



Kevin Gleeson
Lead member of the Examining Authority
Gatwick Airport Northern Runway DCO
The Planning Inspectorate

via online submission

Transport for London
City Planning

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15 May 2024

Dear Mr Gleeson,

Examining Authority's Written Questions – Traffic and Transport: car parking

I am writing on behalf of Transport for London regarding the applicant's written response to your question – TT.I.3. 'Gatwick Parking Provision – Comparison with Other South-East Airports'. The Applicant indicated that data for Heathrow Airport was "not directly available".

However, we have been able to track down the relevant numbers in material shared with stakeholders by Heathrow Airport Limited as part of its own preparations for its Expansion DCO. Find below an extract from its Airport Expansion Consultation Preliminary Transport Information Report, Volume 6 of 6, Highways.

Table 3.1 2016 on-airport passenger and colleague combined parking provision¹²

Parking Type		Location/Type	2016 Parking Provision (Spaces)	Parking included in T5 Cap (Spaces)
Existing and Planned Colleague and Passenger Car Parking	Public Passenger Parking	Heathrow controlled, on-site	23,500	23,500
		Off-site – Purple Parking Southall	5,500 ¹³	0
		Off-site – Purple Parking Bath Road	2,000	0
		Off-site – other	2,000	0
		Total public parking	33,000	23,500
	Colleague Parking	Heathrow controlled, on-site	15,500	15,500
		Tenanted on-site	9,300	0
		Total colleague parking	24,800	15,500
	Planned	Heathrow controlled, on-Site	3,000	3,000
	Sub-Total		60,800	42,000
Other Parking/ Operational Parking	Hotels	Tenanted	1,700	0
	Hatton Cross/Other	Tenanted	600	0
	Authorised Vehicle Area (for private hire)	Tenanted	800	0
	Taxi Feeder Park	Operational	450	0
	Car Hire	Operational	2,700	0
Total			67,050	42,000

This indicates that on-site passenger parking of 23,500 in 2016; the accompanying text suggests up to an additional 3,000 spaces being delivered on top of that since then.

However, before making any comparison with passenger throughput data, the significant Heathrow transfer traffic needs to be factored in – that is to say, passengers who do not leave the airport. Data for the proportion for transfer traffic at Gatwick and Heathrow has been taken, respectively, from Table 9.5-I in the Applicant's Environmental Statement Appendix 4.3.I Forecast Data Book (Reference Number: TR020005) and from page 14 of Heathrow's Airport Expansion Consultation Preliminary Transport Information Report, Volume 3 of 6, Airport Travel Demand.

Collating this data indicates the number of car parking spaces and the associated air passenger throughput for Gatwick and Heathrow, as set out in the table below.

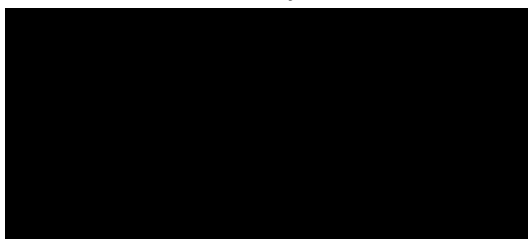
Airport	mppa	% transfer traffic	O/D mppa	On-site passenger car spaces	No. of car spaces per O/D mppa
Gatwick (2019)	47	3.9%	45	40,600	899
Gatwick (Future Baseline)	67	4.0%	64	46,350	721
Gatwick (With Project)	80	3.8%	77	47,450	617
Heathrow (2016)	77	27%	56	23,500	418
Heathrow (2023)	79	27%	58	26,500	460

mppa = passenger throughput in millions of passengers per annum

O/D = origin/destination flows (i.e. excluding transfer traffic)

The ratio of parking spaces to origin/destination passenger throughput is a factor of around 1.3-2 times lower for Heathrow Airport than the equivalent ratios for Gatwick Airport, according to its submission. Such levels of car parking provision for air passengers would seem to be at odds with the applicant's stated targets for sustainable mode share.

Yours sincerely,



Simon Nielsen

Head of Strategic Analysis

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