and from the Airport to be made by public transport, shared transport and active modes;
- A reduction of air passenger drop-off and pick-up car journeys at the Airport to a mode share of no more than 10% of surface access journeys;
- At least 20% of airport staff journeys originating within 8km of the Airport to be made by active modes; and
- At least 50% of airport staff journeys originating within 16km of the Airport to be made by public transport.

7.1.4   To achieve these aspirations, GAL expects to work in partnership with other organisations, particularly public transport operators and other service providers.

7.1.5   The range of potential opportunities includes:

- **Further enhancements to regional express bus or coach and local bus services**: This will continue to focus on areas where increased accessibility, either directly to the airport or via interchange can achieve mode shift and provide sustainable services;
- **Further enhancements to rail services**: Working with train operators, Network Rail and Great British Railways to enable greater rail mode share and provide improved services covering more of the airport's 24-hour operations;
- **Enhancing the staff travel offer**: Providing incentives and support for sustainable travel, making it easier to choose and afford public transport and active travel whilst also discouraging journeys by car where reasonable alternatives exist;
- **Further enhancements to active travel**: Promotion of active travel within the local staff population, including improved on-airport facilities such as a new Cycle Hub, better information, wayfinding and maintenance of routes and additional incentives to choose active travel regularly or as a seasonal mode choice; and
- **Making best use of electric vehicles**: Working with service providers to speed the transition of the GAL vehicle fleet, taxis and car rental vehicles to electric vehicles and ensure available charging for staff and passengers where and when they need it.

8. Glossary

Table 4: Glossary of Terms

Term	Description
AMR	Annual Monitoring Report
ASAS	Airport Surface Access Strategy
bph	Buses per hour
CAP	Carbon Action Plan
ES	Environmental Statement
GAL	Gatwick Airport Limited
SAC	Surface Access Commitment
TA	Transport Assessment
TFSG	Transport Forum Steering Group

9. References

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