



# Gatwick Airport Northern Runway Project

## Car Parking Strategy

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## 1 Purpose of this document

### 1.1. Introduction

1.1.1 This document is intended to provide information relating to existing on-airport parking at London Gatwick Airport and the approach that is proposed to be taken in support of the Gatwick Northern Runway Project, particularly in respect of parking provision and management in the context of our Surface Access Commitments (**ES Appendix 5.4.1: Surface Access Commitments** [[APP-090](#)]). It sets out the key aspects of the car parking strategy for the Project and explains:

- GAL's established approach to managing on-airport parking and the relevance of local plan policy and Section 106 agreements relating to airport parking
- how the parking requirement for the Project was derived, including reference to the permanent loss of existing spaces because of Project construction
- the commitments which GAL is making in relation to parking to support its mode share commitments
- the operational approaches to delivering, managing and monitoring car parking as part of the Project.

1.1.2 There are four types of airport-related parking to consider:

- On-airport spaces provided by GAL for staff and passenger demand, which is subject to an annual count provided to Crawley Borough Council in connection with our existing s106 obligations.
- Off-airport authorised spaces provided by registered operators. Local planning policies restrict capacity to existing sites.
- Off-airport unauthorised spaces provided as temporary, off-street operations, subject to enforcement action from local planning authorities.
- Off-airport, on-street parking ("fly parking"), usually in residential areas, encouraged through social media channels and apps but otherwise uncontrolled and unquantified.

1.1.3 GAL's parking strategy has to take account of the relationship between passenger numbers, mode share, and parking capacity provided on and off-airport as well as giving flexibility to respond to passenger preferences and maintaining commercial viability. Management of on-airport parking is an



essential component of GAL's Airport Surface Access Strategy<sup>1</sup> and supports its ability to promote sustainable modes whilst delivering choice and accessibility.

## 1.2. Scope of the document

1.2.1 This Car Parking Strategy paper is intended to provide background and context to the Examining Authority, key stakeholders and interested parties as to the approach taken by GAL to manage and operate on-airport parking for staff and passengers. The main focus of this document is car parking spaces located on-airport, including staff spaces, which are the only ones GAL is responsible for, and can control. All off-airport provision are matters for local planning authorities and are related to planning policy, parking standards, enforcement and management. As well as setting out the current arrangements for on-airport parking, the document also summarises the Future Baseline (in the absence of the Project) and with Project proposals. The Surface Access Commitments for the Northern Runway Project (**ES Appendix 5.4.1: Surface Access Commitments** [APP-090]) includes GAL's commitments in respect of on-airport parking with the Project and a commitment to provide financial support to local authorities in respect of their enforcement actions against unauthorised off-airport parking.

## 2 Policy

### 2.1. Introduction

2.1.1 Provision and management of airport parking exists within national and local policy frameworks.

### 2.2. National policy

2.2.1 National policy provides the overall framework within which transport policies, including those related to parking, can be formulated regionally or locally. With respect to aviation, the relevant policies specific to the approach to travel associated with airport development include the following:

- The Aviation Policy Framework (Department for Transport, 2013)
- The Transport Decarbonisation Plan (Department for Transport, 2021)
- The National Planning Policy Framework (Department for Communities and Local Government, 2012, revised under the Department for Levelling Up, Housing and Communities, December 2023)

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<sup>1</sup> [https://www.gatwickairport.com/on/demandware.static/-/Sites-Gatwick-Library/default/dw40d115e6/images/Corporate-PDFs/Sustainability/Surface-access-reports/Surface\\_access\\_strategy.pdf](https://www.gatwickairport.com/on/demandware.static/-/Sites-Gatwick-Library/default/dw40d115e6/images/Corporate-PDFs/Sustainability/Surface-access-reports/Surface_access_strategy.pdf)

- The Airports National Policy Statement (Department for Transport, 2018)

- 2.2.2 The general policy approach for both passenger and staff journeys to airports is to encourage a shift to sustainable modes, including public transport and active travel and to reduce the proportion of journeys that require two vehicle movements per journey (e.g. taxi journeys, drop off and pick up). The Aviation Policy Framework<sup>2</sup> requires airports to set targets and provide action plans for increasing the percentage of trips made by sustainable modes, in consultation with stakeholders and this is consistently applied in the Airports National Policy Statement (the ANPS)<sup>3</sup>.
- 2.2.3 The ANPS sets out general principles for surface access at paragraph 5.5, which are consistent with these other expressions of national policy. The decision-making tests for development set out at paragraphs 5.21 and 5.22 are also similar and relate principally to the impact of proposals on transport infrastructure. More detailed provisions in paragraphs 5.6 to 5.20 are specific to the transport issues affecting Heathrow Airport and are not drafted so as to have wider implications for other airports.<sup>4</sup>
- 2.2.4 This airport parking strategy therefore sits within this wider policy context for managing and where possible reducing the number of car trips to and from the airport in support of sustainability objectives.

### 2.3. Local policy

- 2.3.1 For Gatwick Airport relevant local policy is contained in the Crawley Borough Local Plan 2015-2030, and the draft Crawley Borough Local Plan 2024-2040 which is currently under examination.
- 2.3.2 The Crawley Borough Local Plan 2015-2030, which is the adopted version of the Local Plan, contains four policies specific to Gatwick Airport. Of these, policy GAT3 is directly relevant to car parking. It indicates that additional or replacement car parking to support growth at the Airport will only be permitted within the Airport boundary and that new proposals must be justified by demonstrating a need, set in the context of a sustainable approach to transport access. The Local Plan provides the following as reasoned justification for the policy:

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<sup>2</sup> <https://assets.publishing.service.gov.uk/media/5a7aa94b40f0b66eab99bc3e/aviation-policy-framework.pdf>, paragraphs 4.16-4.24 and Annex B

<sup>3</sup> <https://assets.publishing.service.gov.uk/media/5e2054fc40f0b65dbed71467/airports-nps-new-runway-capacity-and-infrastructure-at-airports-in-the-south-east-of-england-web-version.pdf>, paragraphs 5.5-5.22

<sup>4</sup> This view is consistent with paragraph 1.14 of the ANPS which sets out that the ANPS sets out “particular considerations relevant to a development consent application to which the Airports NPS relates.”

- *“It is considered that sites within the airport boundary provide the most sustainable location for the additional long stay parking which needs to be provided as passenger throughput grows whilst still supporting the public transport target. Sites within the airport boundary are close to the terminals and can help reduce the number and length of trips. The Airport operator is responsible for meeting the modal split target for passengers and the level of provision of car parking spaces makes an important contribution to meeting this target.”*

2.3.3 The draft Crawley Borough Local Plan 2024-2040 retains policy GAT3 in a similar form and with the same intent.

2.3.4 There are similar provisions for airport-related parking in the surrounding local authorities:

- The Reigate and Banstead Local Plan: Core Strategy 2014 supports sustainable growth at the Airport in general. Airport-related parking is referenced in the Reigate and Banstead Local Plan Development Management Plan (adopted 2019) policy TAP2, which effectively precludes planning permission being granted for airport-related car parking located within the Borough.
- Saved policies from the Mole Valley Local Plan 2000 include policy RUD28 which relates to off-airport car parking and effectively precludes planning permission being granted for airport-related car parking being located within the District. Policy INF6 of the draft Mole Valley Local Plan 2020-2037 continues the same principle of resisting airport-related parking within the District.
- The Horsham District Planning Framework similarly resists airport-related parking in the District unless a need can be demonstrated and there is no feasible alternative, as part of Policy 41. The draft Horsham District Local Plan 2023-2040 maintains this position through Policy 25.
- The Tandridge Core Strategy 2008 includes Policy CSP16: New off-airport parking and extensions to existing sites will be considered in the light of Green Belt policy and the need to minimise the use of the private car to travel to the airport. The Tandridge Local Plan Part 2: Detailed Policies 2014-2029 does not contain specific policies related to the Airport. The draft Local Plan 2033 did include Policy TLP51 which effectively precluded planning permission being granted for airport related parking within the District. However, following the publication of the Local Plan Inspector’s final report on 14 February 2024 that plan has been found unsound. The

Mid Sussex District Plan 2014-2031 and saved policies from the Mid Sussex Local Plan 2004 do not contain specific policies on airport-related parking. The draft Mid Sussex District Plan 2021 - 2039 includes policy DPT5: Off-Airport Car Parking which effectively precludes planning permission being granted for additional off-airport car parking facilities or extensions to existing airport related car parking sites or the relocation of existing off-airport parking that result in a net increase in parking.

- 2.3.5 Each local authority remains responsible for monitoring and enforcing against unauthorised airport-related parking activity within their respective geographies.
- 2.3.6 In order for the policies to be successfully operated, it is important that there is enough car parking at the airport to meet demand and deter off-airport parking, whilst meeting other sustainable travel objectives as part of an overall Surface Access Strategy.
- 2.3.7 Crawley Borough Council's policy GAT3 has been the subject of several planning appeals on behalf of off-airport providers, all of which have been unsuccessful.<sup>5</sup> The policy has been found to be sound by previous Crawley Local Plan Inspectors and was upheld following a legal challenge in the High Court.

## 2.4. Gatwick Policy and Strategy Documents

- 2.4.1 On-airport parking is relevant to several of GAL's operational strategies and policies, relating both to surface access for passengers and staff, management and planning of the airport estate and sustainable operations.

### Parking Strategy

- 2.4.2 There is no policy requirement for a separate Parking Strategy to be prepared in respect of airport parking, though it is related to the development of an Airport Surface Access Strategy (ASAS) and other measures connected to sustainable surface access, airport employee parking and travel planning. GAL has produced parking strategy documents in the past to support local policy decisions and to inform our surface access strategies and airport masterplans. A parking strategy provides information on the type, location, management and number of spaces provided on airport, both in the context of accessibility and choice and also in relation to off-airport parking provided for air passengers in competition with more sustainable on-airport provision. In relation to the Northern Runway

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<sup>5</sup> Relevant appeal decisions include:  
APP/Q3820/W/17/3173443 Land adjacent to Lowfield Heath Service Station, London Road, Lowfield Heath, Crawley, RH10 9SW  
APP/Q3820/W/17/3182041 Former Gas Holder Station Car Park, North of Crawley Avenue, Pound Hill, Crawley, RH10 3PH



Project this parking strategy document provides information and context for the Surface Access Commitments and also the draft Section 106 Agreement.

2.4.3 GAL's last Parking Strategy dates from 2017<sup>6</sup> and was produced in support of Crawley BC's evidence for refusing planning applications for additional off-airport capacity, which were taken to appeal. The 2017 Parking Strategy highlighted the relationship between on-airport parking and achieving the airport's mode share targets set out in the ASAS, and the way in which parking supply has increased at a much lower level of growth than passenger demand, consistent with a declining mode share for parking. The approach currently taken keeps on-airport parking in balance with measures to achieve the sustainable travel targets in the ASAS and limits the introduction of additional capacity unless and until it is justified in relation to growth in accordance with mode share targets. Consequently, the local planning authority has approved applications for on-airport parking in response to airport growth at the same time as GAL acts to reduce park and fly mode share. This recognises that a switch to sustainable modes is not feasible or attractive for all air passengers due to a wide variety of factors affecting mode and travel choice.

2.4.4 In this context, the local authorities and Gatwick have a very similar objective – both seek to enhance access to the airport by sustainable modes but both also recognise that any shortage of car parking at the airport is likely to result in greater pressure for off-airport parking or parking in residential areas. Paragraphs 9.20 to 9.24 of the Crawley Local Plan provide helpful context in this regard – the policies do not seek to cap car parking and recognise the airport as the most appropriate and sustainable location for airport related parking but also recognise that the amount of car parking needs to be carefully “managed” (rather than restricted). The current provisions in the Airport's S.106 agreement (at paragraph 5.6.1) are similar – effectively “*enough but not too much*”.

#### Airport Surface Access Strategy (ASAS)

2.4.5 GAL publishes an Airport Surface Access Strategy (ASAS) normally every 4-5 years and updates the related action plan for sustainable access every year, in consultation with the airport's Transport Forum Steering Group comprising key stakeholders. The current ASAS was published in 2022 and provides updated targets for travel by sustainable modes to be achieved by 2030. This assumes a continuation of the gradual decline in the share of travel by car, particularly for drop-off and pick-up trips that has been experienced over the last decade. The

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<sup>6</sup> [https://www.gatwickairport.com/on/demandware.static/-/Sites-Gatwick-Library/default/dw984edae4/images/Corporate-PDFs/Sustainability/Surface-access-reports/Interim\\_Car\\_Parking\\_Strategy\\_April\\_2017.pdf](https://www.gatwickairport.com/on/demandware.static/-/Sites-Gatwick-Library/default/dw984edae4/images/Corporate-PDFs/Sustainability/Surface-access-reports/Interim_Car_Parking_Strategy_April_2017.pdf)

ASAS approach is to prioritise sustainable travel but to support journeys made by other modes where there is no reasonable alternative.

- 2.4.6 Without a significant change in the catchment area of passengers or the extent of fast and efficient public transport networks (for example new railway lines) there will always be a proportion of trips for which car is the only reasonable choice and GAL's focus is to make this as sustainable as possible, noting that park and fly is less impactful than an equivalent taxi or drop off/pick up journey. This means that the decline in parking mode share will slow and level out over time, with the resulting demand split between on-airport and off-airport capacity. This is consistent with GAL's ASAS, which encourages use of sustainable modes and includes the recently introduced forecourt charge for drop-off to deter the most impactful car journeys.

### Decade of Change

- 2.4.7 2010 saw the launch of GAL's Decade of Change sustainability strategy, which was renewed in 2020<sup>7</sup>. The first Decade of Change and its successor set out the actions and targets GAL is putting in place to improve its sustainability and environmental efficiency, reduce its carbon footprint and strengthen its community programmes. Surface access remains a key pillar of this strategy and the Decade of Change supports the targets set out in our ASAS. The Decade of Change target differs in that it refers to all zero and ultra-low emission modes, including cars, to acknowledge the shift from petrol and diesel cars to electric and hybrid vehicles. These are excluded from the targets within the ASAS, which refer to public transport and active travel. Whereas our ASAS has a passenger target for sustainable modes of 52% by 2030 (and 48% by staff) the Decade of Change target is based on "working with transport partners to increase airport passenger and staff usage of public transport and zero and ultra-low emission journey modes to 60% by 2030."

### Surface Access Commitments

- 2.4.8 Rather than produce a draft ASAS for the Project, GAL has presented a set of surface access commitments as binding obligations as part of the DCO, which are set out in **ES Appendix 5.4.1: Surface Access Commitments** [APP-090]. These include a number of commitments directly relating to parking and other commitments in relation to mode share that are influenced by GAL's parking strategy.

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<sup>7</sup> [https://www.gatwickairport.com/on/demandware.static/-/Sites-Gatwick-Library/default/dw10c8906f/images/Corporate-PDFs/Sustainability/Second\\_Decade\\_of\\_change\\_policy\\_to\\_2030.pdf](https://www.gatwickairport.com/on/demandware.static/-/Sites-Gatwick-Library/default/dw10c8906f/images/Corporate-PDFs/Sustainability/Second_Decade_of_change_policy_to_2030.pdf)

- 2.4.9 GAL will produce a new ASAS in line with the existing policy requirements and subsequently update the ASAS regularly over the assessment period following commencement of dual runway operations. The ASAS will become the means through which the surface access commitments are delivered but will not replace or limit those commitments relied upon for the DCO, which would remain in full force and effect. In relation to parking, the commitments identify the number of additional spaces proposed to be delivered by the Project, either to replace capacity lost during construction or to cater for growth. GAL also commits to continue to use its approach to varying parking charges to support sustainable travel, and to contribute to the management of unauthorised off-airport parking. These measures are described in more detail later in this document.

### Section 106 Agreement

- 2.4.10 There is an existing Section 106 Agreement between GAL, Crawley Borough Council and West Sussex County Council. The current version of the agreement is dated from May 2022 and contains obligations which are due to end on 31 December 2024. A separate Section 106 Agreement is being prepared to take effect from commencement of the Project which carries over a number of the current obligations, taking account of the project requirements and commitments covered by the **Development Consent Order (DCO)** [[AS-127](#)].
- 2.4.11 The current Section 106 agreement contains several obligations in relation to surface access, one specifically covering GAL's car parking obligations. This requires that GAL maintains a level of on-airport car parking that provides choice for passengers and staff and "*provides sufficient but no more*" parking than is consistent with the mode shares for sustainable modes set out in the Airport Surface Access Strategy (2018). The agreement also sets out a mechanism for providing a Sustainable Transport Fund, to be spent on initiatives supporting the use of sustainable modes, which is derived from a levy on staff and passenger car parking (and since 2022 a contribution from airport forecourt charging). A similar obligation is included in the draft Section 106 Agreement for the Project.

## 2.5. Trends

- 2.5.1 The general direction of national transport policy continues to focus on increasing active travel use and addressing the climate change and decarbonisation of transport agendas.
- 2.5.2 The Covid-19 pandemic created significant short-term change in travel behaviours and in the volume of travel undertaken by different modes. Post-pandemic experience suggests that some of the changes in working patterns are likely to persist into the future, particularly an increased use of 'hybrid' working

with employees regularly working from home on more days than before where work practices allow. Nevertheless, evidence indicates that road traffic levels are increasing, though still below pre-pandemic levels and public transport patronage is also recovering albeit with different patterns emerging.

2.5.3 Although changes in working patterns will have some effect on air travel for business, the aviation sector is experiencing recovery in both the business and leisure markets, with Gatwick Airport seeing a total of around 33 million passengers in 2022, and over 40 million passengers in 2023.

2.5.4 Prior to the pandemic, around 48% of air passenger journeys to and from the Airport were made by public transport. CAA data<sup>8</sup> for 2022 indicated a public transport mode share of just under 44%.

### 3 Provision of on-airport parking

#### 3.1. London Gatwick Airport's approach to parking

3.1.1 London Gatwick Airport seeks to provide an appropriate amount of car parking, with different parking products and types to suit passenger and employee requirements. Parking is proportionate to the amount of activity at the airport, so reflects air passenger demand and staff numbers, and to the mode share of journeys made, both of which change over time. GAL considers on-airport parking to be the most sustainable location for those trips that cannot be made by other modes and management of on-airport parking ensures consistency with the promotion of access via sustainable modes, which is part of our Airport Surface Access Strategy. GAL achieves this balance by flexing the availability and pricing of spaces on-airport to hold capacity in line with actual and forecast mode shares and demand throughout the year. As passenger demand increases and mode share targets change, reducing the proportion of journeys for park and fly, GAL uses this approach to delay the need for additional spaces to be released or constructed. GAL forecasts these trends some time ahead (generally 2-4 years depending on lead time for the additional facility) in order to identify, plan, consult on and implement any additional car parking approved through our planning permissions.

3.1.2 Car parking at Gatwick Airport is distributed at various locations around the airport estate. Long stay car parks for passengers are located to the north west, east and south of the main runway and terminals, and short stay passenger car parks are adjacent to the terminals. GAL uses variable parking charges to

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<sup>8</sup> CAA Departing Passenger Survey – <https://www.caa.co.uk/data-and-analysis/uk-aviation-market/consumer-research/departing-passenger-survey/passenger-survey-report-2022/>

optimise the occupancy of spaces, which is typically lower than can be achieved at off-airport sites due to the more varied nature of the parking products and types offered on-airport. GAL's use of technology and monitoring of demand is aimed at increasing the utilisation of spaces and increasing efficiency. Staff car parking is provided with limited capacity close to workplaces and the majority of spaces within walking distance or a connecting shuttle bus to the terminals.

### 3.2. Staff parking

- 3.2.1 Although there is some limited staff parking adjacent to some airport buildings most of the staff parking is provided a short walk or a feeder bus-ride away from the main terminals. Staff parking has historically been provided in specific on-airport car parks, separate from passenger parking. Dedicated on-airport capacity for staff has reduced over time, as car mode share has reduced. Post-pandemic, GAL's approach has been more flexible such that some staff and passenger parking locations exist in the same overall parking area (for example South Terminal Long Stay) but within separate zones to ensure capacity is managed effectively. This helps to make efficient use of parking areas and reduce operating costs associated with some remote sites.
- 3.2.2 It is important to acknowledge that many staff are required to travel at times when alternatives are less viable, for example in the early morning or late at night when public transport services are less frequent and active travel options may be perceived as less safe. Ensuring that staff can get to and from work safely at all times is an important consideration in determining how staff parking capacity is provided and managed.

#### Future baseline parking for staff

- 3.2.3 The amount of staff parking provided on-airport has reduced over the last decade to reflect changing mode shares and to encourage sustainable travel, including more car sharing. Whilst these trends were interrupted by the Covid pandemic and the associated impact on staff numbers, our Airport Surface Access Strategy includes targets to continue reducing the car mode share of staff journeys as the airport recovers and grows. As a result, we do not propose any increase in staff parking as part of our future baseline. We will continue to operate parking flexibly and efficiently whilst supporting colleagues to travel by public transport, active travel or to car share where feasible. The Staff Travel Survey undertaken every two years will provide important data to allow steps to be put in place to gradually reduce access to staff parking, particularly spaces close to terminals, with attractive, sustainable alternatives in place for those that switch modes. We are especially keen to ensure shift workers use sustainable modes for at least some journeys rather than relying on car travel for all journeys.



### Future staff parking with Northern Runway Project

- 3.2.4 GAL is committing to keep staff parking capacity at or below the 6,090 parking spaces available in 2019. Given that staff numbers are expected to increase as a result of the Project, this equates to a reduction in the availability of parking spaces relative to staff numbers. This is consistent with the **ES Appendix 5.4.1: Surface Access Commitments** [\[APP-090\]](#) mode share targets for sustainable staff travel and measures to support more use of active travel and public transport.
- 3.2.5 A gradual reduction in the availability of parking spaces relative to staff numbers reflects the commitment under the Surface Access Commitments to increase the sustainable mode share for staff (employees travelling by public transport, active travel and shared travel) from the 2019 baseline of 39% to 55% by the third anniversary of the commencement of dual runway operations and on an annual basis thereafter.
- 3.2.6 **ES Appendix 5.4.1: Surface Access Commitments** [\[APP-090\]](#) commits to introducing appropriate measures to reduce single-occupancy private vehicle use by staff. These are deliberately not prescriptive, in order to allow the flexibility for a range of measures to be deployed. These could include measures which incentivise car sharing, the potential for further discounted travel on public transport, support for active travel choices, a review of the criteria for holding a parking pass and the use of parking charges. The optimum choice and balance of measures brought forward will reflect staff behaviour and preferences, which will be informed by data and our Staff Travel Surveys<sup>9</sup>.
- 3.2.7 Options for influencing staff travel choices will be reviewed as part of the Airport Surface Access Strategy Action Plan (“**ASAS-AP**”) that will be put in place to support the Surface Access Commitments. The ASAS-AP will be reviewed with the Transport Forum Steering Group quarterly, as it is for the current ASAS, and updated accordingly. The ASAS-AP will be renewed annually following the Annual Transport Forum and will be informed by the Staff Travel Survey data, which will be collected every two years. These will all be reflected in the Annual Monitoring Report required as part of the Surface Access Commitments.

### 3.3. Existing passenger parking

- 3.3.1 GAL operates a diverse parking product mix for air passengers, provided at different price points to offer choice and flexibility for passengers. For example, our Gatwick Holiday Parking off-terminal valet product is generally charged at a

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<sup>9</sup> Surveys are undertaken during summer months every two years, the most recent in 2023. Headline results are provided to the Annual Transport Forum and more widely reported to the Transport Forum Steering Group.

lower tariff compared to self-park options and the more convenient “valet” options available close to the terminals.

- Long Stay (Self-Park) – traditional parking at each terminal, where passengers drive to a parking bay, park, keep their keys and take a bus to the terminal.
- Long Stay (Block-Park) – passengers leave their car at a reception area (e.g. Gatwick Holiday Parking), keys are handed to a member of staff, and the passenger takes a bus to the terminal building. The car is later stored at a separate location on-airport but remote from terminals and parked “bumper to bumper” in storage lanes (this is more space efficient, typically requiring 1/4 to 1/3 less physical space than traditional self-park bay parking).
- Valet Parking – operating in a similar way to long stay block-parking, but the passenger leaves their car in the short stay multi-storey car parks and walks directly to the terminal; the passenger’s car is then stored in block parking on airport (this is quicker and more convenient for passengers so is offered at a price premium).
- Short Stay Multi-Storey Car Parks (MSCPs) – the passenger has a short walk to the terminal. Whilst these car parks are termed “Short-Stay Parking” for simplicity, they cater for all the following:
  - Roll-up (Kiss & Fly) – drivers who are picking up air passengers from the airport, with stay durations typically under 2 hours.
  - Roll-up (Park & Fly) – passengers who do not pre-book but are part of the overall demand for parking capacity.
  - Valet operations – arrivals and returns areas for Valet products (vehicles are stored elsewhere). Average duration of stay for a valet booking in peak season is 11 days, so valet parking therefore largely functions as a long-stay parking product.
  - Pre-booked parking – these are booked in exactly the same way as long-stay parking. In peak season, over half of the spaces pre-booked are for mid or long-stays (i.e. more than 3 days).
  - Premium sub-products based on the above parking types where passengers can pre-book additional services such as car washing and valeting alongside the standard products.

3.3.2 Approximately 90% of on-airport passenger car parking is pre-booked. The on-airport capacity makes allowance for the remainder of spaces to be occupied on a “roll up” basis on the day of travel. This is an important part of GAL’s parking

provision, to allow for variation in demand and to respond to changes or disruption (for example a reduced service on the rail network) that may lead to altered behaviour and demand for parking. GAL has some flexibility to vary the proportion of spaces within each product to ensure continual availability and choice, which is important to help manage parking for those without a viable or attractive alternative for their journey at the same time as encouraging use of sustainable modes through our ASAS.

- 3.3.3 The product mix outlined in paragraph 3.3.1 reflects passenger preferences and behaviour. It is essential that these are commercially sustainable to maintain the range of products offered and to cater for variable demand. The product mix and on-airport convenience provided by GAL differentiates on-airport parking from off-airport providers, who traditionally provide only two products (park and ride or meet and greet). The balance between on-airport self-park products and block-park products can be adjusted in accordance with anticipated demand with the latter varying between approximately one third and one half of the total long stay capacity.
- 3.3.4 GAL already provides parking at a mix of different densities, associated with the different parking types listed in paragraph 3.3.1. Existing provision combines MSCPs (enclosed structures typically ranging from four to six storeys above ground level generally located close to terminals for short stay parking), decked parking (typically ground level plus one or a maximum of two open decks above, created with a steel frame deck) and surface car parks. Surface parking and decked parking may be provided as self-park or block-park operations; MSCPs are typically self-park only but accommodate a number of the premium valet products.
- 3.3.5 Disruption to flights causes significant operational difficulties, especially with block-parking products due to the way the vehicles are stored and ensuring driver resources are available to meet appropriate levels for customer service. Disruption to the railway network and incidents elsewhere on transport networks may also place additional demands on parking.
- 3.3.6 Parking demand varies seasonally; the different journey purposes, destinations and passenger types at different times of year lead to different vehicle occupancy, durations of stay and mode shares. In determining parking provision there is a need to allow for flexibility to respond to these fluctuations in demand and to allow for efficient circulation and parking operations.
- 3.3.7 Overall parking capacity is driven by a summer peak requirement when mode shares for car-based journeys are generally at their highest and the peak passenger throughput creates the highest need for capacity. Even allowing for

this peak requirement there will be some variability in the weekly and daily number of air passengers, vehicle occupancy (group size of passengers travelling), duration of car park stay (feeding turnover of spaces), journey purpose and willingness-to-pay across all product types, which may all affect the take up of overall capacity. In this sense it is important that on-airport parking is not controlled to a specific number of peak spaces as this could create shortfalls in the availability of on-airport capacity at short notice leading to increased propensity for passengers to use off-airport parking. As authorised off-airport capacity is limited under planning policies, controls for on-airport parking may have unintended consequences and result in greater demand for unauthorised off-airport parking capacity and/or fly-parking. In winter months, outside of public holiday periods, there is reduced demand and it may not be necessary for all car parks to be available and therefore GAL reduces operational capacity so that travel by other modes can be encouraged.

- 3.3.8 Typical occupancy of on-airport passenger car parks is 75-85% of overall spaces, with some products operating closer to capacity (e.g. premium valet operation, which has more processing requirement). The 15-25% contingency is important for the airport to operate flexibly around disruption and variable demand, managing peak periods around seasonality, day of week and time of day (allowing for different flight patterns).
- 3.3.9 The relationship between parking capacity and mode share is illustrated by the relative change in capacity as the airport experienced sustained growth from 2010. In 2019 there were approximately 40,600 passenger spaces on-airport, which was nearly 8,000 spaces more than in 2010, a 23% increase. Over this period air passenger demand increased by approximately 41%, which would have meant a need for 14,200 additional spaces if mode shares had stayed the same. However, car mode share (park and fly and kiss and fly) had reduced from 48% to just 34% over this period, creating a comparatively reduced demand for parking proportionate to a car-borne passenger increase of 29%<sup>10</sup>. A slightly lower increase in peak demand was observed and reflected in the parking capacity, which allows for seasonal variation (during this period there was relatively higher passenger growth in winter months and outside of the summer peak). Over the same period GAL was working with Network Rail and train operators through our ASAS to increase the capacity and attractiveness of rail travel to Gatwick to successfully achieve a sustained change in mode share.
- 3.3.10 The number of passenger spaces provided on-airport is the subject of an annual count shared with Crawley Borough Council. The latest (September 2023) count

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<sup>10</sup> If the mode share was unchanged we would see 41% increase in parking demand in line with passenger growth. The reduction in mode share means that parking demand is growing at a reduced rate, equivalent to  $34/48 \times 41\% = 29\%$

identifies that 53% of passenger spaces are currently allocated for self-park products (including short stay), 45% are used for block-parking (all of which are long stay products) and 2% other (which includes spaces for passengers with reduced mobility or those requiring assistance). Compared with other major UK airports Gatwick has a relatively low percentage of self park spaces available close to terminals, generally priced and available for premium products and short stay passengers. This has influenced the approved increase in multi-storey car park capacity close to North Terminal, as described in paragraph 3.4.2.

- 3.3.11 GAL regularly reviews the management and maintenance of its car parks as well as ensuring any associated infrastructure and technology, such as number plate recognition, payment systems and barrier controls, allows for adequate monitoring, which is essential to ensure efficient operation and flexibility. NCP is the airport's current operating partner for all on-airport parking. This contract is periodically market-tested and awarded through a rigorous tendering process. The current contract runs until 2027 and is likely to be re-tendered for a minimum of a five year term.

#### On-airport parking capacity

- 3.3.12 The car parking provision within the Airport boundary in 2019 is set out in **ES Chapter 4: Existing Site and Operations** [[APP-029](#)], paragraph 4.2.24 and Table 4.2.2 (replicated below). At that time there were 40,611 parking spaces for passengers and 6,090 parking spaces for staff within the Airport boundary, making a total of 46,701 on-airport spaces.
- 3.3.13 As noted in paragraph 3.3.9 passenger car parking capacity on-airport has increased alongside passenger demand growth since 2010 but at a slower rate, allowing for a gradual reduction in mode share for car journeys (park & fly and drop off/pick up) over this period. Additional capacity has been provided through new construction or operational adjustments (eg switching areas between self-park and block-park operations) to increase the density of parking on existing car parks rather than seeking to create new parking areas on-airport.



**Table 1: Existing parking provision (2019)**

	<b>Location</b>	<b>Spaces</b>
Short Stay	Multi-storey car parks 1, 2, 3 (South Terminal)	2,472
	Multi-storey car parks 5, 6 (North Terminal)	2,099
Long Stay	Self-park south	8,282
	Self-park north	6,266
	Valet 'Courtland'	3,285
	Valet north 'Flying Pan'	966
	Valet MA-1	5,372
	Valet 'Purple Parking'	821
	Summer Special	5,277
	Holiday Parking	1,546
	South valet	3,363
	Commuter and coach parking**	292
	Car park Z	570
<b>Total Passenger Parking (Short/Long Stay)</b>		<b>40,611</b>
	Car park B	414
	Car park H	1,170
	Car park L	362
	Car park M	463
	Car park W	121
	Car park X and V	2,644
	Car park Y	916
<b>Total Staff Parking</b>		<b>6,090</b>
<b>Total Spaces</b>		<b>46,701</b>

\* An area adjacent to the off-airport 'Purple Parking' site is operated by GAL as a valet storage facility.

\*\* Commuter parking for users of Gatwick Airport railway station and provision for coach layover, both of which are counted in the annual audit.

### 3.4. Future baseline provision

3.4.1 Without the Project, it is assumed that the existing on-airport parking provision would continue to be in place in the future baseline with some additional provision to cater for growth, which is discussed below. All authorised off-airport sites are also assumed to remain in operation at their current capacity, based on

current information. For the purposes of the capacity assessment it is assumed that there is no change in the amount of unauthorised off-airport parking supplied and therefore this capacity does not need to be re-provided elsewhere. This position aligns with the views provided by Local Authorities during consultation<sup>11</sup>.

3.4.2 **ES Chapter 4: Existing Site and Operations** [[APP-029](#)], paragraph 4.4.6, sets out the additional on-airport passenger parking capacity assumed in the future baseline. This includes three elements:

- Hilton Hotel multi-storey car park (“MSCP”) (additional 820 spaces) brought forward by the hotel
- MSCP7 (additional 3,250 spaces) being delivered by GAL and under construction, for expected completion in 2025
- A phased Robotic Parking project to be delivered by GAL (total net increase of 2,500 spaces), the first phase of up to 1,000 spaces are expected to be delivered in 2025/2026.<sup>12</sup>

3.4.3 These changes, totalling an additional 6,570 spaces, would increase the total on-airport passenger parking provision from 40,611 spaces to 47,181 spaces and would be in place before dual runway operations commence and in advance of any existing spaces being lost during construction. Staff parking provision would remain at 6,090 spaces, giving a total on-airport parking provision of 53,271 spaces.

### 3.5. Northern Runway Project provision

3.5.1 The parking requirements for the Project were developed through the use of strategic transport modelling to estimate demand. The transport modelling included assumptions about the locations for on-airport parking and the level of car parking charges that would be applied in each of the assessment years and scenarios.

3.5.2 The model compares the generalised cost of a journey between a particular start and end point, based on undertaking the journey by different modes, including the value of time spent making each journey. By comparing different options the model indicates the most likely choice for that journey, and therefore is able to identify the number of journeys that would be made by each mode. This provides the estimate of the amount of additional parking demand generated by the Project and therefore how much extra capacity is required, which is then

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<sup>11</sup> Response to Summer 2022 Consultation received from Crawley Borough Council, paragraphs 7.6 and 7.7

<sup>12</sup> These assumptions are not critical to GAL’s forecast passenger growth, which is driven by wider economic factors. However, they are sensible assumptions to make in planning a future car parking strategy.

included in the highway assignment modelling **Transport Assessment Annex B – Strategic Transport Modelling Report** [\[APP-260\]](#)

### Estimate of passenger car parking requirement

- 3.5.3 The passenger parking provision required for the Project was estimated using the strategic transport model suite. The model uses the assumptions about transport infrastructure provision, public transport services, car park and forecourt pricing and other parameters to produce estimates of mode share and the number of trips being made by each transport mode.
- 3.5.4 **ES Appendix 5.4.1: Surface Access Commitments** [\[APP-090\]](#) sets out the commitment to achieve at least 55% of all air passenger journeys to and from the Airport being made by public transport by the third anniversary of commencement of dual runway operations, and annually thereafter. Using information from the modelling, including mode shares, the estimated passenger parking capacity requirement was calculated, as shown in Table .
- 3.5.5 The calculations include authorised off-airport passenger parking sites continuing in operation and also assume that the maximum practical occupancy of on- and off-airport car parks would be 87.5% of total provision. This still allows for operational flexibility and reflects both the continued turnover of vehicles and some variability in passenger arrival times, which means that it is not possible for every individual space to be occupied at one time.

**Table 2: Derivation of additional passenger parking provision for the Project**

A	Current on-airport passenger parking provision (2019)	40,600
B	Current authorised off-airport passenger parking provision (2019)	21,200
C	Total passenger parking provision (2019) (A+B)	<b>61,800</b>
D	Peak on-airport parking accumulation (August 2019)	32,000
E	Assumed peak off-airport accumulation (August 2019) (87.5% of off-airport provision)	18,550
F	Current peak parking accumulation on and off-airport (August 2019) (D+E)	50,550
G	Estimated increase factor in number of Park & Fly trips with Project (2019 to 2047)	1.20
H	Estimated total peak parking accumulation, 2047 (F x G)	60,810
I	Estimated peak parking accumulation accommodated off-airport (87.5% of off-airport provision)	18,550
J	Estimated on-airport peak parking accumulation to be accommodated, 2047 (H – I)	42,260
K	Estimated on-airport parking provision required	<b>48,300</b>

	(allowing for max occupancy of 87.5% of provision) (J / 0.875)	
L	Additional on-airport provision required (over and above current) (K – A)	7,700
M	Less future baseline projects (see section 3.3.4)	-6,570
N	Additional requirement for the Project (L – M)	<b>1,130</b>

- 3.5.6 Within the DCO Application the additional passenger parking required has been rounded down to 1,100 spaces.
- 3.5.7 The Application also proposes the replacement (through relocation) of existing spaces that would be lost due to the works to deliver the Project, together with the additional parking provision to meet the additional demand generated by the Project.
- 3.5.8 **ES Chapter 5: Project Description** [[PDLA-006](#)], paragraphs 5.2.114 to 5.2.123 and Table 5.2.3, describe the spaces lost to construction and the replacement spaces proposed. The Project would lead to the loss of 8,905 spaces in the following locations:
- Summer Special – 3,345 spaces;
  - North Terminal Long Stay and Flying Plan – 2,465 spaces;
  - Staff parking (W, B and H) – 1,150 spaces;
  - Purple Parking– 820 spaces; and
  - Car Park X – 1,125 spaces.
- 3.5.9 The capacity lost as a result of the permanent removal of these car parking spaces would be replaced in:
- A multi-storey car park on Car Park Y (3,035 net increase)
  - A multi-storey car park on NT Car Rental site (890 net increase)
  - A multi-storey car park on Car Park H (3,700 net increase)
  - GAL Valet parking at Purple Parking site (700 net increase)
  - Decking in the North Terminal Long Stay car park (580 spaces within decked area).
- 3.5.10 The net additional 1,100 passenger parking spaces for the Project would also be located in North Terminal Long Stay (decking).
- 3.5.11 **ES Chapter 5: Project Description** [[AS-133](#)], Section 5.3, indicates that the delivery of the car parking is programmed for the period 2024-2035, with the following activities programmed for completion by 2029 in order to replace capacity lost during construction:
- North Terminal Long Stay decking (for replacement)

- Car park J multi-storey
- Removal of existing Purple Parking
- Car park X decking (reprovision of Purple Parking)
- Car park H multi-storey (Phase 1)

3.5.12 The remaining projects, Car park Y multi-storey (Phase 1 and 2); and the remaining Car Park H multi-storey (Phase 2) would take place from 2029 onwards in cognisance of the mode share targets and active monitoring and management of parking to ensure our Surface Access Commitments are met. This would correspond with the period of growth following the commencement of dual runway operations and as parking mode shares decline over time, as evidenced through monitoring and management of spaces in accordance with the Surface Access Commitments.

### 3.6. Parking provision during construction of the Project

- 3.6.1 Construction of the Project will involve the loss of some existing car parking and this may lead to a temporary reduction in overall capacity while replacement spaces are brought into operation.
- 3.6.2 Initially new car parking will be constructed to replace those sites lost to construction. This means there will be no net increase in on-airport parking in advance of growth associated with dual runway operations and GAL will ensure that there is enough on-airport capacity to maintain the balance with off-airport provision. The subsequent delivery of the additional parking proposed as part of the Project will be delivered according to the identified demand for the spaces and in cognisance of the sustainable mode share commitments set out in the SACs.
- 3.6.3 During this period GAL will monitor demand and capacity closely to ensure that there is sufficient car parking to meet passenger demand and to minimise the risk of inappropriate or unwanted parking activity on surrounding streets or in unauthorised car parks. Although the full range of parking products available on-airport will be retained, GAL will continue to manage available spaces flexibly, in order to maximise efficiency during construction. This is likely to include the increased use of block parking temporarily while spaces lost to construction are replaced with new facilities. We will also consider incentives for staff to use sustainable modes as an alternative to car travel to work in order to make more space available for passenger parking.



### 3.7. Controls on Parking Capacity

- 3.7.1 The controls proposed through the Surface Access Commitments already propose to limit the Project impacts and allow for appropriate mitigation. A specific control or cap on the amount of parking is neither warranted nor appropriate because it would not acknowledge the need for flexibility in the delivery and operation of on-airport parking, which is required for the reasons set out in paragraph 3.1.1 and section 3.3 of this note.
- 3.7.2 The flexibility to respond to change quickly and maintain the availability and choice of product is essential to avoid upward pressure on off-airport parking. Maintaining flexibility in on-airport parking supply and pricing is the only dynamic element of passenger parking that can be adjusted to ensure mode share targets are met whereas off-airport parking (authorised and unauthorised) typically acts with the objective to increase car travel. The introduction of additional specific controls to on-airport parking may inadvertently increase demand for unauthorised off-airport parking and reduce sustainable travel mode share.
- 3.7.3 This flexible approach has been shown to be effective (even without binding DCO mode share commitments) which is evidenced by GAL's successful achievement of its mode share targets under the ASAS to date.

## 4 Parking-related measures in the Surface Access Commitments

### 4.1. Introduction

- 4.1.1 GAL has set out its Surface Access Commitments (secured as a legally binding requirement under the DCO) in order to provide a level of assurance and security to stakeholders as to GAL's commitment to its specified surface access outcomes. This includes a series of commitments relating to on-airport and off-airport car parking. The commitments contained in **ES Appendix 5.4.1: Surface Access Commitments** [\[APP-090\]](#) reflect the overall assessment of the impacts of the Project, set out in the **Transport Assessment** [\[AS-079\]](#) that require mitigation. Commitments linked to parking include those relevant to air passenger and staff mode shares and the mitigation of impacts in the surrounding communities and road network related to off-airport parking.

### 4.2. Our commitments

- 4.2.1 Our surface access commitments comprise the following:
- 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.

4.2.2 GAL's Parking Strategy is relevant to achieving the mode share targets because pricing and availability of spaces will influence choice of mode. Meeting commitments 1 to 4 as set out in section 4.2 of **ES Appendix 5.4.1: Surface Access Commitments** [\[APP-090\]](#) requires a parking strategy that works alongside a wider surface access strategy and provides a consistent approach to supporting sustainable access. This is only achievable by GAL through the management of on-airport parking in concert with the ASAS.

4.2.3 Commitments 8 and 9 as set out in paragraphs 5.2.8 and 5.2.9 of **ES Appendix 5.4.1: Surface Access Commitments** [\[APP-090\]](#) commit funding support to local authorities for controls and/or monitoring of off-airport parking and enforcement action against unauthorised providers, in addition to the use of parking charges alongside other measures to encourage the use of sustainable travel choices.

4.2.4 Commitment 11 of **ES Appendix 5.4.1: Surface Access Commitments** [\[APP-090\]](#) commits to maintaining the number of parking spaces allocated for staff use at or below current levels, working in parallel with Commitment 12, which provides for further measures encouraging staff to use sustainable modes and reducing single occupancy journeys.

4.2.5 The collection and reporting of parking data is included within Commitments 15 and 16, which relate to regular monitoring and reporting of progress against the Surface Access Commitments, and the role of the Transport Forum Steering Group in ensuring mitigation is in place to meet the requirements in **ES Appendix 5.4.1: Surface Access Commitments** [\[APP-090\]](#).

#### 4.3. [Metrics for monitoring parking provision](#)

4.3.1 There are several variables to consider when determining the passenger parking requirement at an airport and there are no 'typical' levels of provision. The key influences include:

- Air passenger demand, which will increase as a result of the Project and over time
- Park and fly mode share, which will reduce overall as a result of the Project to meet our targets for sustainable modes as set out in **ES Appendix 5.4.1:**

**Surface Access Commitments** [APP-090], although there will be a small increase in the absolute number of park and fly journeys made

- Average vehicle occupancy, which is assumed to remain constant at around 1.7 people per car
- Average duration of stay, which is assumed to remain constant at around 8 to 10 days

4.3.2 GAL uses dynamic pricing to balance supply and demand for parking across its range of parking products, with pricing offering an important tool to influence the level of parking demand and thus the mode share of Park & Fly trips. GAL also uses pricing as a mechanism to support the use of sustainable modes, noting the recently introduced forecourt charges for drop-off, to deter the most impactful car journeys and minimise congestion on forecourts. Both parking and forecourt charges are important tools in an integrated Airport Surface Access Strategy, which is essential for achieving the mode share targets in the Surface Access Commitments. The continuation of our current approach to managing on-airport parking with policy restrictions on off-airport parking is the most sustainable solution for airport parking. The Surface Access Commitments provide the mechanism to ensure that mode share targets will be met alongside a parking strategy that remains consistent with those targets without the need for controls that may have unintended consequences and encourage use of unauthorised sites.

4.3.3 The number of spaces per million passengers per annum (mppa) is the most frequently quoted metric for air passenger spaces, but it is difficult to compare between airports and there is no policy test for “optimum” operations due to the degree of variation in many of the determining factors for parking demand. Table 3 shows the ratios at different stages of the Project, using only on-airport parking capacity (noting off-airport parking capacity is assumed to stay the same).

**Table 3: Passenger parking ratios (spaces / mppa) by year and scenario**

Year	Ratio	Notes
2019 existing	1,000 spaces/mppa	Passenger demand 46.5mppa
2029 future baseline	823 spaces / mppa	Passenger demand 57.3mppa
2032 future baseline	794 spaces / mppa	Passenger demand 59.4mppa
2029 with Project*	770 spaces / mppa	Passenger demand 61.3mppa Additional 1,100 spaces not yet in operation
2032 with Project*	668 spaces / mppa	Passenger demand 72.3mppa Additional 1,100 spaces in operation
2047 with Project*	603 spaces / mppa	Passenger demand 80.1mppa Additional 1,100 spaces in operation

\* Dual runway operations are assumed to commence in 2029

4.3.4 The net additional parking provision being sought is relatively small and is consistent with the combination of a reduction in the proportion of passengers parking at the Airport partly offsetting passenger growth and an increase in space occupancy to an estimated 87.5% due to the more efficient use of available capacity. It is consistent with achieving the mode share commitments which GAL is making in **ES Chapter 5: Project Description** [[PDLA-006](#)] and responds to the absolute increase in the number of Park and Fly trips which will occur over time with the Project.

4.3.5 Table 3 shows that the passenger parking provision will reduce over time relative to overall passenger demand. By 2032 with the Project, parking provision will be around 15% lower in terms of spaces / mppa than it would be in the future baseline in the same year. Over the first 18 years of dual runway operations, parking provision per mppa would reduce by over 20%.

#### 4.4. Delivering and managing car parking

4.4.1 GAL will maintain a single management contract for the operation of all on-airport car parks, which will be expanded to include new facilities as they are brought forward, either to replace capacity lost to construction or to provide additional capacity. These operational arrangements will be kept under regular review and the contract retendered and market-tested periodically to ensure good practice and value are being retained. This contractual process is a commercial matter for GAL but will be managed to ensure that the existing mix of product types is maintained in accordance with passenger preferences and behaviour.

4.4.2 Each new car park provided as part of the Project, for either replacement or growth, will be delivered as an individual commercial project but will managed within the overall requirements of the DCO, including our Code of Construction Practice and other commitments. This will also govern any overlaps or interfaces with other parts of the overall Project, for example sequential working on individual sites or parallel work on adjacent sites. Examples where careful planning, programming and construction of car park provision will be important include the new multi-storey car park on the “Car Park Y” site between Perimeter Road North and A23 London Road (which will also be used for construction logistics and drainage mitigation), and increasing the density of Long Stay North parking through decking close to relocated airside facilities in the North West Zone.

## 4.5. Pricing strategy

### Existing arrangements

4.5.1 GAL currently charges for passenger car parking and there is also a charge for use of the drop-off forecourts at North and South Terminals and for pick-up within the existing short stay car parks (noting free drop-off and pick-up options are available from our long stay car parks). Our approach to parking has been applied consistently over many years. It has been accepted by local planning authorities including Crawley Borough Council as the most sustainable location for airport parking<sup>13</sup>.

### Future arrangements

4.5.2 GAL has committed in **ES Appendix 5.4.1: Surface Access Commitments [APP-090]** to the use of parking charges as part of the suite of measures to influence travel choice and achieve the committed mode shares. We will do this by regularly monitoring on-airport pricing against both other parking providers and also against changes in travel costs for alternative modes. Our aim is to take steps to close the gap between the travel costs for public transport and for the equivalent car journey for those passengers and staff that have a reasonable choice of mode. Managing parking charges is not the only way in which the cost differential may change but is the main mechanism available to GAL to influence mode share. Other policy changes and the impacts of increased congestion or fuel price may also have a significant impact. It is important for our Surface Access Commitments that both parking charges and forecourt charges are managed in parallel to avoid unintended switching between the two without producing the intended increase in public transport mode share. As drop-off/pick up journeys result in four vehicle movements per air passenger journey compared to only two for “park and fly”, forecourt activity is considered less sustainable and more impactful than parking on-airport.

4.5.3 The principles of setting parking charges with the Project will be similar to those used today, but will require additional consideration of the progress made towards the committed mode shares at any given time and the expected trajectory of travel behaviour change in the future. Additional monitoring of journeys to and from the airport proposed in the Surface Access Commitments will supplement the analysis undertaken by GAL to optimise use of available capacity and maintain high levels of occupancy compared with off-airport providers, through pricing and choice.

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<sup>13</sup> [1. Submission Crawley Borough Local Plan 2024-2040 May 2023.pdf](#), page 141, paragraph 10.27



4.5.4 As set out in our Surface Access Commitments, changes to parking charges will be accompanied by changes in forecourt charges to ensure a consistent approach to encouraging travel by sustainable modes.

4.5.5 GAL is not committing to implement a specific level of charge, although it is committing to monitor the mode share trajectory and to use parking charges as one of the key influences in reaching its mode share commitments. This monitoring will be reflected in the Annual Monitoring Report where data on parking use by type will be included along with estimates of average occupancy.

#### 4.6. Monitoring parking demand and activity

##### Existing arrangements

4.6.1 GAL monitors on-airport capacity annually and captures all on-airport parking demand through automatic barrier counts as well as mode share surveys for passenger movements through its own passenger data collection and quarterly surveys by the CAA relating to mode shares. GAL routinely monitors the use of different parking products to ensure flexible pricing maintains relatively high levels of occupancy and efficiency, thereby reducing the need for additional capacity until it is necessary and evidenced. This approach has been accepted by Crawley Borough Council and has been used in relation to several parking appeals<sup>14</sup> relating to applications for off-airport capacity, with GAL providing evidence to support local policy.

4.6.2 Off-airport capacity and demand is also monitored through annual counts of authorised sites undertaken with Crawley Borough Council and for all the local planning authorities close to Gatwick, including estimates for known, unauthorised sites at the time of survey. Counts are usually undertaken in September so reflect a busy time of year for the airport but not highest peak demand. These combined survey results are published to provide an agreed statement of capacity available for airport-related parking.

4.6.3 GAL currently reports parking capacity data to validate the amount levied for the Sustainable Transport Fund, which is calculated each year based on the September counts of available capacity in the previous year. GAL monitors booking rates and occupancy reports to inform capacity planning and to consider if price or availability changes are needed to avoid products being taken off sale for a period of time, thereby ensuring we maintain customer choice.

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<sup>14</sup> Relevant appeal decisions include:  
APP/Q3820/W/17/3173443 Land adjacent to Lowfield Heath Service Station, London Road, Lowfield Heath, Crawley, RH10 9SW  
APP/Q3820/W/17/3182041 Former Gas Holder Station Car Park, North of Crawley Avenue, Pound Hill, Crawley, RH10 3PH

### Future arrangements

- 4.6.4 GAL will continue to prepare annual statements of parking capacity on-airport and contribute to the maintenance of annual monitoring of total (on-airport and off-airport) spaces available, in line with current practice. Data on capacity and parking demand will be included in the Annual Monitoring Report (AMR) as described in our Surface Access Commitments. The AMR will also include the CAA mode share data, which are collected quarterly and published as provisional data before being verified annually. We will continue to report the provisional quarterly data to the Transport Forum Steering Group, as we do now, and use this to inform our ASAS-AP, which will target continuous improvement towards our Surface Access Commitment mode share targets.
- 4.6.5 Continuation of the Sustainable Transport Fund, which is part of GAL's Section 106 Agreement with Crawley Borough Council and West Sussex County Council is proposed as part of the replacement s106 Agreement to be entered into in respect of the Project.
- 4.6.6 GAL will continue to use the monitoring data to inform its strategy for managing parking efficiently and securing a robust and reliable operation, including analysis to anticipate changes in demand, manage day to day availability of spaces for different product types. GAL will include efficiency indicators to be reported annually (in the Annual Monitoring Report set out in **ES Appendix 5.4.1: Surface Access Commitments** [\[APP-090\]](#)) such as percentage occupancy, peak (busy day/week) demand and proportion of on-airport parking that is priced at lower than the average cost across the Airport. These will provide evidence that GAL is optimising efficiency in support of the mode share targets, whilst maintaining sufficient capacity.
- 4.6.7 GAL has indicated in **ES Appendix 5.4.1: Surface Access Commitments** [\[APP-090\]](#) that the terms of reference and constitution of the Transport Forum Steering Group (TFSG) may be changed as a result of the commitments being made and the need for greater monitoring. GAL will discuss with the TFSG members whether a parking sub-group of the TFSG should be set up. The stipulations in relation to monitoring commitments contained in Section 6 of **ES Appendix 5.4.1: Surface Access Commitments** [\[APP-090\]](#) will apply to parking as an important element of meeting our sustainable transport mode share targets.

## 5 Off-airport parking

### 5.1. Off-airport parking provision

5.1.1 In Summer 2019 there were approximately 21,200 parking spaces for passengers outside the Airport boundary<sup>15</sup>, provided by registered operators and authorised by the relevant local planning authority, known as authorised off-airport spaces. As noted earlier in Section 2.3 the local planning authorities have policies restricting these spaces to existing sites and to refuse any expansion of capacity. Off airport spaces are subject to an annual count across the six local planning authorities closest to the airport (Crawley, Horsham, Mid Sussex, Mole Valley, Reigate & Banstead and Tandridge).

5.1.2 For the Project environmental and transport assessments GAL has assumed that there will be no change in the quantum and locations of authorised off airport parking. Neither do the assessments consider any change in the operation of these parking facilities, which are assumed to seek the optimum commercial value for the operators. GAL notes the trend analysis that shows the occupancy or space utilisation of authorised off-airport parking is generally over 80% and peaks at around 87.5%. This is consistent with GAL's experience of the business model for long stay parking, which allows for some variation in the booked and actual duration of stay, due for example to delays affecting arrival and departure times at the car park. GAL has no influence over the operation of any off-airport parking or controls regarding the provision or compliance of off-airport operators, which lies with local planning authorities and who have included policies to control off-airport parking in their respective local plans. The Project therefore suggests no changes to off-airport provision or operation, with the exception of Purple Parking, which is directly impacted by the airfield changes associated with dual runway operation and is re-located as described in **ES Chapter 5: Project Description [AS-133]**. Funds would be provided, however, through the Section 106 Agreement to assist with enforcement action against unauthorised off-airport parking.

5.1.3 The surrounding area also contains unauthorised off-airport parking sites, typically provided as temporary off-street operations introduced without the necessary planning permission. These are subject to enforcement action by the local planning authorities and an annual count is undertaken for sites within each of the local authority areas. In 2019 there were approximately 6,300 unauthorised off-airport spaces.

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<sup>15</sup> From Annual Parking Count undertaken by Crawley Borough Council

5.1.4 Additionally, airport-related parking can occur in surrounding streets, often in residential areas, referred to as 'fly-parking'. This includes the introduction of informal parking "rental" on driveways offered by local residents to otherwise unconnected air passengers (distinct therefore from friends/relatives) and promoted through websites and apps. There are no direct controls on fly-parking other than existing restrictions that are enforceable through Traffic Regulation Orders and it is not possible to accurately quantify the amount of airport-related fly-parking that occurs. Renting out driveways is not illegal unless there are specific planning restrictions in force, though income is liable for tax over a certain threshold, which may limit some from offering it. However, any onward travel involving drop off and pick up from unauthorised sites and fly-parking will incur forecourt charges that will increase over time.

## 5.2. Unauthorised off-airport car parking

5.2.1 The provision of off-airport car parking, whether authorised or unauthorised, is a matter for local authorities to address through the normal planning and enforcement processes. GAL is not able to directly prevent unauthorised sites being brought into use but is able to assist local planning authorities in exercising their powers of enforcement.

5.2.2 GAL has established relationships with providers of services for accessing the airport, including taxi, private hire and ride share companies. GAL provides guidance to these providers regarding the use of on-airport facilities (including where to drop-off and pick-up) and specific instructions to avoid creating traffic and parking enforcement issues off-airport. All users of drop off and pick up facilities are charged in accordance with the applicable tariffs, GAL is not able to influence if these charges are passed on to the customer though anecdotally, we are aware that many do add this to the price of the ride. An increase in the use of Uber and similar ride-share companies has been more limited than at airports closer to or within London (Heathrow and London City Airport) due to premium pricing of journeys within the capital making it more attractive to providers. GAL has encouraged Uber and other, similar providers to operate to a Code of Conduct governing where and how they pick up and drop off passengers.

5.2.3 In addition, in **ES Appendix 5.4.1: Surface Access Commitments** [\[APP-090\]](#) GAL is committing to provide funding to support the implementation of parking controls and/or monitoring on streets surrounding the Airport, if the relevant local authority considers it necessary; or to support a local authority in enforcement action against unauthorised off-airport parking sites.

5.2.4 GAL has worked with the local authorities for some time in relation to car parking, liaising about general matters and providing regular updates to Crawley Borough

Council as part of an annual parking survey. GAL meets a Community Transport Stakeholder Group quarterly to discuss areas and issues of particular concern and consider actions that can be taken to mitigate these.

- 5.2.5 **ES Appendix 5.4.1: Surface Access Commitments** [\[APP-090\]](#) provides details of the commitment GAL is making to provide annual funding to local planning authorities and local highway authorities to support traffic management, traffic enforcement and parking enforcement activities off-airport. This funding is proposed to be secured in our draft Section 106 Agreement for the Project. The management and monitoring of the use of this funding will have particular regard to measuring outcomes in achieving the Surface Access Commitments and also addressing concerns relating to off-airport parking proliferation in connection with on-airport supply. As such, the monitoring of activities off-airport, which will be supported by this funding goes hand in hand with GAL's approach to managing and monitoring on-airport provision.