

Gatwick Northern Runway Project (Project Reference: TR020005)
East Sussex County Council Registration Identification Number: 20044514
Deadline 4 [REP4-] Submission

D4.D Other Documents submitted by the Applicant at Deadline 3

D1. Gatwick Airport (GAL) has submitted a range of documents at Deadline 3, and ESCC has considered those of relevance and have commented on these below:

Response to GAL - Deadline 3 Submission - 5.1 Environmental Statement Chapter 12: Traffic and Transport - Version 3 (Tracked) [REP3-017]

D2. Regrettably there has been no change to the request for the inclusion of proposed bus services as requested by ESCC in our previous correspondence on the NRP within this document.

D3. ESCC note the inclusion of surface access measures that have been tested through the strategic modelling process to understand the impact of 'pull' and 'push' measures and the mode share's that could be achieved as a result, informing the mode share commitments in the SACs, including bus and coach. Whilst it includes measures from both Kent and West Sussex, it does not include measures from the East Sussex area, despite our continued request for this. It does include measures from both Kent and West Sussex (on new coach route Chatham – Maidstone – Sevenoaks – Gatwick and New coach route (half-hourly) Tunbridge Wells – East Grinstead – Gatwick, New coach route (hourly) Worthing – Horsham – Gatwick.

D.4 If GAL are to achieve their mode share targets for public transport (55% for passengers and 55% for staff) three years after the opening of the NRP, should it be approved, then consideration must be given for the provision of access by public transport from all approaches to the airport, including from East Sussex. The provision of 'transport choice' particularly towards sustainable transport, for residents, businesses and visitors is a key element of the East Sussex draft Local Transport Plan 4.

D5. Therefore, we remain of the view that the transport assessment referred to in this document needs to redress our requirement for the inclusion of a proposal for bus service enhancements between East Sussex and Gatwick.

Deadline 3 Submission - 5.3 Environmental Statement Appendix 5.4.1: Surface Access Commitments – Version 2 (Tracked) [REO3-029]

D6. ESCC notes the purpose of this document in confirming GAL's commitment (and monitoring and governance framework) to sustainable travel made as part of the project, and the core surface access outcomes which have been identified in the Environmental Statement (ES) (Doc Refs. 5.1-5.4) and Transport Assessment (TA) (Doc Ref. 7.4) are delivered.

D7. ESCC notes and welcomes the strengthened commitment to achieving mode share targets to 'must achieve' but wishes to re-iterate that consideration must be given for the provision of access by public transport from all approaches to the airport, including from East Sussex to enable choice of travel, especially by sustainable modes and to enable a contribution to these targets.

D8. ESCC notes and welcomes the commitment (12) to develop a strategy by 2030 for providing charging infrastructure for electric vehicles, including provision of charging facilities in staff car parks, parking products for airport passengers using electric vehicles, and on-airport charging facilities for both airport and non-airport users.

D9. Whilst ESCC recognise that further progress is being made to agree a robust framework for the securing of surface access commitments, ESCC remain hopeful that further negotiation will ensure that enhancements to access to Gatwick from East Sussex by public transport will be secured. Crawley Borough Council will be submitting a document on behalf of the JLAs at Deadline 4 on 15 May which will introduce into the Examination an outline of an Environmentally Managed Growth Framework ('The Framework') which will set environmental thresholds to sustainably manage the growth of the airport. ESCC supports and endorses the submission of this document by CBC, and further information on this can be seen in our D4.E submission to our D4 submission (specifically paras E5 and E6).

D10. ESCC note the reference to commitment 13 – Sustainable Transport Fund to support measures that will help to achieve the mode share commitments. As above we wish to - reiterate our concern whether this fund will be sufficient to guarantee the bus service improvements, we are requesting, to come forward, and these improvements would be in competition with other transport schemes from other local authorities. Therefore, we require more of a commitment from Gatwick that the bus service improvements that we have suggested will be delivered. Further comments on the process by which transport improvements could be secured relating to the NRP can be seen in document D4.E which has been included as part of our D4 submission.

Response to GAL Deadline 3 Submission - 7.4 Transport Assessment - Version 3 (Tracked) [REP3-059]

D11. As outlined above, regrettably there has been no change to the proposed bus services as requested by East Sussex County Council in our previous correspondence on the NRP. Therefore, we remain of the view that the Transport Assessment and its proposals for bus service enhancements between East Sussex and Gatwick need redressing to reflect our requirements.

D12. To re-iterate it is recognised that Gatwick have in other documentation identified that the Sustainable Transport Fund would be an appropriate process by which to try and secure bus/coach service improvements. However, this will not guarantee the bus service improvements which we wish to see come forward, and these improvements would be in competition with other transport schemes from other local authorities. Therefore, we require more of a commitment from Gatwick that the bus service improvements that we have suggested will be delivered. Further comments on the process by which transport improvements could be secured relating to the NRP can be seen in our D4 submission document D4.E (specifically E8-E11).

D13. For Gatwick bus/coach access from East Sussex the only commitment is a 2 hourly bus service from and to Uckfield via Forest Row and East Grinstead, enhanced to hourly at peak times. A 2 hourly service will not be adequately attractive to encourage modal shift and would substantially compromise service users journey planning arrangements. The service will need to hourly, running on 7 days a week, with ongoing funding from the applicant. This future service provision will need to be planned in consultation with ESCC, given that it provides funding support for the current 261 route (Uckfield-Forest Row-East Grinstead). ESCC is open to switching its funding for the service 261 and contributing towards the cost of a replacement enhanced 261 service to/from Gatwick, subject to the Gatwick service also being able to provide from the needs of passengers currently using the 261.

D14. Diagram 11.3.1 in the Transport Assessment [REP3-058] purports to show passenger use by coach to access Gatwick from various areas. It shows low to medium levels of use (from 5-10 users per day to 10-50 users per day) from Eastbourne and surrounding areas of South Wealden. This needs clarification as there are no passenger coach services from these areas to Gatwick. In fact, there are no passenger coach services from any part of East Sussex to Gatwick.

D15. To address the potential for passengers (and the employee catchments additionally shown in Diagram 11.3.2) Gatwick should build on their commitment to funding a Gatwick-Uckfield bus/coach service and extend it to Eastbourne via Hailsham and Polegate.