Gatwick Airport Northern Runway Project

The Applicant's Response to Actions from Issue Specific Hearing 4: Surface Transport

Book 10

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1 Introduction

1.1 Introduction

1.1.1 This document provides the Applicant's response to the actions arising from Issue Specific Hearing (ISH) 4: Surface Transport [EV9-005]. The actions relevant to the Applicant are as follows:

Action No.	Action	Deadline
1	Provide a scenario test to supplement the assessment in Chapter 12, Transport of the Environmental Statement (ES). This scenario should examine the use of a future baseline following the definition in paragraph 12.6.3 of the Transport Assessment (TA) [AS-079] that "The model provides information on the performance of the highway network in each of the future baseline years, allowing for background traffic growth, committed developments, and committed network changes but does not include the Project." This requested revised future baseline scenario should not include any traffic changes associated with the airport growth and infrastructure improvements included in the Project case. Paragraph 1.25 of the IEMA 2023 Guidance says, in relation the Rochdale envelope, that the approach should ensure "that the project being assessed represents the realistic worst case in terms of traffic and movement demand." The requested supplemental scenario should provide this realistic worst case.	Deadline 1 for position update on, and timing of, submission of additional ES Chapter 12 scenario
2	Provide 2023 staff travel survey details and commentary in writing.	Deadline 2

3	Provide commentary on the conflicting considerations for use of June traffic levels over the traffic levels in August.	Deadline 2
4	Provide, as requested by National Highways, further detail about the underlying assumptions in respect of post-COVID modelling.	Deadline 2
5	Respond to several issues raised by Interested Parties raised in Agenda Item 4.2	Deadline 2
6	Submit car parking note to include details of car park occupancy to justify the need for additional car parking. This should include consideration of on-site and off-site parking. The Examining Authority would like to have a comprehensive view of parking demand and supply including the following locations: • On-site parking. • Authorised off-site parking. • Off-site parking in other locations managed by online parking companies. • On-street parking (fly parking).	Deadline 2
7	Clarify that the provision of the 2500 robotic parking spaces is a net increase of airport parking numbers. In addition, explain why if the Development Consent Order were granted such an increase should not be considered in the Project case.	Deadline 2
8	Applicant has confirmed that Table 45 of Annex B of the TA [APP-260] is included in error and will be corrected and re-submitted.	Deadline 1

9	Provide an annotated commentary on the Surface Access Commitments document [APP-090], to highlight its concerns.	Deadline 2
10	Applicant to submit a clearer movement framework to indicate pedestrian, cycle and shared routes indicating locations like cycle parking and entrances. This should also include an indication of widths of the various pedestrian, cycle and shared routes.	Deadline 2
11	National Highways requested that the Applicant provides details of the designs on the strategic highway network to enable assessments to be undertaken with respect to the DMRB standards	Deadline 2

1.1.2 The below sections provide the Applicant's response for Actions 1, 6, 8, 10 and 11. For actions which require a more detailed response, a reference to the appropriate document is included. All other actions will be responded to at the deadline stipulated in EV9-005.

2 Action Point 1

2.1 Overview

2.1.1 The ExA's recorded action requests a *'revised future baseline scenario which shouldn't include any traffic changes associated with the airport growth and infrastructure improvements in the Project case'*.

2.1.2 The Applicant considers this to be consistent with the approach taken in the Project's EIA and Transport Assessment and the methodological approach is described below.

2.1.3 By way of overview for this response, the current baseline has been defined as Gatwick Airport accommodating approximately 46.6 million passengers per annum (mppa) in 2019, as the last full year pre-Covid 19 as set out in Section 4.3 of **ES Chapter 4: Existing Site and Operations** [APP-029].

2.1.4 The Future Baseline assumes Gatwick Airport accommodating up to approximately 67.2 mppa by 2047 (as also explained in Section 4.3 of **ES**

Chapter 4: Existing Site and Operations [APP-029]) as the growth which would occur at the Airport in the absence of the Project.

2.1.5 The Applicant explains below the Project's consideration of this Future Baseline in the assessment and associated modelling below.

2.1.6 However, the Applicant also understood from ISH4 that the ExA was seeking to understand the impacts of all airport growth beyond the 'today' baseline rather than only the Project's contribution to that aggregate growth when compared to the Future Baseline. This scenario is not considered, nor is it required to be considered, as part of the Project's assessment for the reasons set out below.

2.2 Legislative context

2.2.1 Amongst other matters, the Infrastructure Planning Environmental Impact Assessment Regulations 2017 (the EIA Regulations) require the Environmental Statement to describe the likely significant effects of the proposed development on the environment (Regulation 14(2)(b)).

2.2.2 In addition, the ES must also include information specified in Schedule 4 of the EIA Regulations (where relevant), which includes (pursuant to paragraph 3 of Schedule 4) "*A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development...*".

2.2.3 The requirement to consider the evolution of the baseline (to provide a future baseline) is in recognition that the baseline environment position may change in the future, which could affect the outcome of the environmental assessment and likely significant effects of the proposed development.

2.2.4 This sets the legislative framework which informs the need to consider a future baseline in project EIAs in generality. Specific to the Northern Runway Project, this was considered in the Scoping Request submitted in respect of the ES, and paragraph 3.3.6 to the Scoping Opinion subsequently issued by the Planning Inspectorate in October 2019 anticipated the Project's future baseline would incorporate growth at the Airport (in the absence of the Project), stating that "*the ES should clearly define the 'future baseline', explaining any assumptions made in relation to the growth in passenger numbers (and the physical airport itself) in the absence of the Proposed Development*."

2.2.5 This direction from the Scoping Opinion was subsequently reflected in the growth assumptions made in the future baseline scenario, as detailed in Chapter 4 of the

ES (discussed above) and confirmed in paragraph 6.3.6 of **ES Chapter 6: Approach to Environmental Statement** [APP-031].

2.2.6 In view of the long-term construction and operational period assessed in respect of the Project through the ES (up to 2047), the future baseline acts as the relevant reference point against which the Project's impacts are assessed. This is consistent with the EIA Regulations, and allows for an appropriate identification of the likely significant effects of the Project against the baseline which would exist at that future milestone. By contrast, a comparison against a 'static' baseline set at today's levels, which would not reflect the likely evolution of the background environment (per the requirements of Schedule 4 to the EIA Regulations), would not allow for an accurate identification of the Project's impacts, nor an identification of the likely significant effects.

2.2.7 Regarding the ExA's framing of the airport growth in the future baseline scenario as a 'fall-back' position, the Applicant wishes to clarify that:

2.2.7.1. the Project includes the development of a range of infrastructure and facilities to allow increased airport passenger numbers and aircraft operations beyond that achievable in the future baseline without the Project (see para. 5.2.1 of **ES Chapter 5: Project Description** [AS-133]). This reference to increasing passengers reflects the status of the Project as an NSIP under sections 14(1)(i) and 23 of the Planning Act 2008, involving an increase by at least 10 million per year in the number of passengers for whom the airport is capable of providing air passenger transport services: see para. 1.4.1 of **ES Chapter 1: Introduction** [APP-026]. The project to be assessed is therefore the increase in passengers that would result from the introduction of dual runway operations under the Project, and not the overall growth from today's levels that the airport may achieve in the absence of the Project.

2.2.7.2. As described in **ES Chapter 4: Existing Site and Operation** [APP-029] (and narrated on the same subject in Issue Specific Hearing 1 – reference is made to the Applicant's summary of oral submissions on this point in 3.1.7 (Doc Ref. 10.8.5) and to the accompanying **Technical Note on the Future Baseline** (Doc Ref. 10.10) submitted at Deadline 1), the growth assumed in the future baseline reflects that which the airport is able to achieve without implementation of the Project. In particular, it has been confirmed that the airport is not subject to a planning control in the form of a cap on air transport or

passenger movements which precludes growth beyond a prescribed level and, in particular, the 2019 baseline of 46.6mppa.

2.2.7.3. The basis for that future baseline forecast growth is explained in those same documents/submissions, and specific to the question being addressed here, should not simply be seen as a fall-back position, but rather as a description of how the 'baseline' will evolve in the absence of the Project. That assumed growth (and with it the changes in the environmental conditions it would cause) is not an alternative or counter-factual position which will only occur in the absence of the Project. Put another way, the future baseline which has been adopted for the purposes of assessing the Project does not involve an “either/or” alternative in the ordinary sense of a 'fall-back' position. The future baseline and the Project are not mutually exclusive - rather the Project simply adds to and supplements the growth which would otherwise occur and cause an evolution of the baseline environment without the implementation of the project to enable dual runway operations. That 'delta' in the difference between the growth forecasts for the 'future baseline' and 'with Project' scenarios is directly attributable to the Project and is what has informed the assessment of the Project's impacts in the assessment work. This approach is adopted in every Environmental Statement produced in accordance with the EIA Regulations and is directly consistent with the direction provided in the Scoping Opinion.

2.2.8 For the same reasons, the alternative approach that the ExA may be seeking to understand, which would require an assessment of the impacts under the Project's EIA of the aggregate airport growth beyond the 2019 baseline, and against that baseline, would be an artificial scenario and not serve to identify the likely significant effects of the Project itself. It would instead consider the impacts and benefits of elements of the growth which are not subject to this application (as they do not require planning consent in any form and would occur without the Project) and would move beyond assessing the likely significant environmental effects of the proposed development for the purposes of the EIA Regulations.

2.2.9 The Applicant's approach is also consistent with that followed by Stansted Airport in their recent planning application (ref: UTT/18/0460/FUL) to increase their passenger throughput capacity to 43mppa. In particular, their assessment did not consider the project's impacts against their relative 'today' baseline', but instead compared it to a 'do minimum' case (as they describe the growth profile in the absence of their project) – consistent with how the Northern Runway Project's

assessment is compared to the future baseline. For the ExA's ease of reference, relevant extracts from the Planning Inspectorate's decision letter (dated 26 May 2021) in relation to the planning application are copied below:

"31. SSE argued that the 'do minimum' case had been artificially inflated to minimise the difference from the 'development case'. However, there is no apparent good reason why the airport would not seek to operate to the maximum extent of its current planning restrictions if the appeal were to fail. Indeed, as a commercial operator, there is good reason to believe that it would. The fact that it does not operate in this way already does not mean it cannot or will not in future. In fact, the airport has seen significant growth in passenger numbers in recent years, since Manchester Airports Group took ownership, albeit that these have latterly been affected by the pandemic.

32. As such, there is no good reason to conclude that the air traffic forecasts contained within the ES and ESA are in any way inaccurate or unreliable. Of course, there is a level of uncertainty in any forecasting exercise but those provided are an entirely reasonable basis on which to assess the impacts of the proposed development. The Panel does not accept that there has been any failure to meet the requirements of the EIA Regulations, as concluded above."

2.3 Clarification on how the Future Baseline has been considered in the Transport Assessment and Chapter 12 of the ES

2.3.1 The strategic transport modelling forms the basis for the assessment of environmental effects related to traffic and transport, which is presented in **ES Chapter 12: Traffic and Transport** [AS-076].

2.3.2 The environmental assessment considers the conditions with the Project compared to those that would exist without it at the same time horizon, the latter forming the future baseline scenario, to identify the effects of the Project.

2.3.3 The approach accords with guidance in 'Environmental Assessment of Traffic and Movement' (Institute of Environmental Management and Assessment, 2023), which is consistent with but which superseded earlier guidance published by IEMA in 1993 (with which the approach was also compliant).

2.3.4 The approach taken for this Project assumes that the introduction of dual runway operations would lead to an increase in Airport throughput of up to 13mppa, as indicated in **ES Appendix 4.3.1: Forecast Data Book** [APP-075]. This increase, together with the **Surface Access Commitments** [APP-090] and the proposed highway works, has been assessed in the DCO Application and compared against the future baseline to determine the effects of the Project related to traffic

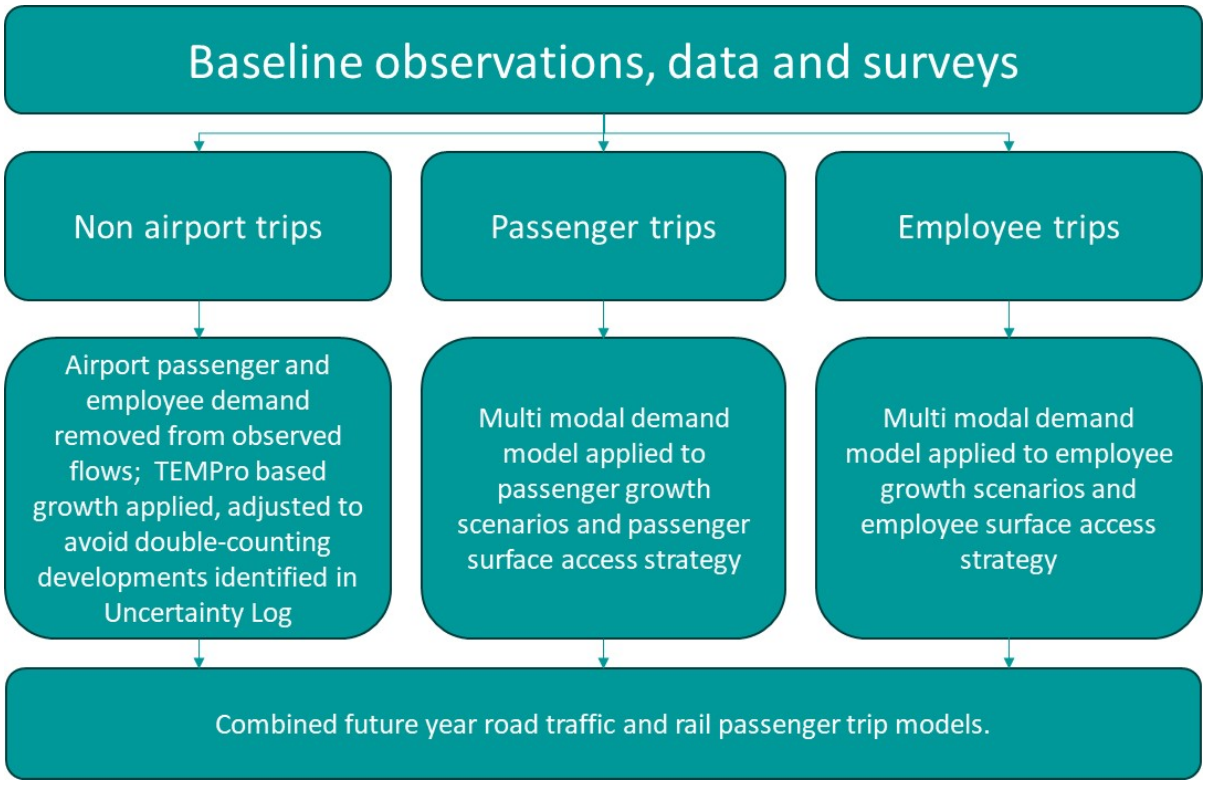
and transport. This is considered to be a reasonable worst case, which does not overestimate impacts but also ensures that the maximum likely demand is assessed, in accordance with paragraph 1.25 of the IEMA 2023 Guidance.

2.3.5 The strategic transport modelling has been undertaken in accordance with the DfT's Transport Appraisal Guidance (TAG) and is described in Section 5 of the **Transport Assessment** [AS-079] and in **Transport Assessment Annex B - Strategic Transport Modelling Report** [APP-260]. The methodology and input assumptions for the base, future baseline and with Project models were discussed with key stakeholders in a series of meetings over the period from 2019 to 2023, as summarised in Table 5.2.1 of the **Transport Assessment** [AS-079].

2.3.6 The future baseline scenarios for each of the assessment years are summarised in paragraphs 12.6.52 to 12.6.67 of **ES Chapter 12: Traffic and** Transport [AS-076] and in Section 8 of the **Transport Assessmen**t [AS-079].

2.3.7 The general approach is illustrated in in Figure 2.1 below and is explained in the following paragraphs.

Figure 2.1: Overview of development of strategic transport model



2.3.8 The future baseline assessed in the strategic transport modelling includes the following elements:

- Changes in trip-making resulting from development schemes where there is sufficient certainty that they will come forward in the relevant timescale. This has been determined by creating a comprehensive Uncertainty Log of development schemes, as required by TAG Unit M4. This involved engagement with planning and highway authorities and other stakeholders and identifies how certain it is that each scheme will be delivered. In line with the degrees of certainty set out in TAG Unit M4, schemes in the Uncertainty Log which are 'near certain' or 'more than likely' have been included in the future baseline; schemes which are 'reasonably foreseeable' or 'hypothetical' have not.
- Changes in transport provision resulting from transport infrastructure or transport supply projects, where there is sufficient certainty that they will come forward in the relevant timescale. This has also been determined through the use of an Uncertainty Log for transport schemes and the degrees of certainty set out in TAG Unit M4.
- General changes in trip-making resulting from other population and employment growth over time. This comes from the use of DfT trip-end growth forecasts for future years. We have used TEMPro v7.2 Road Traffic Forecasts (RTF 18) for the core assessment in the Application and TEMPro v8.0 National Road Traffic Projections (NRTP 22) for the post-Covid sensitivity testing reported in **Accounting for Covid-19 in Transport Modelling** [AS-121]. In all years these forecasts have been adjusted to remove the effect of the development schemes identified in the Uncertainty Log, to avoid double-counting in the growth assumptions.
- Growth in air travel generally across the UK, taken from DfT forecasts for airport growth (DfT Aviation Projections 2017) across the UK, from which we have specifically excluded the forecast growth at Gatwick. These aviation forecasts form the basis of National Highways' Regional Traffic Models (used as the basis for the Gatwick strategic model) and are used to support the development of the DfT's Road Investment Strategies.
- Growth in air travel at Gatwick over the assessment period, which has been derived from the forecast passenger numbers for the Airport in the absence of the Project, taken from **ES Appendix 4.3.1: Forecast Data Book** [APP-075]. This indicates the throughputs shown in Table 2.1.

Table 2.1: Air passenger throughput assumptions

Scenario	Passenger throughput
2016	43.1 mppa
2019	46.6 mppa
2029 future baseline	57.3 mppa
2029 with Project	61.3 mppa
2032 future baseline	59.4 mppa
2032 with Project	72.3 mppa
2047 future baseline	67.2 mppa
2047 with Project	80.2 mppa

2.3.9 The uncertainty log discussed in Section 9 of **Transport Assessment Annex B - Strategic Transport Modelling Report** [APP-260] focuses on local uncertainty outside of the airport boundary covering both travel demand (development) and travel supply/cost (transport schemes). The assessment of local uncertainty identifies whether specific transport schemes or development are included or excluded from the main assessment. In the context of TAG, this is referred to as the Core Scenario.

2.3.10 Section 3.2 of TAG Unit M4 sets out the specific requirements for defining the Core Scenario, which reflect NTEM growth (i.e. from TEMPro), sources of local uncertainty (as set out in Section 9 of **Transport Assessment Annex B - Strategic Transport Modelling Report** [APP-260]) and appropriate modelling assumptions (which reflect TAG Databook parameters and forecast changes as set out in Section 6 of **Transport Assessment Annex B - Strategic Transport Modelling Report** [APP-260] and in line with Paragraph 3.2.6 of TAG Unit M4). Paragraph 3.2.4 of TAG Unit M4 sets out the level of uncertainty relevant to those sources of demand and supply at which schemes should be included in the Core Scenarios. This is the approach GAL has applied.

2.3.11 It should be noted that an additional role of the local uncertainty log in relation to development is to be used to spatially adjust the DfT's central assumptions on travel demand (this is explained in Paragraphs 7.1.7 and 7.1.8 of TAG Unit M4). This is the basis on which the GAL baseline forecasts for non-airport demand are treated. This is described in Section 6.3 of **Transport Assessment Annex B - Strategic Transport Modelling Report** [APP-260] and the resultant Reference Case Forecasts (TAG M4 Section 7.3) are described in Section 10 of **Transport Assessment Annex B - Strategic Transport Modelling Report** [APP-260].

2.3.12 The Uncertainty Log was used to identify uncertainty related to transport schemes and local development, when forming the assumptions for the future baseline, as noted in paragraph 2.1.24 above. Future baseline growth at the Airport is not included in the Uncertainty Log because the Airport is already operational. In any case, if it was to be included, Appendix A Table A2 of TAG Unit M4 would confirm the Airport's continued operation as "near certain" and it would therefore be included in the future baseline based on the extent of existing consent(s) for the Airport and its associated infrastructure. Accordingly, the forecasts in **ES Appendix 4.3.1: Forecast Data Book** [APP-075] form the basis of the assumption about future baseline Airport growth. Further detail on the future baseline is set out in the **Technical Note on the Future Baseline** (Doc Ref. 10.10) submitted at Deadline 1

3 Action Point 6

3.1 Overview

3.1.1 The ExA has requested that the Applicant submit a car parking note to include details of car park occupancy to justify the need for additional car parking. This should include consideration of on-site and off-site parking. The Examining Authority would like to have a comprehensive view of parking demand and supply including the following locations:

- On-site parking.
- Authorised off-site parking.
- Off-site parking in other locations managed by online parking companies.
- On-street parking (fly parking).

3.1.2 The Applicant has submitted a **Car Parking Strategy** (Doc Ref. 10.5) as part of this Deadline 1 submission which addresses these matters save for car park occupancy at unauthorised off-site parking locations and on-street parking (fly parking) locations due to the data limitations set out below.

3.2 Off-site parking in other locations managed by online parking companies

3.2.1 One form of informal parking that is not quantified, and cannot be accurately measured is the "rental" of driveways by local residents to otherwise unconnected air passengers or staff (distinct therefore from friends/relatives) and promoted through websites and apps or social media. Advertising of those spaces could be through any number of third parties or solely via social media, which again makes an accurate count of airport-related use impossible. The websites and apps tend to provide a list of available locations and prices, based

on a defined search or location and parking duration without necessarily providing clarity on the search radius. Neither do they indicate if a space is being offered year round or only for limited periods. Online searches using these apps and websites would only provide information on available spaces at the time of search and may not necessarily show the already booked spaces so it is not possible to either accurately count the total number of available spaces being offered on a regular basis or the overall occupancy of those spaces. Though searches may identify spaces within the vicinity of "Gatwick Airport" it does not follow that all those taking up these spaces are airport passengers or staff. There are no restrictions on legal, on-street parking other than those that are enforceable through Traffic Regulation Orders, and it is not possible to quantify or restrict the amount of airport-related driveway-parking that occurs as renting out driveways is not illegal unless there are specific planning restrictions in force.

3.3 On-street parking (fly parking)

3.3.1 Airport-related parking can occur in surrounding streets, often in residential areas, referred to as 'fly-parking', wherever traffic regulations allow. Although these may be informally "monitored" by local communities there is rarely anything to identify a vehicle that is legally parked on-street as relating to airport parking, even if it remains stationary for a period of days. It is therefore not possible to accurately assess the number of airport-related vehicles parking in these locations and not practical to conduct continuous counts on activity throughout surrounding areas.

4 Action Point 8

4.1 Overview

4.1.1 At ISH4, an inconsistency between the car parking figures in Table 45 of **Transport Assessment Annex B – Strategic Transport Modelling Report** [APP-260] and in Table 5.2.3 of **ES Chapter 5: Project Description** [AS-133]. The ExA has requested that Table 45 has be corrected and re-submitted at Deadline 1.

4.1.2 For the reasons set out below, the Applicant does not consider it necessary to update Table 45.

4.1.3 Table 45 of **Transport Assessment Annex B - Strategic Transport Modelling Report** [APP-260] sets out the parking assumptions which have been used in the strategic model. The table shows all car parking spaces which are assumed to be on-airport in the strategic model. Table 45 has been reviewed for consistency

with the information contained in section 4 of **ES Chapter 4 Existing Site and Operation** [AS-029] and Section 5 of **ES Chapter 5: Project Description** [AS-133].

4.2 Baseline and future baseline condition

4.2.1 For the existing and future baseline conditions Table 4.2.2 of **ES Chapter 4 Existing Site and Operation** [AS-029] includes 'Holiday' car parking (1,546 spaces) as existing airport parking. However, for the purposes of strategic modelling, the same 'Holiday' car parking is treated as 'off-site' because it is accessed from Charlwood Road to the north of the airport, rather than from the internal airport road network. It is therefore contained in a different zone in the strategic model and thus was not included in Table 45 of **Transport Assessment Annex B - Strategic Transport Modelling Report** [APP-260]. The 'Holiday' car parking is located in strategic model zone 67130, which is shown on Figure 35 of **Transport Assessment Annex B - Strategic Transport Modelling Report** [APP-260] and forms part of the distribution of off-airport car parking locations in Table 47 of the same document.

4.2.2 The 1,546 spaces at the 'Holiday' parking are therefore included within the strategic model, albeit they are identified separately in **Transport Assessment Annex B - Strategic Transport Modelling Report** [APP-260]. We are therefore able to confirm that for the baseline and future baseline conditions, the car parking figures included in the modelling and the resulting distribution of parking are consistent with the assumptions set out in the ES and the **Transport Assessmen**t [AS-079].

4.3 With Project scenarios

4.3.1 For the With Project scenarios, the increases in car parking numbers shown in Table 45 of **Transport Assessment Annex B - Strategic Transport Modelling Report** [APP-260] are higher than those set out in **ES Chapter 5: Project Description** [AS-133]. The figures in Table 45 correctly report the quantum of car parking which is contained in the strategic modelling. The difference from the figures contained in **ES Chapter 5: Project Description** [AS-133], is the result of the modelling work being based on an earlier iteration of car parking assumptions for the Project.

4.3.2 As set out in paragraph 7.8.1 of **Transport Assessment Annex B - Strategic Transport Modelling Report** [APP-260], the car parking provision assumed within the strategic model is primarily to allow the model to represent the

distribution of car parks, and therefore support the assignment of car trips to different parking access points on the network.

4.3.3 This means that the parking numbers are used to inform traffic distribution percentages only. The number of car trips within the strategic model is determined from the mode choice element of the model suite. The mode choice model uses travel costs, including parking charges and forecourt charges, to determine the overall number of journeys made by car between origins and destinations within the network, because the model is based on comparing the costs of making a given journey by different modes (including the cost of time spent travelling). This is described in more detail in Chapter 7 of **Transport Assessment Annex B - Strategic Transport Modelling Repor**t [APP-260].

4.3.4 The discrepancy between the number of parking spaces assumed in the strategic model and the figures contained in **ES Chapter 5: Project Description** [AS-133] does not, therefore, mean that there is more car-borne traffic in the with-Project scenarios than there should be. However, if the model adopted the parking numbers in **ES Chapter 5: Project Description** [AS-133], the distribution of car parking around the airport would change slightly (with a slightly greater proportion of total parking at North and South Terminals and slightly less to the south of the airfield). The effect of that would be a small change in the numbers of car trips accessing car parks and in traffic flows on the highway network immediately adjacent to the airport, compared to those on which **ES Chapter 12: Traffic and Transport** [AS-076] and the **Transport Assessment** [AS-079] are based.

4.3.5 In broad terms, those changes would represent two to three fewer vehicles a minute using the network in the vicinity of Lowfield Heath roundabout in the highway peak periods. At North and South Terminals, the differences would be in the order of one additional vehicle a minute in the peak direction, in each location, in the highway peak periods. In the context of overall traffic flows, these differences would not be significant and therefore would not affect the conclusions presented in **ES Chapter 12: Traffic and Transport** [AS-076].

5 Action Points 10 and 11

5.1.1 The ExA has requested that the Applicant submit a clearer movement framework to indicate pedestrian, cycle and shared routes indicating locations like cycle parking and entrances. This should also include an indication of widths of the various pedestrian, cycle and shared routes.

5.1.2 The Applicant has prepared a separate **Technical Note: Active Travel Provision Details** (Doc Ref. 10.9.5) at **Appendix A** of this document which provides further information on the active travel provision proposed as part of the Project, including information about the proposed widths of pedestrian and cycle routes and compliance with the requirements of document CD 143 within the Design Manual for Roads and Bridges.

Appendix A: Technical Note: Active Travel Provison Details

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1 Introduction

1.1 Purpose of this Document

1.1.1 This document has been produced to provide additional information on the proposed Surface Access Highways active travel infrastructure provision to address queries raised in Issue Specific Hearing 4 - Surface Transport.

2 Active Travel Provision within NRP

2.1 Key surface access proposals

2.1.1 Section 14 of the **Transport Assessment** [AS-079] provides an overview of the active travel patterns at Gatwick Airport, and the current and future (with and without Project) walking and cycling network. The proposed active travel provision is also illustrated in the **Surface Access Highways Plans - General Arrangement** [APP-020] and defined in the **Rights of Way and Access Plans** [APP-018].

2.1.2 The proposed active travel infrastructure improvements are one of the key measures to be implemented to achieve increased active travel mode share, particularly in relation to staff journeys to work originating within 8km of the Airport. The improvements described in this note form part of Work Nos. 35, 36 and 37 in Schedule 1 of the draft development consent order ("DCO"). The measures include the provision of 1.8km of new / improved footways for pedestrians only and over 2.4km of off-carriageway tracks for pedestrians and cyclists (up from approx. 0.5km of off-carriageway provision for cyclists on the existing road network on these routes) as well as a range of road crossing upgrades for active travel users and localised improvements to Public Rights of Way footpaths.

2.2 Additional infrastructure proposals

2.2.1 The North Terminal and South Terminal forecourts and approaches to both existing terminals, including associated active travel infrastructure, are proposed to be reviewed and enhanced within existing boundaries as separate works (Work No. 24 and Work No. 25). These works are summarised on Page 5-32 of **ES Chapter 5: Project Description** [AS-133] with further details to be developed at the detailed design stage. The extents of Work No. 24 and Work No. 25 are illustrated on Sheets 3 and 4 of the **Works Plans** [AS-129].

2.2.2 Active Travel provision is an important part of existing surface access facilities and services, which are kept under regular review. In addition to showers, lockers and changing rooms provided for staff use at South Terminal and North Terminal there are over 200 cycle parking spaces across the campus. Recommended walking routes between the terminals are also well signed with benches provided at certain, popular locations. Information on active travel, including the Cycle To Work scheme and other staff incentives is provided to all staff working at the airport.

2.2.3 Cycle parking is all provided in publicly accessible areas and it is noted that the spaces provided close to the A23 southbound bus stops, adjacent to National Cycle Route 21 (NCR21) are also used by local people accessing Gatwick Airport Station for commuting and leisure purposes not related to the airport.

2.2.4 Several of the cycle parking areas have high utilisation but others are less well used. Our audit of condition and utilisation is guiding GAL's plans to increase the amount of cycle parking provided. Gatwick's ongoing programme of refurbishment of older type cycle storage and replacement with new facilities will include additional provision at new locations where changes post-Covid indicate a gap or shortfall compared to demand. This is being fully funded from the Capital Investment Programme in 2024 and 2025. Updated maps showing the locations of all facilities will be completed alongside this programme.

2.2.5 In addition to new and enhanced cycle parking the condition of NCR21 as it passes underneath South Terminal is the subject of a further improvement project as part of business as usual investment. Regular audits of facilities, including how well they are used will guide subsequent enhancement through the Northern Runway Project, funded through the Sustainable Transport Fund

2.3 Additional Information

2.3.1 The following additional information is included in this note in response to queries raised in Issue Specific Hearing 4 - Surface Transport:

'Surface Access Highways Plans – Active Travel'

2.3.2 A new set of drawings, referred to as 'Surface Access Highways Plans – Active Travel' have been included in **Appendix A** of this note (Doc Ref. 10.9.5) to complement the other drawings previously submitted as part of the DCO application submission. The new drawing set illustrates the types of active travel link provision proposed with new/improved footway provision for pedestrians highlighted in solid green, new/improved shared-use cycle tracks for pedestrians

and cyclists highlighted in solid navy, new/improved segregated cycle tracks[1] for pedestrians and cyclists highlighted in solid pink and Public Right of Way Footpath Diversions highlighted with dashed cyan lines. Hatched areas have been included to highlight the locations of the proposed signalised crossings for active travel users.

2.3.3 The proposed active travel provisions will improve the connectivity, safety and attractiveness of key routes in the vicinity of the Airport including:

- **Longbridge Roundabout to North Terminal Roundabout to South Terminal/Gatwick Train Station & National Cycle Route (NCR) 21** (which provides onward connectivity to/from locations including Horley and Crawley) – Refer to provisions labelled c17, c31, c10, c9, c8, c40, c6, c5, c4, c3, c2, c41, c42 on Sheet 1 of the Active Travel plans in Appendix A with onward connectivity provided via existing routes illustrated in Sheet 1 Inset A;
- **Longbridge Roundabout to Riverside Garden Park** (which provides onward connectivity to southern Horley and NCR 21 via existing routes within the park) - Refer to label c15 on Sheet 1 of the Active Travel plans in Appendix A for the location of the proposed new ramp connection for pedestrians and cyclists between A23 London Road and Riverside Garden Park. Refer to provisions labelled c13 and c14 on Sheet 1 of the Active Travel plans in Appendix A for the extents of proposed footway widening on the eastern side of A23 London Road which provides improved connectivity to/from existing active travel connections into Riverside Garden Park and the new crossing of A23 London Road;
- **Southern Horley and North Terminal Roundabout** – Refer to provisions labelled c30, c29 and c11 on Sheet 1 of the Active Travel plans in **Appendix A;**
- **Balcombe Road and South Terminal** - Refer to provisions labelled c28, c27 and c1 on Sheet 2 of the Active Travel plans in **Appendix A** which tie into the existing footway networks on Balcombe Road and South Terminals forecourt roads.

Details on lengths widths and types of provision

- Table 1 provides a summary comparison of the existing, proposed and types of active travel link and crossing provision with reference to the relevant sections of active travel provision labelled in the Surface Access Highways Plans – Active Travel in Appendix A.

[1] A segregated cycle track is an active travel facility where the sections of the paved area allocated to pedestrians and cyclists are segregated from one another, typically by a physical feature such as a kerb or verge.

- Table 2 provides a summary of the widths of each active travel link. In accordance with relevant design standards and guidance, the separation widths between roads and active travel infrastructure are influenced by the speed limits on the adjacent roads. Proposed speed limits for each link are set out in the **Traffic Regulation Plans – Speed Limits** [APP-023].
- Section 3 of this Technical Note provides a summary of the design standards and guidance applicable to the scheme along with a summary of the compliance of the widths of active travel provision with respect to the Design Manual for Roads and Bridges (DMRB) for National Highways assets.

Table 1: Summary of existing and proposed active travel link and crossing provisions

Location	Surface Access Highways Plans – Active Travel Reference	Existing Active Travel Provision				Proposed Active Travel Provision				
		Approximate Length of provision (m)				Approximate Length of provision (m)				
		Footway (m)	Shared-Use (m)	Segregated (m)	Crossing type	Footway (m)	Shared-Use (m)	Segregated (m)	Crossing type	Comment
Povey Cross Road	c19, c32	35	15	0	Signalised Toucan	35	15	0	Signalised Parallel	
A217	c21, c34, c35	0	70	0	Signalised Toucan	5	70	0	Signalised Parallel	
A23 Brighton Road	c23, c24, c25, c26, c33	200	60	0	Signalised Toucan	180	80	0	Signalised Parallel	
Longbridge Roundabout (Edge of circulatory carriageway, islands and A23 London Road crossing)	c18, c20, c22, c36, c37, c38, c39	0	280	0	Signalised Toucan	0	0	305	Signalised Parallel	
A23 Brighton Road Segregated Left Turn Lane (Texaco Petrol Station to New Riverside Garden Park Ramp)	c16	150	105	0	Signalised Toucan	0	255	0	Signalised Parallel	
A23 London Road Eastern Footway (including A23 London Road staggered crossing)	c13, c14	670	0	0	No crossing provision	670	0	0	Signalised Puffin	
Riverside Garden Park Ramp	c15	0	0	0	N/A	0	120	0	N/A	
New footway link between Riverside Garden Park and Car Park B	c12	0	0	0	N/A	220	0	0	N/A	
New active travel path for pedestrians and cyclists between Longbridge Roundabout and North Terminal Roundabout (Western side of A23 London Road)	c8, c9, c10, c17, c31, c40	230	0	0	Uncontrolled crossings	0	60	670	Uncontrolled crossings	
North Terminal Link (including Longbridge Way crossing)	c11, c29	0	0	0	N/A	160	0	0	Signalised Puffin	Future-proofed cross section for potential future upgrade to shared-use path
Northway	c7	50	0	0	Uncontrolled crossing	50	0	0	Signalised Toucan	
North Terminal Approach & Gatwick Way	c5, c6	270	0	0	Informal uncontrolled	0	260	0	Signalised Toucan	
Perimeter Road North (Northern side)	c2, c3, c4, c41, c42	405	0	0	Uncontrolled crossings	0	570	0	Uncontrolled crossings	
Balcombe Road	c27, c28	150	0	0	N/A	150	0	0	N/A	Future-proofed cross section for potential future upgrade to shared-use path
New footway connection between B2036 Balcombe Road and Ring Road South	c1	0	0	0	Uncontrolled crossing	380	0	0	Uncontrolled crossing	
	Total	2160	530	0	**Total**	1850	1430	975		

Table 2: Summary of widths of proposed active travel provision

Location	Surface Access Highways Plans – Active Travel Reference	Proposed Active Travel Provision	Approximate Active Travel Provision Cross-section				Comment
			Typical Footway/Cycle Track Width (m)	Typical Separation to Carriageway (m)	Minimum Footway/Cycle Track Width (m)	Minimum Separation to Carriageway (m)	
Povey Cross - North	c19	Footway	2	0.5	2	0.5	
Povey Cross - South	c32	Shared-use	4.5	0.5	4.5	0.5	
A217 - East	c21, c34	Shared-use	3	0.5	3	0.5	
A23 Brighton Road - North - shared-use	c33	Shared-use	3.5	0.5	3.19	0.5	
A23 Brighton Road - North - footway	c23	Footway	2	0.5	2	0.5	
A23 Brighton Road - South	c24, c25, c26	Footway	2.5	0.5	2	0.5	
A23 Brighton Road Segregated Left Turn Lane (Including A23 Brighton Road Bridge over River Mole and A23 London Road Bridge over River Mole)	c16	Shared-use	3.5 - 4.5	0.5	3	0.5	
Longbridge Roundabout	c18, c20, c22	Segregated	5	1	5	1	
A23 London Road - West	c31, c17	Segregated (Shared-use section widths)	5 (4.3)	1 (1)	5 (4.3)	1 (1)	Segregated track transitions to Shared-use path over River Mole Bridge Deck for approx. 49m. This enables cyclists to cross to carriageway side of cycle track on transition between A23 London Road and Longbridge Way.
A23 London Road - East - Footway	c13	Footway	2	0.5	2	0.5	
Riverside Garden Park Ramp	c15	Shared-use	3.5	0.5	3.5	0.5	
New footway link between Riverside Garden Park and Car Park B	c12	Footway	2.6	>12	2.6	~12	
Longbridge Way - West	c8	Segregated	5	0.5	5	0.5	
North Terminal Link - North	c11	Footway	4	1.6	3	1.6	
Northway - North	c7	Footway	3	0.5	3	0.5	
North Terminal Approach & Gatwick Way	c5, c6	Shared-use	3.5	>3	3.5	0.5	
Perimeter Road North - North	c2, c3, c4, c42	Shared-use	3	0.5	3	0.5	
Balcombe Road	c27, c28	Footway	2	1.5	2	1.5	
New footway connection between B2036 Balcombe Road and Ring Road South	c1	Footway	2.6	0.5	2.6	0.5	

3 Design standards and guidance considerations

3.1 Highway Authorities

3.1.1 The scheme covers highway assets owned and operated by several highway authorities as summarised below:

- National Highways are the Strategic Highway Authority for M23 Junction 9, M23 spur, South Terminal Roundabout, Airport Way, North Terminal Roundabout (and the associated connection to/from A23 London Road) and the slip road connection from A23 London Road onto Airport Way eastbound.
- Surrey County Council are the Highway Authority for Longbridge Roundabout (including the A217, Povey Cross Road and A23 Brighton Road approach roads) and B2036 Balcombe Road north of the M23 spur.
- West Sussex County Council are the Highway Authority for A23 London Road and B2036 Balcombe Road south of the M23 spur.
- Gatwick Airport are responsible for the landside airport highway assets including Ring Road North and Ring Road South at South Terminal and Longbridge Way, Northway, North Terminal Approach, Gatwick Way and Perimeter Road North at North Terminal Roundabout.

3.1.2 The **Traffic Regulation Plans - Classification of Roads** [AS-018] illustrate the extents of:

- Existing and future proposed National Highways trunk road network
- Existing and future non-trunk classified and unclassified road network including the boundary line between Surrey County Council and West Sussex County Council.

3.1.3 The proposed footway and cycle track assets would typically fall within the highway boundary of the adjacent road under the ownership of the relevant highway authority. Full details of the revised highway boundaries are to be confirmed and agreed with the relevant highway authorities at the detailed design stage.

3.2 Relevant design standards and guidance

National Highways Assets

3.2.1 The trunk roads impacted by the scheme have been designed in accordance with National Highway's design standards and guidance documents, including DMRB.

3.2.2 Key relevant cross section requirements of DMRB CD 143 'Designing for walking, cycling and horse-riding' include:

- For walking routes Table E/1.2 sets out a desirable minimum[2] width of 2.6m, an absolute minimum[3] width of 2.0m and additional width requirements where vertical features are present adjacent to a given route (e.g. an additional width allowance of 0.5m for vertical features such as bridge abutment walls ≥1.2m in height).
- Clause E/1.2.1 sets out that "On walking routes, the separation from the carriageway should be at least 1.5 metres or 0.5 metres on roads with speed limits of 40 mph or less."
- For segregated routes for pedestrians and cyclists Table E/3.4 sets out a desirable minimum width of 5.0 metres (3.0 metres cycling route and 2.0 metres walking route), and an absolute minimum width of 3.0 metres (1.5 metres either side).
- For unsegregated shared use routes for pedestrians and cyclists clause E/3.5 sets out that "Widths of unsegregated shared use routes shall be a minimum of: 1) 3.0 metres where there are 200 users an hour or more; or 2) 2.0 metres where there are less than 200 users per hour."
- Clause E/3.5.1 sets out that "on segregated and unsegregated shared use routes for pedestrians and cyclists, the separation from the carriageway should be a minimum of: 1) 1.5 metres on roads with a speed limit greater than 40mph; or 2) 0.5 metres on roads with speed limits of 40mph or less."

3.2.3 All proposed active travel links on National Highways assets are adjacent to roads with a proposed speed limit of 40mph or less.

3.2.4 The active travel infrastructure widths proposed for National Highways assets and summarised in Table 2 meet the cross section requirements of DMRB CD 143 including those set out above. No departures from CD 143 for National Highways assets are proposed at this design stage.

Local Highway Authority Assets

3.2.5 Local authority roads have been designed based on the guidance set out in Manual for Streets and Manual for Streets 2. DMRB has been applied in the design of A23 London Road as a dual carriageway inter-urban link, noting that the eastern footway has a proposed width of 2.0m in line with CD 143 absolute minimum criteria (plus a separation buffer of 0.5m to the carriageway). This will improve the quality of the active travel route compared to the existing narrow

[2] Defined in CD 143 as: *"Design parameters that apply where the conditions for use of absolute minimum value criteria are not applicable."*

[3] Defined in CD 143 as *"The design parameter(s) that can be used where there is an existing physical constraint where a walking, cycling or horse-riding route is proposed, or an existing walking, cycling or horse-riding route is to be improved within the highway boundary."*

provision whilst minimising footprint impacts and vegetation loss within Riverside Garden Park to the northeast.

Scheme-wide

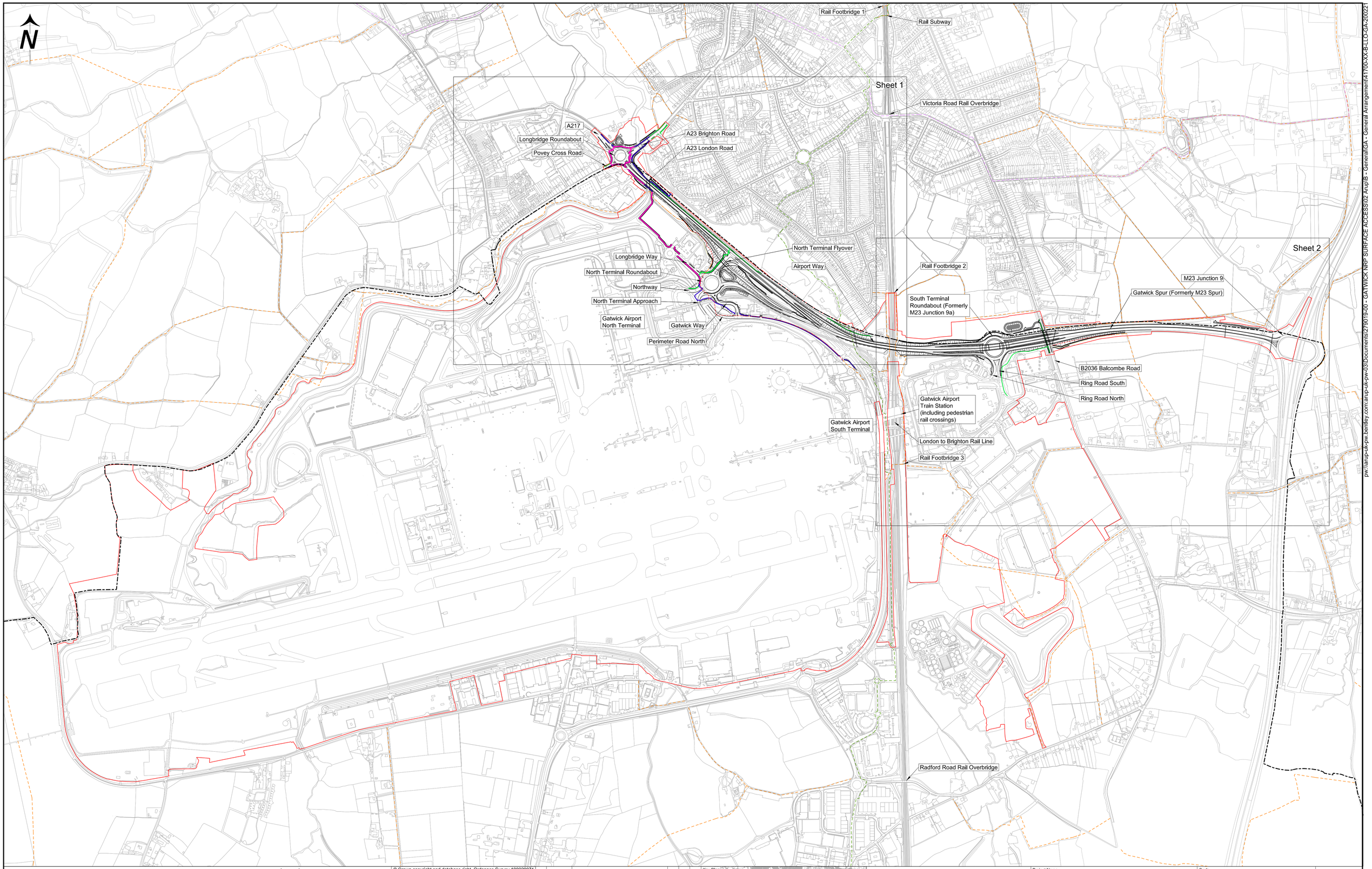
3.2.6 Due consideration has also been given to the guidance contained in Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design' in the development of all walking and cycling infrastructure design proposals, taking into account the site context; usage and active travel patterns; and local environmental features. The proposed active travel measures complement proposals in the local authorities' Local Cycling and Walking Infrastructure Plans (LCWIPs)[4,5].

3.2.7 The design proposals prepared for the purpose of the DCO Application are at the preliminary design stage and are subject to design development in consultation with the highway authorities and other project stakeholders at the detailed design stage.

3.2.8 The key relevant sections of the **Draft DCO** [AS-127] which cover design development and approvals at the detailed design stage in relation to the surface access highways proposals including active travel provisions are: Requirements 5 (Local highway works – detailed design), 6 (National Highway works), 22 (Public Rights of Way) in Schedule 2 (Requirements) and Schedule 9 (Protective Provisions) Part 3 For the Protection of National Highways. Any departures from standard identified in relation to active travel infrastructure will be subject to ongoing review in consultation with relevant highway authorities as the detailed design is developed in line with these requirements.

[4] Crawley Local Cycling and Walking Infrastructure Plan 2021. Link: Crawley_LCWIP.pdf
[5] Reigate and Banstead Local Cycling and Walking Infrastructure Plan 2022 https://www.surreycc.gov.uk/roads-and-transport/cycling-and-walking/plans/reigate-and-banstead

Appendix A – Surface Access Highways Plans – Active Travel



Notes:

1) This drawing shall be read in conjunction with Schedule 4 Parts 1-3 of the draft Development Consent Order (DCO) and accompanying application documentation.
2) Only written dimensions shall be used.
3) This drawing set illustrates the extents of proposed Public Rights of Way and active travel infrastucture arrangements associated with Work Nos. 35, 36 and 37 only.
4) For Replacement Public Open Space landscape concept layouts at Car Park B and Longbridge Roundabout refer to Figures 1.2.2 and 1.2.3 in the Outline Landscape and Ecology Management Plan - Part 1 [PINS Ref: APP-113].

Reference Labels
(B1) Existing Right of Way to be stopped up
[b1] New and Improved Right of Way
[c1] New and Improved footway/cycle track
Note: Reference labels are consistent with the Rights of Way and Access Plans.

Legend:
- Order Limits
- County Council Boundary
- Preliminary Scheme Design
- Existing National Cycle Network Route
- Existing Regional Cycle Network Route
- Existing Public Right of Way
- Public Right of Way to be stopped up
- Existing Active Travel Route through Subways
- New Public Right of Way
- New/Improved Footway
- New/Improved Shared-use Cycle Track
- New/Improved Segregated Cycle Track
- New/Improved Signalised Puffin Crossing
- New/Improved Signalised Toucan Crossing
- New/Improved Signalised Parallel Crossing

Rev	Date	Revision Description	Drn	Chk	App
P01	12th Mar 2024	Deadline 1	NW	JF	DA

Key Plan

LONDON GATWICK

Project Name: Gatwick Airport Northern Runway Project

Scale: 0 75 150 225 300 375 SCALE 1:7500m @ A1

Not For Approval

Drawn Date: 06/03/24

Title: Surface Access Highways Plans
Active Travel
APFP Regulations 5(2)(o)
Key Plan

Checked By	Checked Date	Drawn By	Status
JF	06/03/24	NW	Not For Approval

Approved By	Approval Date	Reason for Issue
DA	06/03/24	Deadline 1

Project Code-Location-Discipline-Volume-Type-Unique Number: 41700-XX-B-LLO-GA-200221

Revision: P01

ISO A1 Landscape

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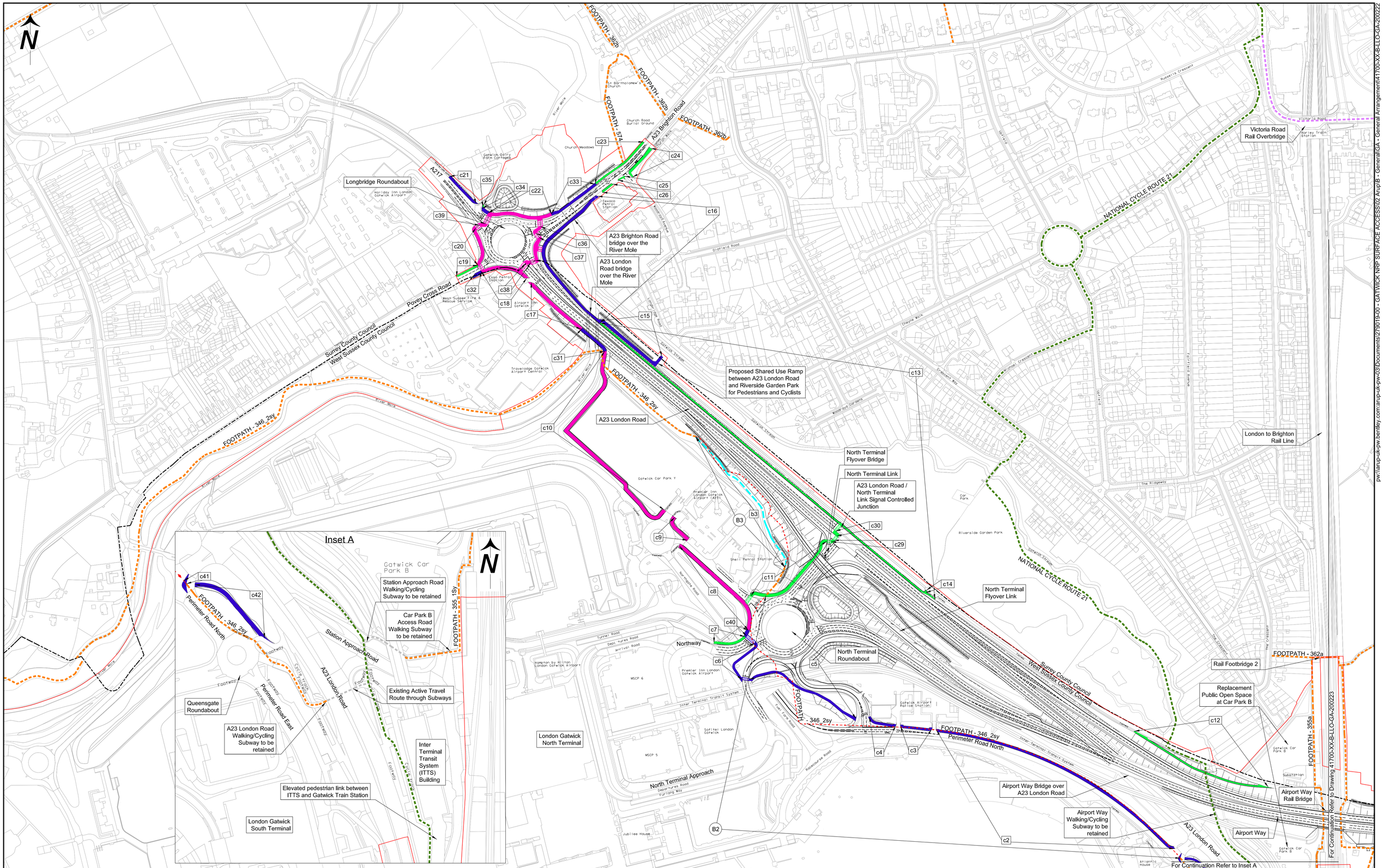

Notes:

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2) Only written dimensions shall be used.
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4) For Replacement Public Open Space landscape concept layouts at Car Park B and Longbridge Roundabout refer to Figures 1.2.2 and 1.2.3 in the Outline Landscape and Ecology Management Plan - Part 1 [PINS Ref: APP-113].

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- New Public Right of Way
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- New/Improved Segregated Cycle Track
- New/Improved Signalised Puffin Crossing
- New/Improved Signalised Toucan Crossing
- New/Improved Signalised Parallel Crossing

Rev	Date	Revision Description	Dm	Chk	App
P01	12th Mar 2024	Deadline 1	NW	JF	DA

Key Plan

LONDON GATWICK

Project Name: Gatwick Airport Northern Runway Project

Title: Surface Access Highways Plans
Active Travel
APFP Regulations 5(2)(o)
Sheet 1

Scale: SCALE 1:2500m @ A1 (0, 25, 50, 75, 100, 125); INSET A SCALE 1:1250m @ A1 (0, 12.5, 25, 37.5, 50, 62.5)

Not For Approval

Checked By	Checked Date	Drawn By	Status
JF	06/03/24	NW	Not For Approval
Approved By	Approval Date	Reason for Issue	
DA	06/03/24	Deadline 1	

Drawn Date: 06/03/24

Project Code-Location-Discipline-Volume-Type-Unique Number: 41700-XX-B-LLO-GA-200222

Revision: P01

ISO A1 Landscape


N
Rail Footbridge 2
FOOTPATH - 362a
FOOTPATH - 360
Airport Way Rail Bridge
Airport Way
Substation
South Terminal Roundabout
South Terminal Flyover Bridge
Balcombe Road Underbridge
c28
FOOTPATH - 367
Gatwick Spur
FOOTPATH - 368
FOOTPATH - 361
FOOTPATH - 369
M23 Motorway
FOOTPATH - 449
FOOTPATH - 367Sy
B1
b1
c27
Ring Road North
Ring Road South
c1
B2036 Balcombe Road
Peeks Brook Lane Underbridge
M23 Junction 9
Peeks Brook Lane
Surrey County Council
West Sussex County Council
For Continuation Refer to Drawing 41700-XX-B-LLO-GA-200222
London to Brighton Rail Line
FOOTPATH - 360Sy
Gatwick Airport Train Station (including pedestrian rail crossings)
Gatwick Car Park H
Hilton London Gatwick Airport
MSCP 3
MSCP 2
MSCP 1
Rail Footbridge 3
FOOTPATH - 359Sy
Fernhill Road
FOOTPATH - 520
FOOTPATH - 520Sy
Valet 'Courtland'
Coach Parking
South Self Park Car Park
South Valet Car Park
The Close
Car Park
First Point
Schlumberger House
Buckingham Gate
Courtyard by Marriott London Gatwick Airport

Notes:
1) This drawing shall be read in conjunction with Schedule 4 Parts 1-3 of the draft Development Consent Order (DCO) and accompanying application documentation.
2) Only written dimensions shall be used.
3) This drawing set illustrates the extents of proposed Public Rights of Way and active travel infrastucture arrangements associated with Work Nos. 35, 36 and 37 only.
4) For Replacement Public Open Space landscape concept layouts at Car Park B and Longbridge Roundabout refer to Figures 1.2.2 and 1.2.3 in the Outline Landscape and Ecology Management Plan - Part 1 [PINS Ref: APP-113].

Reference Labels
- B1 Existing Right of Way to be stopped up
- b1 New and Improved Right of Way
- c1 New and Improved footway/cycle track

Note: Reference labels are consistent with the Rights of Way and Access Plans.

Legend:
- Order Limits
- County Council Boundary
- Preliminary Scheme Design
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- Existing Public Right of Way
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- Existing Active Travel Route through Subways
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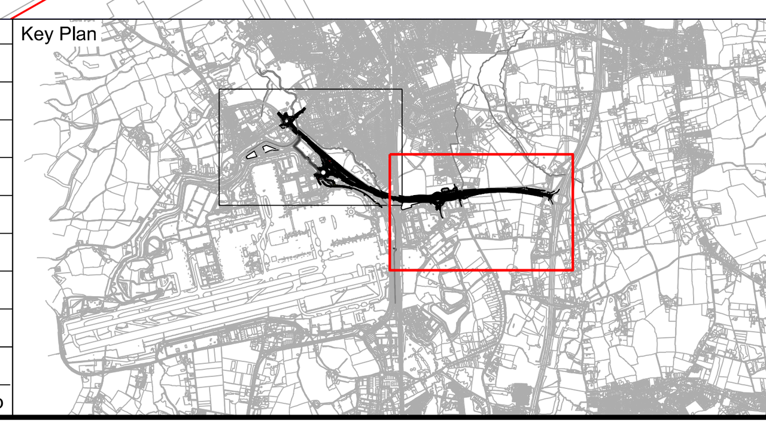
- New/Improved Footway
- New/Improved Shared-use Cycle Track
- New/Improved Segregated Cycle Track
- New/Improved Signalised Puffin Crossing
- New/Improved Signalised Toucan Crossing
- New/Improved Signalised Parallel Crossing

Rev	Date	Revision Description	Drn	Chk	App
P01	12th Mar 2024	Deadline 1	NW	JF	DA

Key Plan



LONDON GATWICK

Project Name
Gatwick Airport Northern Runway Project

Title
Surface Access Highways Plans
Active Travel
APFP Regulations 5(2)(o)
Sheet 2

Scale
0 25 50 75 100 125
SCALE 1:2500m @ A1

Not For Approval

Drawn Date	Checked By	Checked Date	Drawn By	Status	Approved By	Approval Date	Reason for Issue
06/03/24	JF	06/03/24	NW	Not For Approval	DA	06/03/24	Deadline 1

Project Code-Location-Discipline-Volume-Type-Unique Number: 41700- XX -B-LLO-GA - 200223
Revision: P01

ISO A1 Landscape