

YOUR LONDON AIRPORT  
*Gatwick*

# Gatwick Northern Runway Project

GATCOM Briefing – Surface Access

26 Nov. 2021

Northern Runway

Main Runway



# Assessment Summary – Traffic and Transportation

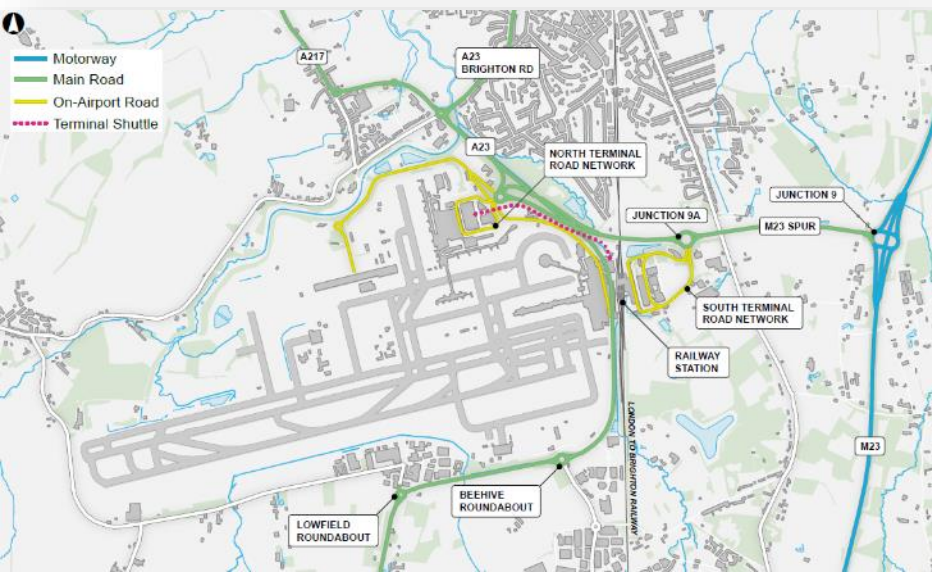
- More passenger and staff journeys, along with growth in other airport and non-airport trips require mitigation that is embedded in to the Northern Runway Project
  - Improvements are required to the main highway links and junctions serving the airport and to forecourts and car parks to ensure sufficient capacity and operational resilience
  - Measures to meet a 60% sustainable mode share target for passengers and staff and reduce the proportion of trips made by car
- The **Gatwick Station Project** accommodates growth in rail trips and supports rail mode share increasing to over 50%. The Northern Runway Project has only a minor impact on train loading
- The Transport Assessment shows the impacts on transport users as being minor or negligible, with the exception of mitigating driver delay at locations close to the airport
- The assessment of construction impacts indicate a package of mitigation is required
- Technical details are provided in the [PEIR Chapter 12: Traffic and Transportation](#) and Appendix 12.9.1: Preliminary Transport Assessment Report (PTAR)



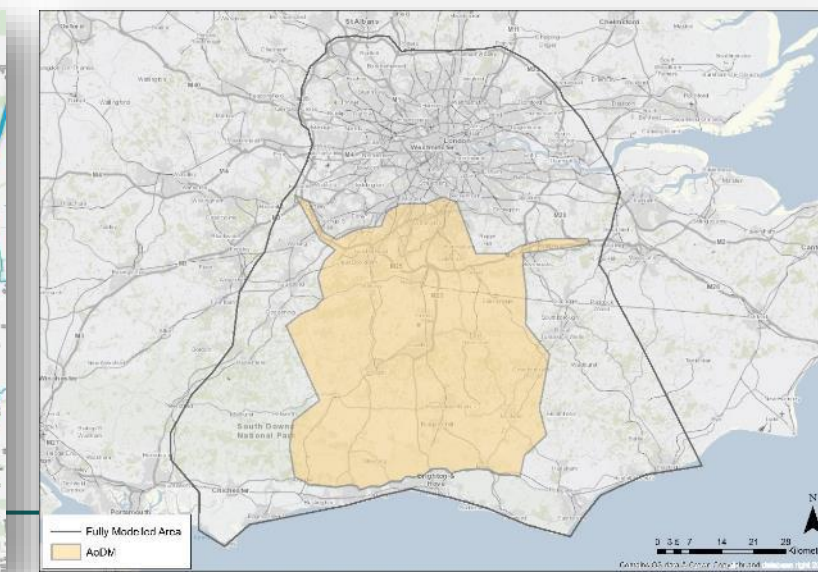
# Transport Assessment Tools

- The Transport Assessment uses data from the Strategic Highway Model, Rail Model and Mode Choice Model to show the impacts on the wider networks
- We have used a local highway micro-simulation model to compare performance on the local network with and without the proposed mitigation
- The models have been built in accordance with has been calibrated and validated against observed data to show they are representative of network performance and demand
- The models are being reviewed by National Highways, Network Rail, West Sussex County Council, Surrey County Council, TfL and DfT to identify any issues prior to DCO submission

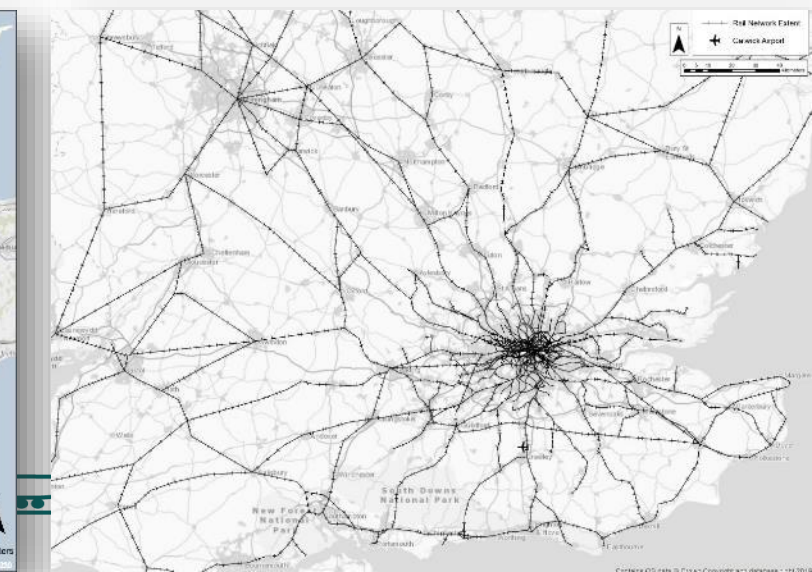
Local Highway Model Extent



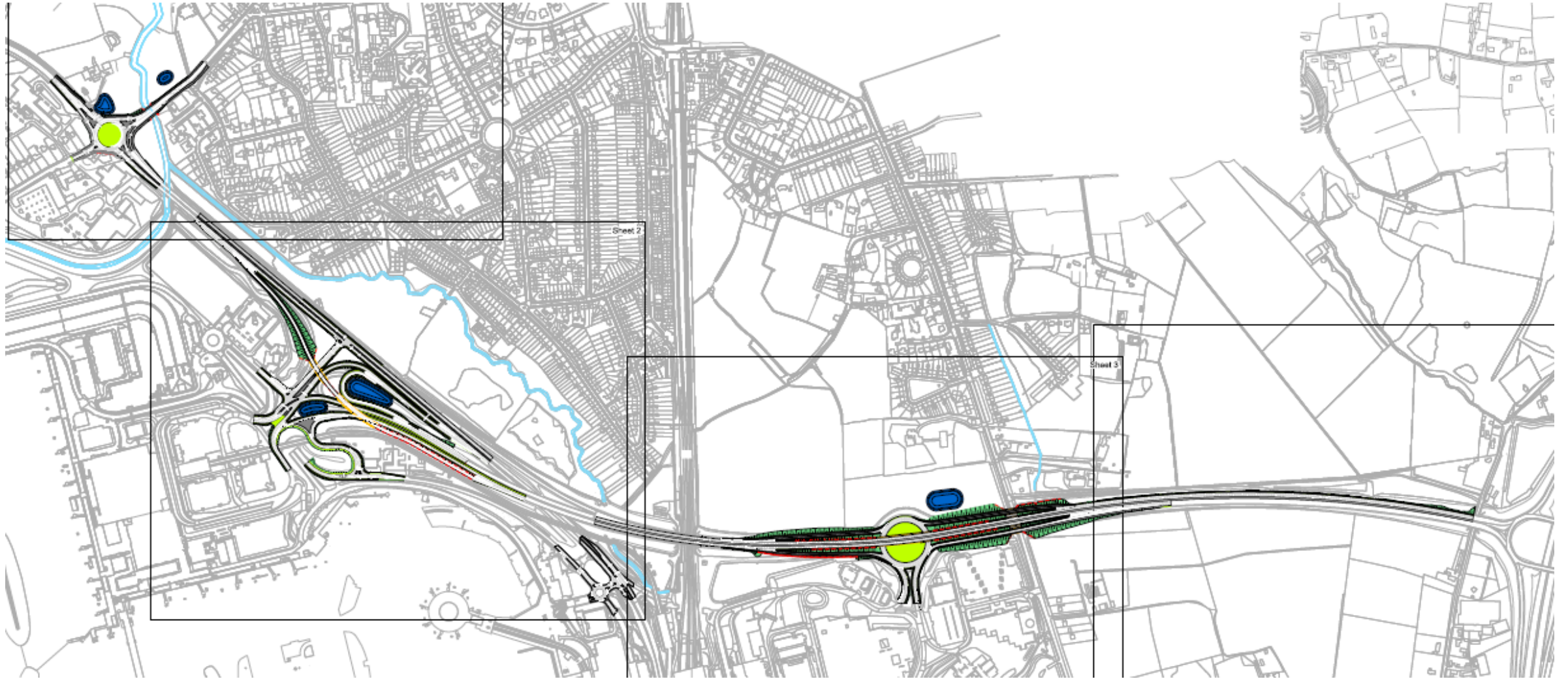
Strategic Highway Model Extent



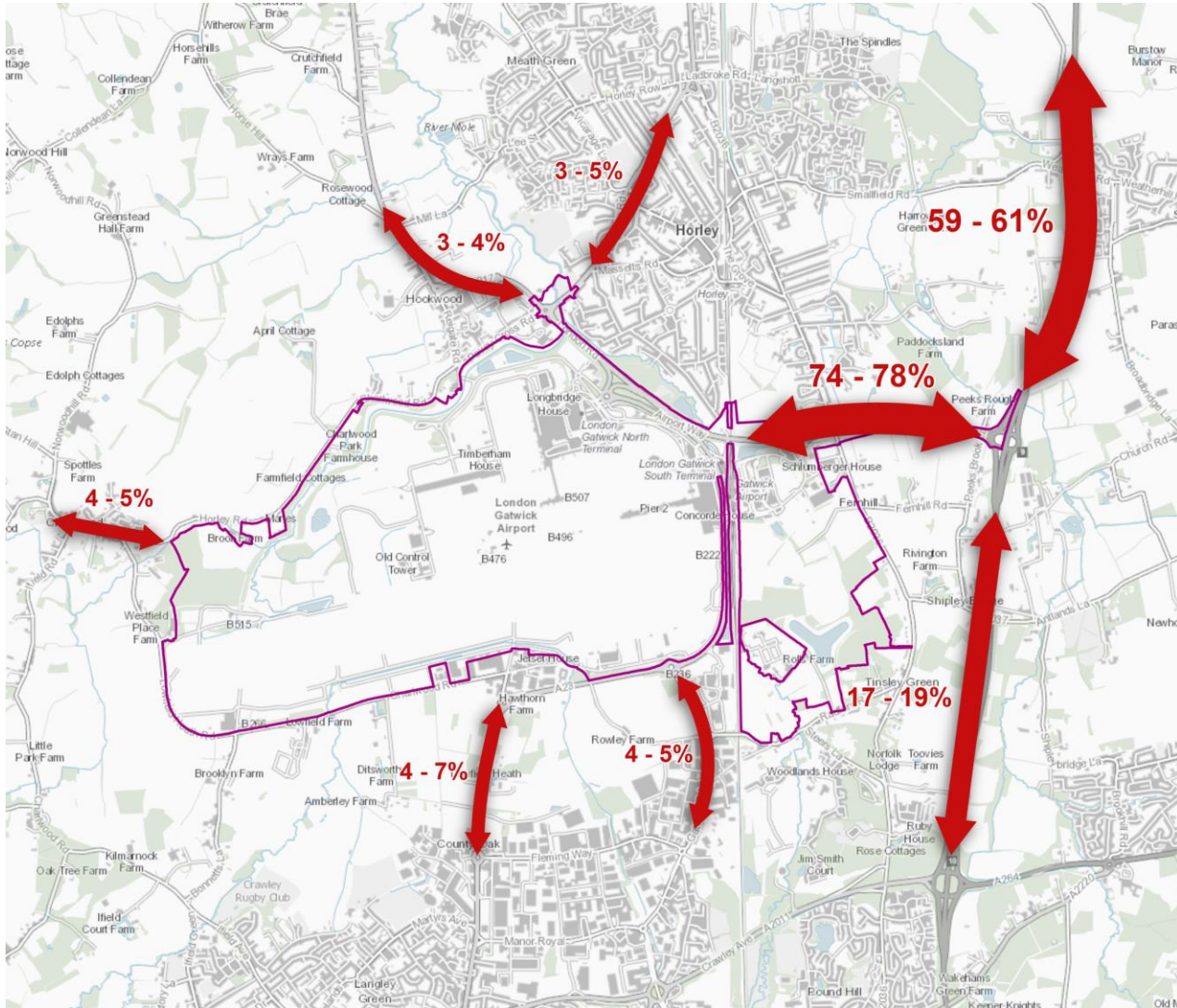
Rail Model Extent



# Highway Mitigation Overview



# Highway access to Gatwick



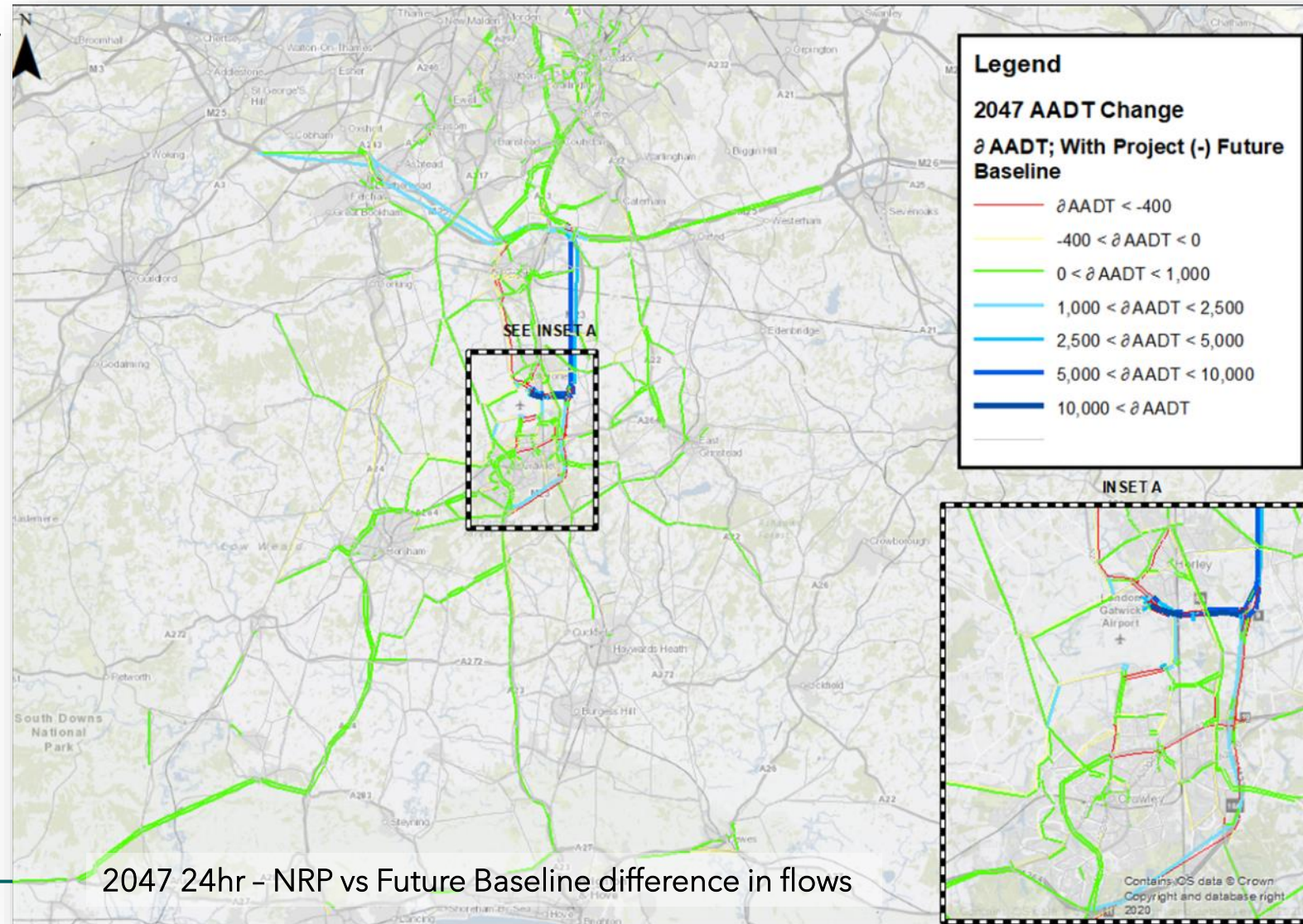
Importance of M23 Junction 9

Strategic highway modelling shows that almost 80% of airport traffic comes via the M23 and then accesses the Airport via the M23 Spur between Junction 9 and 9a.



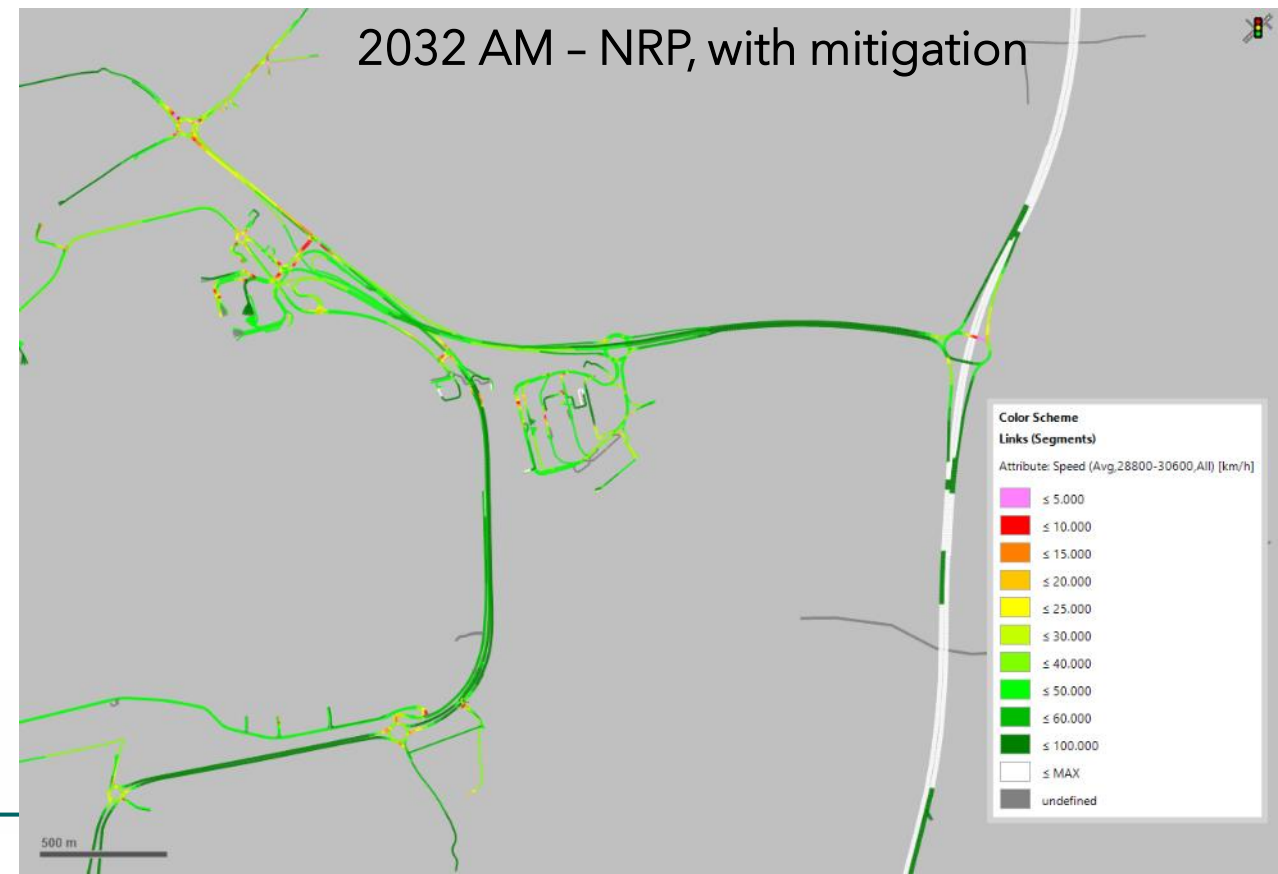
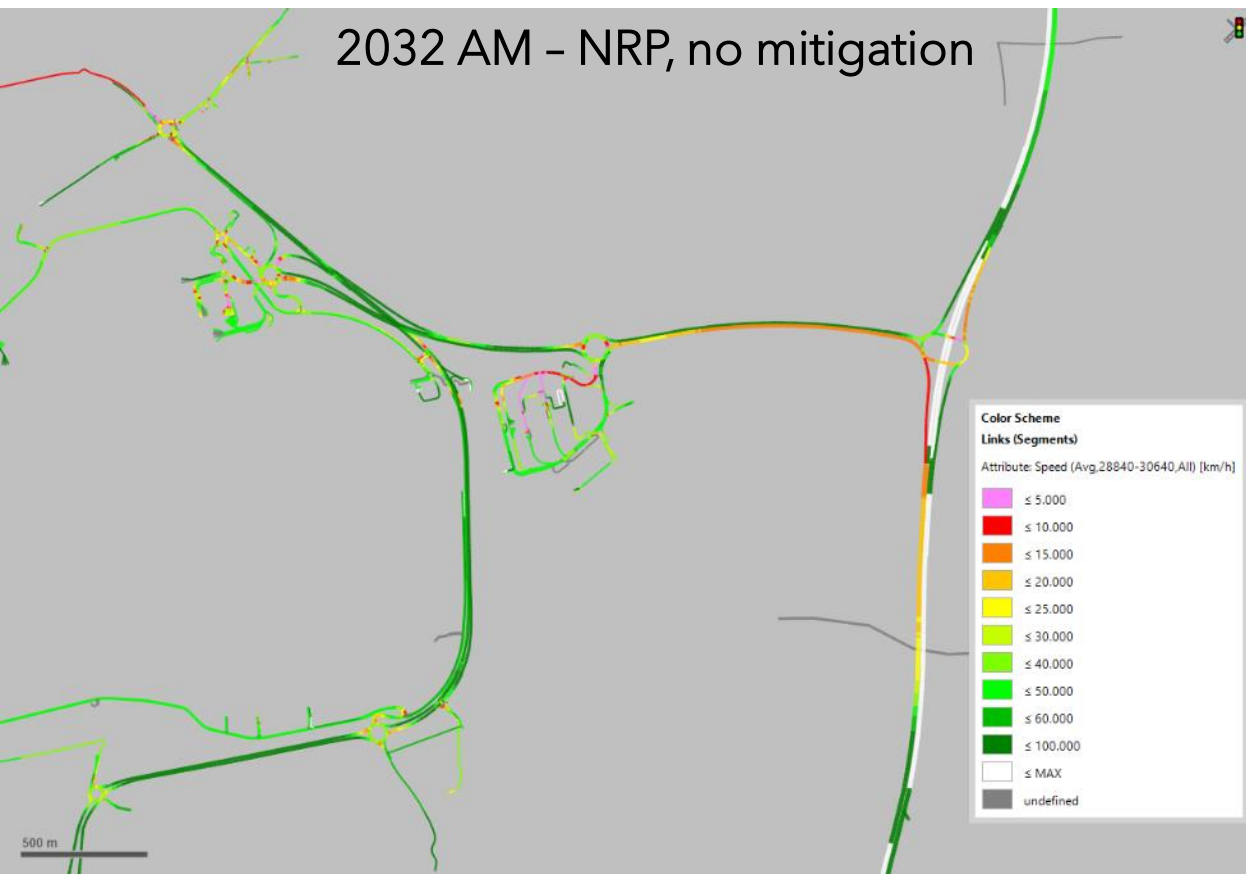
# Network Demand - Roads

- The highway mitigation draws airport traffic onto the M23 Spur and Airport Way and away from other routes
- The impact on other roads is less than 1,000 vehicles per day (in busy summer months) and much lower in most cases
- Parts of Crawley and Manor Royal, and on the A23 & A217 may see a reduction in traffic
- The highway mitigation ensures journey times don't increase due to the extra Project traffic, even at peak times



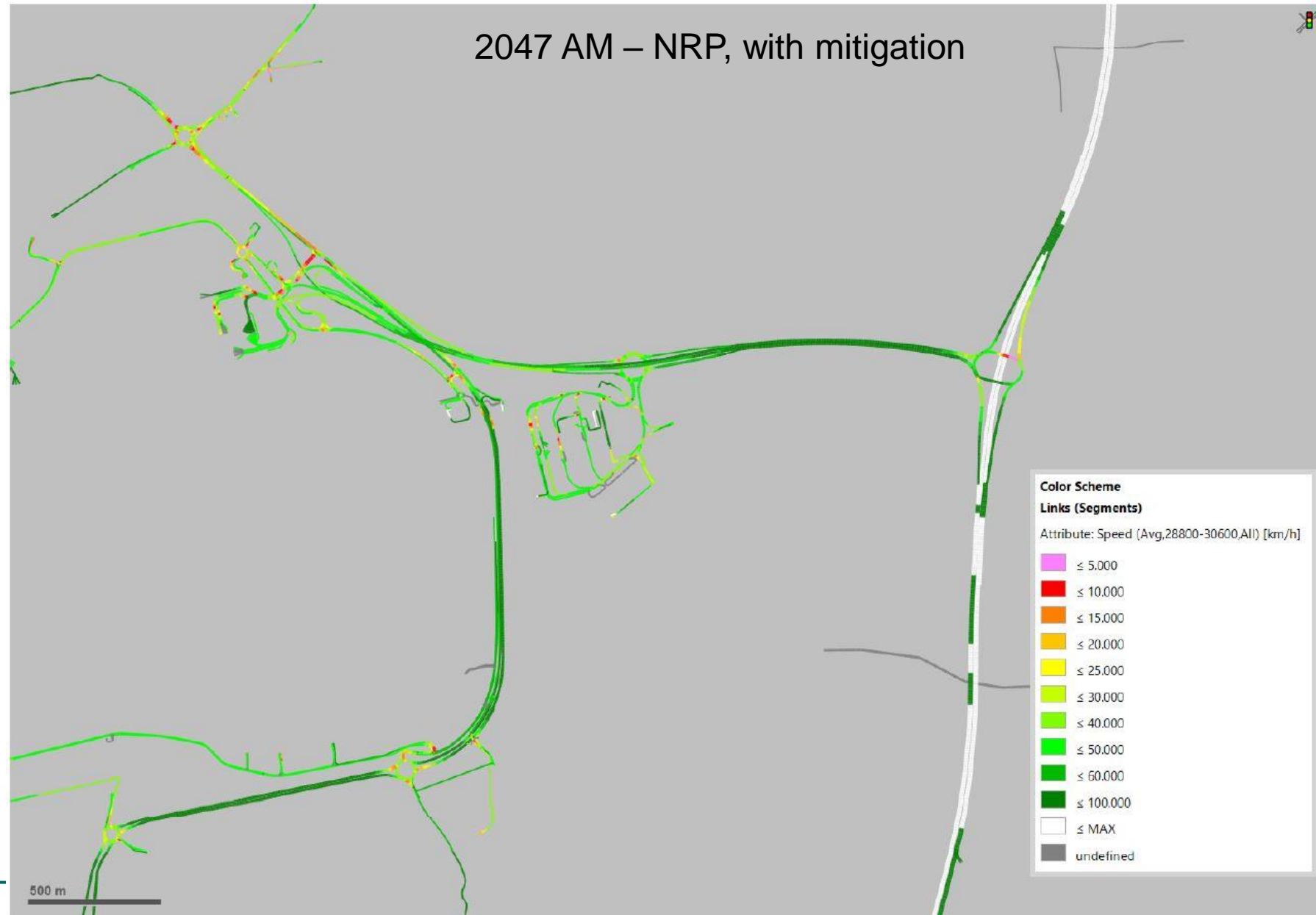
# Network Performance - Roads

- With only the Future Baseline improvements, background growth and traffic generated by the Northern Runway Project would lead to delays, this is why we have included mitigation
- Queues on the M23 Spur, at terminals and at Longbridge Roundabout are mitigated by our proposals



# Network Performance - Roads

- The proposed improvements should meet traffic demand (airport and non-airport) through to 2047
- The assessment shows that the improvements accommodate growth to 2047 without significant impacts on journey time or delay
- Subject to further design development the mitigation meets the needs of the Project and growth in background traffic



# Mitigating Construction Impacts

## Airfield Construction

- The Strategic Highway Model was used to assess the impacts of peak airfield construction on congestion and delay
- Construction traffic has only a minor impact on the Future Baseline network, further mitigation to minimise impacts during peak periods will be developed for the DCO

## Highway Construction

- The most disruptive highway interventions will be undertaken outside of the summer peak
- The impact of highway construction will result in some peak period delays because of the reduced highway capacity near the airport during the works
- A Traffic Management strategy will be developed and agreed with highway authorities but modelling shows construction can be achieved with narrow lanes and temporary lane closures rather than significant road closures
- Some overnight closures may be necessary to minimise impacts during busy times of the day
- Our strategy will include monitoring of traffic conditions and mitigating impacts during peak periods



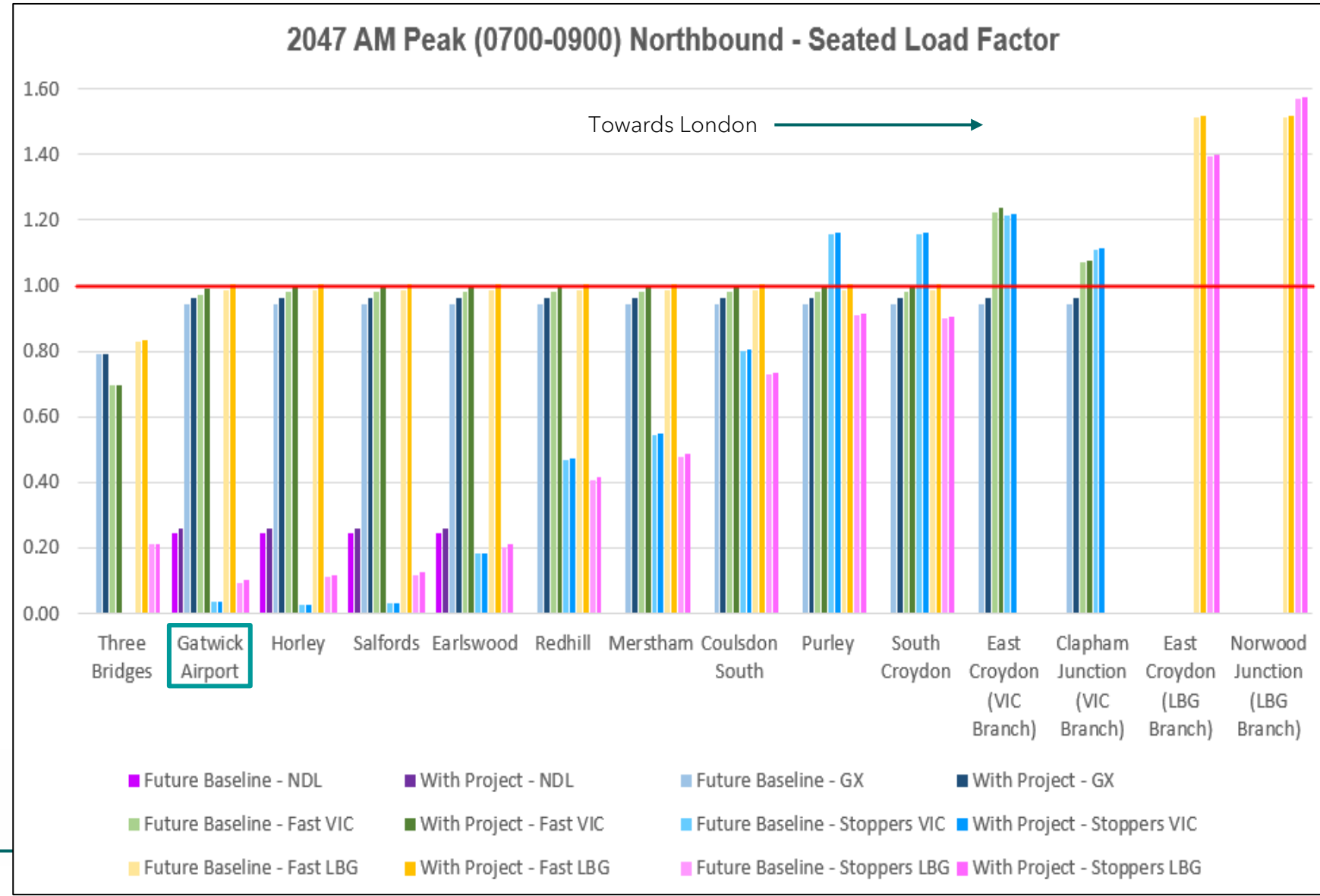
# Future parking capacity

- A total of up to 18,500 net additional car parking spaces for passengers is proposed for the Project, including the re-provision of spaces lost due to relocation of other facilities
- The overall parking ratio (number of spaces per passenger) decreases with the Project but a higher proportion of spaces will be accommodated on airport
- This is in line with our Section 106 agreement and meets Crawley planning policy, which requires all future demand growth to be accommodated on airport
- The amount of car parking shown is the maximum needed to ensure our plans conform to the existing GAT3 Policy for accommodating growth, allowing for seasonal demand
- It also includes the re-provision of 3,300 unauthorised off-airport car parking spaces, which local authorities are looking to reduce through enforcement
- GAL would only increase car parking as it is needed and would not provide additional capacity if it is not required
- The aim of the Project ASAS is to support an increase in sustainable travel and it may be that not all of this potential space for car parking is required



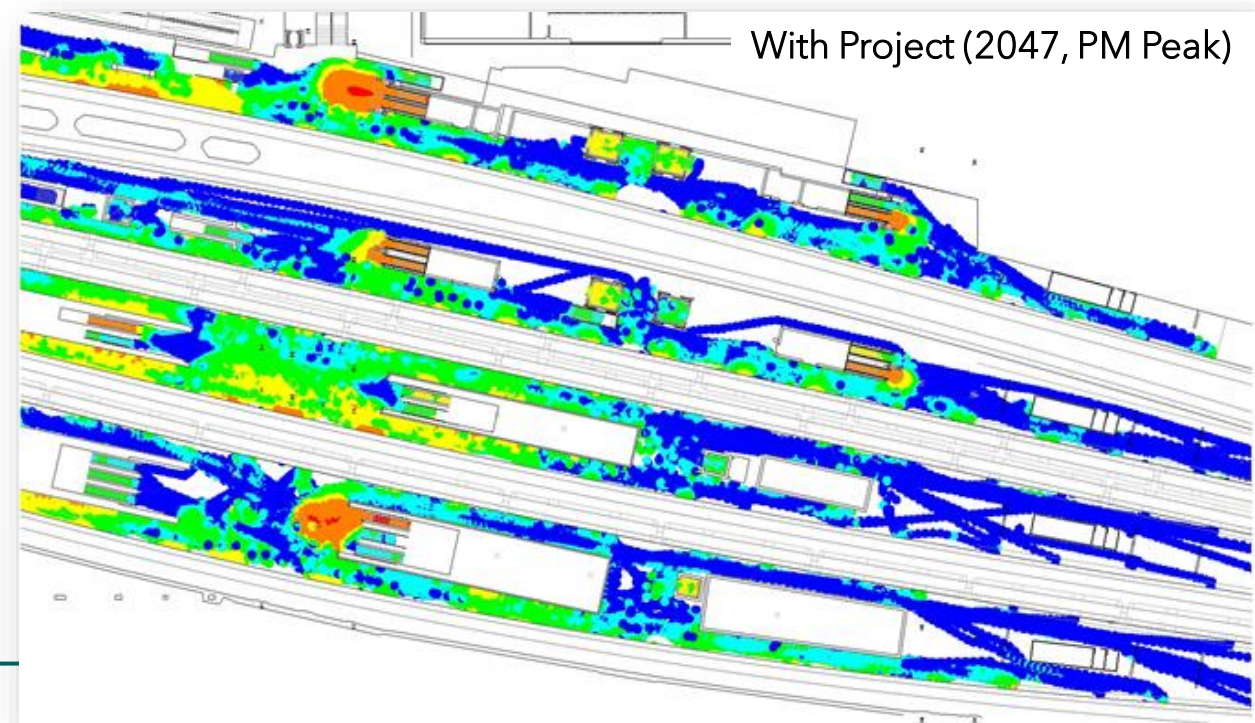
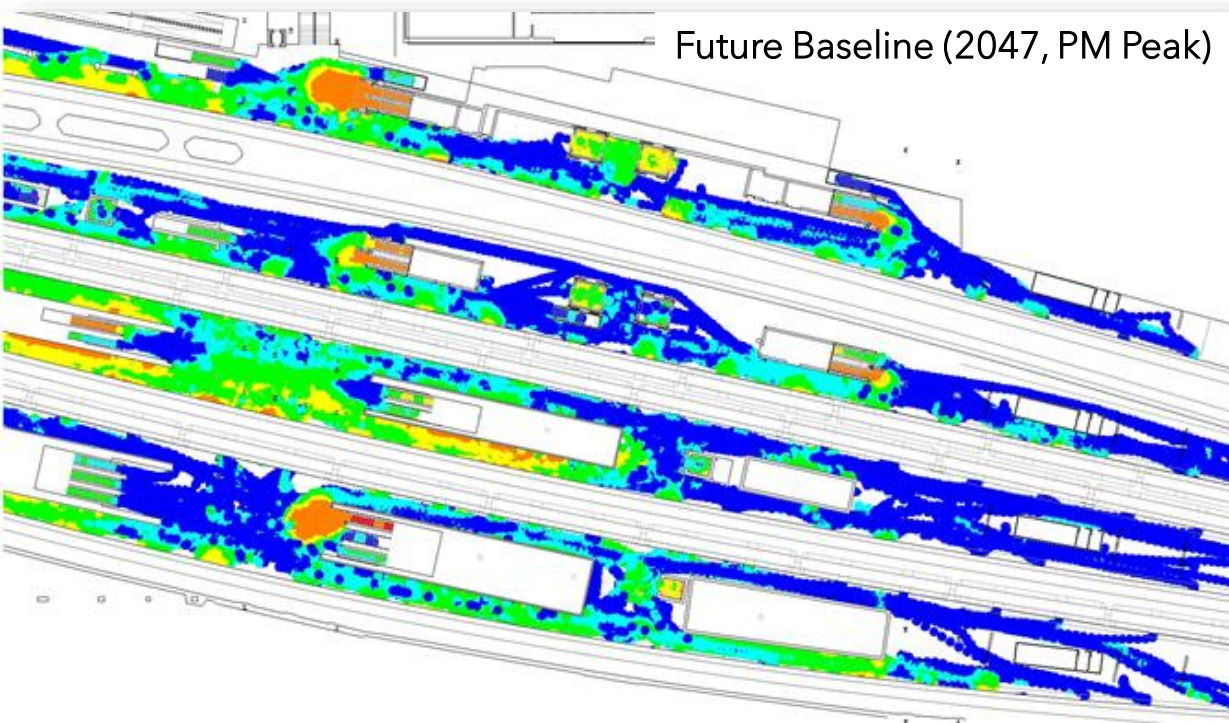
# Network Performance - Rail Network

- There is standing on some services north of Purley and East Croydon both with and without the Project. The AM and PM peaks show similar impacts
- Even with an increase in rail mode share, the new rail trips generated by the project add only 2% to loading in the 2047 AM Peak, significantly less than forecasts for commuting growth
- There is a similar picture southbound in the PM peak



# Gatwick Railway Station

- The busiest time for the station (combined boarding and alighting passengers) is the PM peak
- Crowding plots show similar levels with and without the Northern Runway Project
- There are minor increases in queueing at the base of escalators and on narrower platform areas with the Project compared against the Future Baseline in 2047, typical of peak conditions



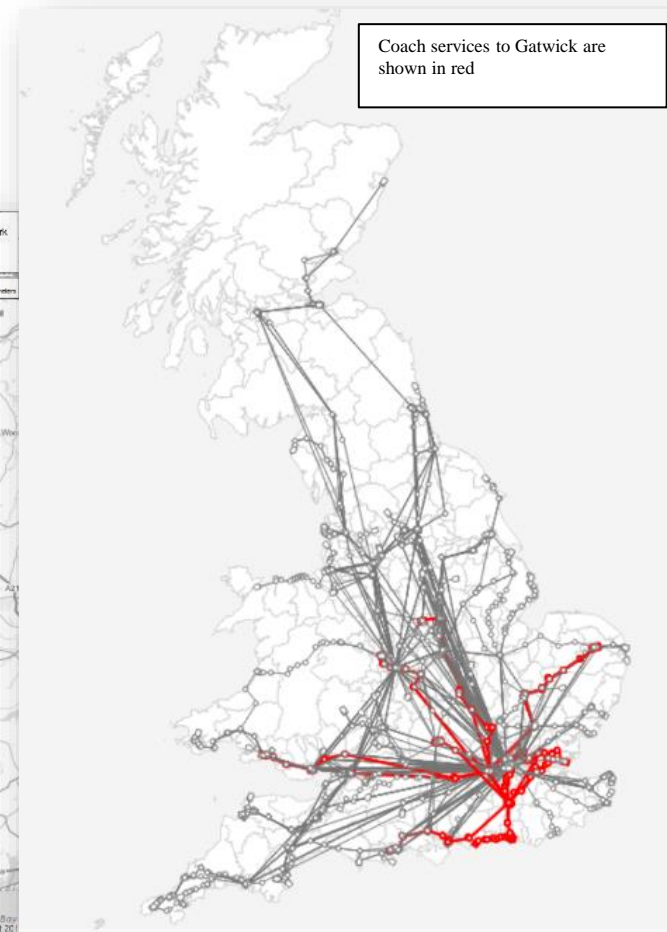
# Future rail capacity

- The Croydon Area Remodelling Scheme (CARS) is part of the Brighton Main Line Upgrade, which delivers additional capacity, mostly benefitting commuting into London when some peak period trains are crowded
- We have modelled extra capacity arising from the CARS scheme but only in 2047. Some of the Brighton Main Line Upgrade works at Gatwick Airport station are being completed early alongside the station upgrade project, due to finish construction in 2023
- The Northern Runway Project is not reliant on the additional capacity added by these schemes as most of our rail demand is in the contra peak direction and off peak periods, as shown in the analysis and confirmed by Network Rail and train operators
- The impact of the upgrade schemes not coming ahead would be to increase peak crowding in both the future baseline and Northern Runway Project scenarios and would not have a significant effect on the assessment or the conclusions



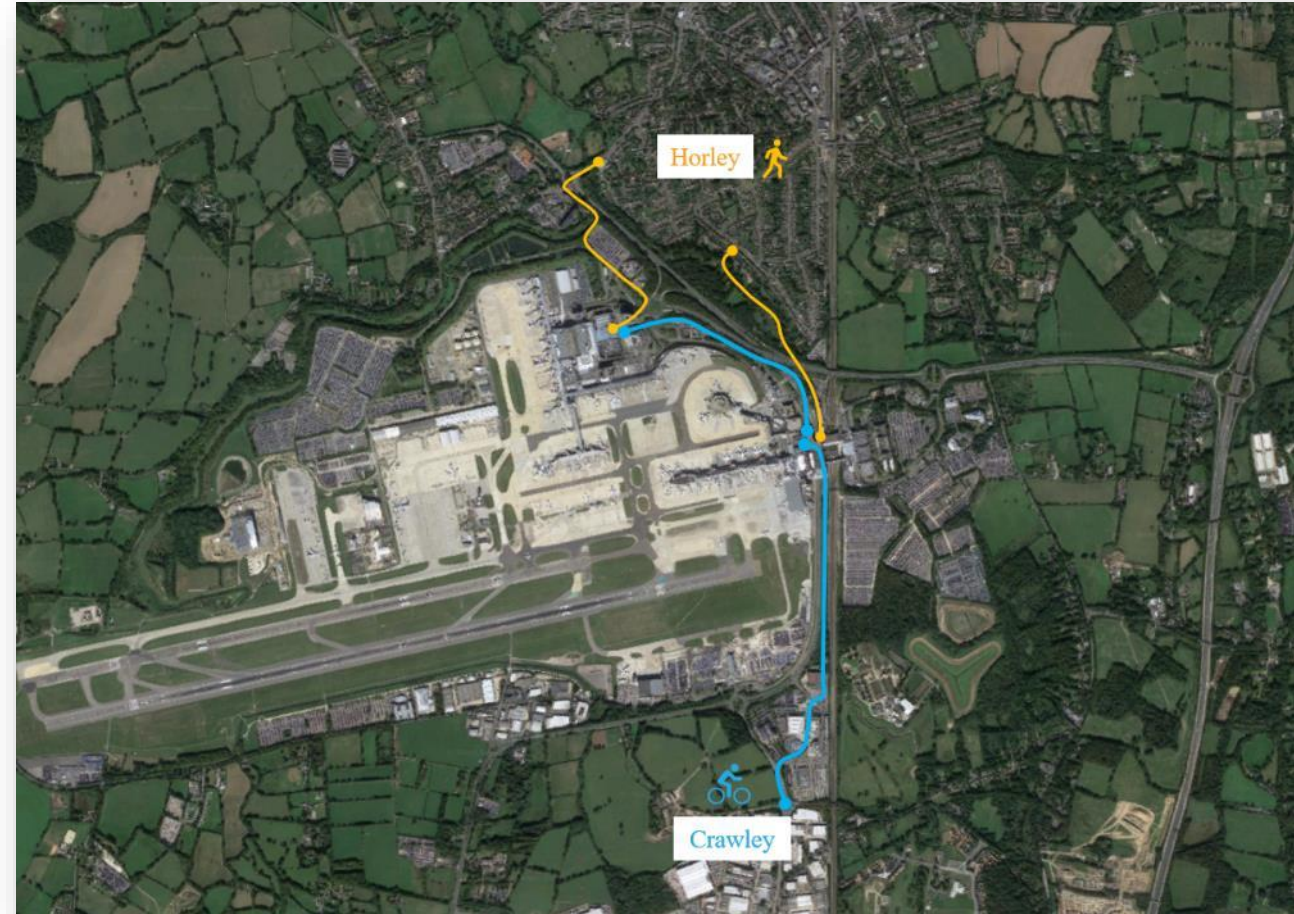
# Bus and Coach

- Models include local bus services and national coach routes that connect to the airport
- Potential mitigation includes additional peak period services or network changes including new or revised routes, which we will discuss with service providers
- These include local service enhancements for staff and longer routes such as Uckfield to Gatwick via East Grinstead and a new coach route to Kent in line with GAL's bus and coach strategy.
- Modelling shows no adverse effects on bus and coach operations with the project
- We will consider further improvements to help meet our mode share targets



# Active Travel

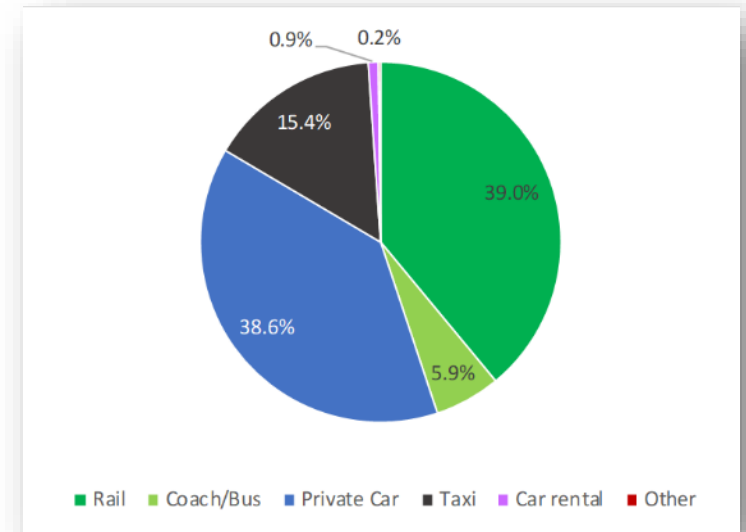
- The Northern Runway Project will improve facilities and connections supporting active travel for passengers and staff
  - Increased and improved amenities
  - Improved routes on the airport
  - Improved connections and wayfinding
- The assessment does not fully reflect the benefits these improvements would bring but these will be included in the Environmental Statement in the DCO and accompanying Surface Access Strategy



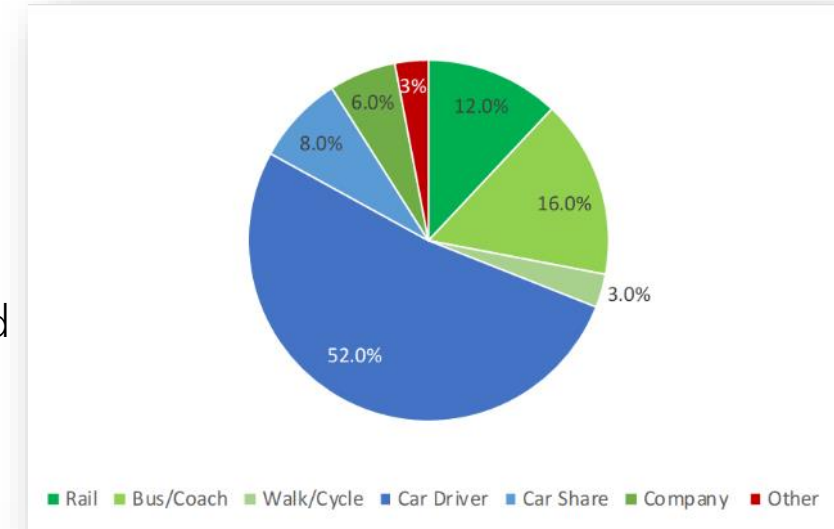
# Mode Shares

- Our Decade of Change has an ambitious target of 60% of staff and passengers travelling to or from the airport by sustainable modes (compared to 39% and 45% respectively in 2016/17)
- It is not feasible to plan for 100% of extra trips by sustainable modes as not everyone has access to these choices
- Mode share is an output from our modelling and the current package of measures give an annual share of 56% for sustainable modes including Project growth
- This combines “push” measures driving journeys away from cars and “pull” measures promoting public transport and active travel
- GAL will continue to work with stakeholders prior to DCO submission to identify further measures to support sustainable travel to meet or exceed the 60% target, including looking at travel choices for locally-based staff
- We will consider how specific targets can be achieved in different areas or corridors, reflecting journey distance, time and availability of public transport

Passenger mode shares (2016/17)



Employee mode shares (2016/17)



# Future monitoring

- Existing traffic count information gathered by GAL, local authorities and National Highways is used to monitor network performance and inform our traffic modelling
- Existing data for mode share monitoring come from:
  - The Civil Aviation Authority (CAA) – passenger surveys
  - GAL Profiler passenger surveys
  - Gatwick employee travel to work surveys (normally conducted every 4 years)
- GAL proposes to monitor road traffic demand and mode share and will develop a programme of monitoring as part of the DCO. This will include use of data from third parties and transport providers (see section 7.7 of the PTAR)
- GAL will report annually against mode share targets at the Air Transport Forum and with the Transport Forum Steering Group in line with Aviation Policy Framework guidance.
- GAL will work with the Transport Forum to review performance against targets and to inform potential mitigation



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# Questions

