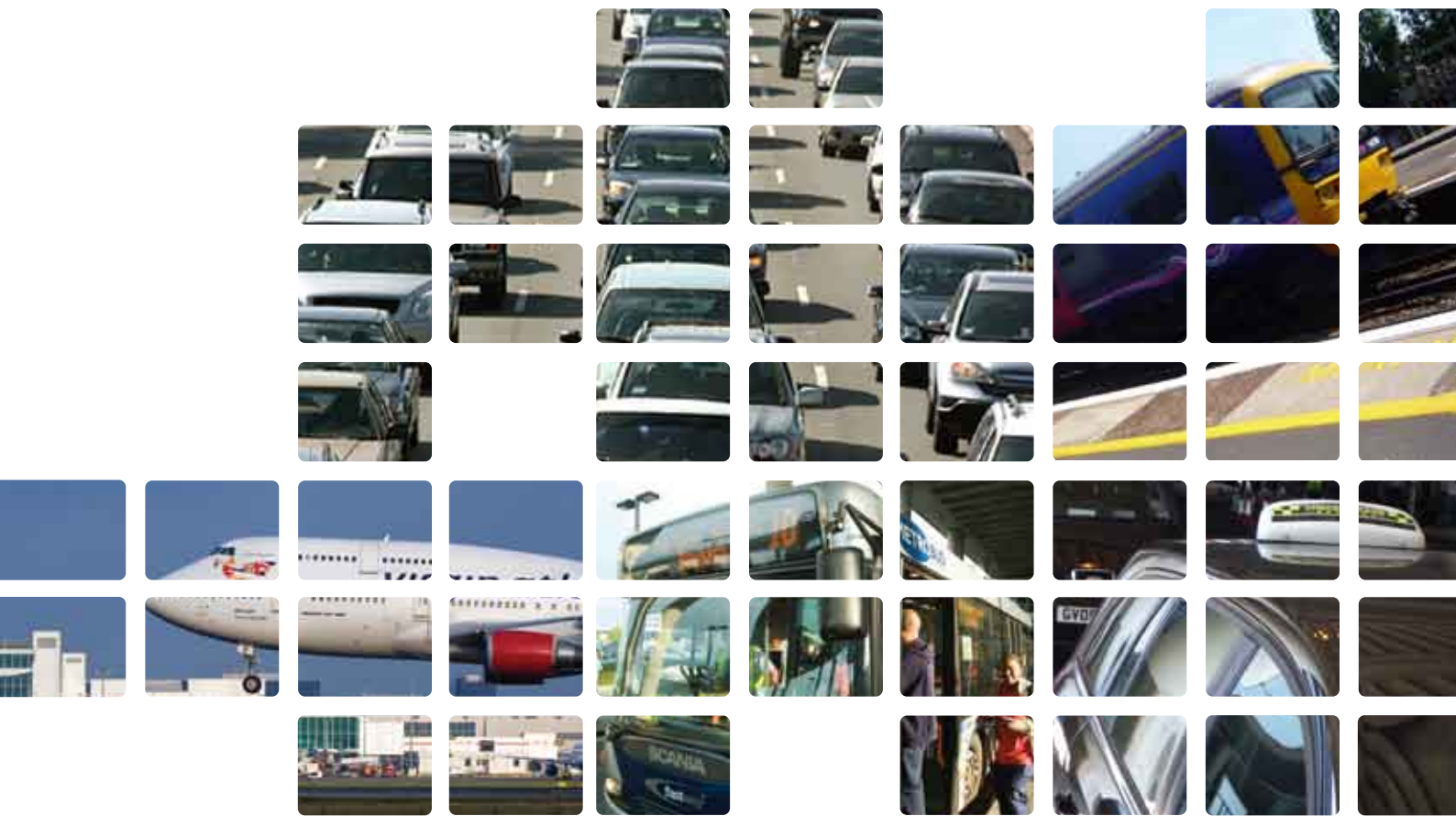


Gatwick Airport

Surface Access Action Plan

December 2009



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Introduction

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1.1 Position

Gatwick Airport is the world's busiest single runway airport and as the UK's second busiest in terms of passenger throughput, handled nearly 35 million passengers in 2008. The airport is also an important public transport hub, with frequent rail services to London, and direct or connecting rail or coach services to many towns in South East England and nationally.

Passenger numbers are currently forecast to increase to around 40 million by the end of 2018, in line with government policy to make full use of existing airport runways. The Gatwick Airport Interim Master Plan (October 2006) explains the character and implications of Gatwick's growth as a single runway airport over the period to 2015 and, for 2030, outlines scenarios with either one or two runways.

The size of existing and future activity at the airport brings appreciable benefits to the local, regional and national economies, but also has environment impacts that need to be mitigated and managed.

1.2 The importance of surface access to Gatwick

With approximately 35 million air passengers and 10 million staff movements, in addition to significant freight and servicing, travelling to and from the airport on an annual basis, the demand for travel to Gatwick is substantial. Effective surface access is critical to the airport's operation but it also greatly impacts local communities surrounding the airport. It is also an essential part of our approach to sustainability and carbon management.

By providing a range of high quality transport and on-airport parking options we not only help reduce emissions and cut congestion but we also provide an excellent passenger experience and strengthen Gatwick's role as a regional transport hub. It is recognised that ease of access to an airport is one of the key determinants of its success.

The location of Gatwick, close to the M23 and M25 motorways and with a major station on the main London to Brighton rail line, offers a strong base from which to develop improved surface access in the future.

1.3 Our approach to improved surface access

Gatwick Airport's Surface Access Strategy (ASAS), published in 2007, outlined our approach to enhancing sustainable access to the airport and sets targets to support this. In summary, our principle Surface Access objectives are as follows:

- **Increase the accessibility of the airport**
To enable a larger number of people to access the airport within an acceptable travel time. Making Gatwick the easiest airport to travel to for a larger catchment area
- **Increase the choice of travel options to and from the airport**
To enable our passengers to have the greatest choice of travel options to the airport including public transport and car parking products

- **Increase the public transport mode share of air passenger and staff travelling to and from the airport**

To encourage the use of more sustainable modes of travel to minimise the effects of congestion on the surrounding road network and reduced carbon emissions

- **Increase the efficiency of our airport's roads and forecourts**

To provide a good quality of service to our passengers, minimise congestion and make best use of infrastructure

The full Gatwick Airport Surface Access Strategy 2007 can be viewed on the publication pages in the 'About Gatwick Airport' section at www.gatwickairport.com. It is intended to update this strategy by 2012.

1.4 Development of our Surface Access Strategy

In accordance with government legislation, Gatwick Airport's surface access strategy is developed in consultation with the Gatwick Area Transport Forum. This Forum comprises a wide range of the airport's stakeholders including, local, regional and national authorities, airlines and airport based companies. The Forum meets annually with a steering group meeting quarterly.

The operation of the Transport Forum and its steering group ensures that organisations with an interest in surface access to the airport are heard. It is also the case that it allows many of the improvements to be carried out in partnership enabling the greatest opportunity for success. This Action Plan has also been developed in consultation with the Transport Forum.

1.5 The need for an Action Plan

This Action Plan is being published to provide an outline of the activities that the airport and its partners will be carrying out over the next three years, 2010, 2011 and 2012 to enhance surface access to the airport. While the current ASAS sets the strategic policy framework, this Action Plan will demonstrate in greater detail what actions will be carried out to deliver the targets contained in the overall strategy.

The surface access action plan is the last in a suite of action plans published in accordance with Gatwick Airport's S106 Legal Agreement signed in December 2008.

1.6 The content of the Action Plan

The Surface Access Action Plan is structured as follows:

Section 2 Summarises the policy, targets and performance relevant to surface access at the airport

Section 3 Explains how the actions set out in this plan have been developed and agreed

Section 4 Records the actions GAL and partners are proposing to undertake

Section 5 Details the means by which the action plan is to be implemented

Section 6 Glossary

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Surface access policy and performance

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02 Surface access policy and performance

2.1 Targets and performance

The ASAS has set an overall target of 40% of air passengers travelling to the airport by public transport by the time the airport reaches 40 mppa. During 2008, the CAA's passenger survey reported that 35.7% of air passengers travelled to Gatwick by public transport modes. The table below summarises these results:

Mode of transport	Number of Air passengers (non-transfer)	% of Air passengers
Rail	9,162,964	30.4
Bus and Coach	1,597,490	5.3
Total public transport	10,760,454	35.7
Private Car – dropped off	6,842,082	22.7
Private Car – parked	7,716,181	25.6
Taxi and Minicab	4,099,221	13.6
Hire cars	542,544	1.8
Other	180,848	0.6
Total	30,141,330	100

Source: CAA Passenger Survey Data 2008

As shown in the results above, rail is clearly the most important form of public transport access to Gatwick. This reflects the range of rail services that Gatwick has and its location on a major rail corridor. Gatwick is also the UK's busiest airport rail station and reports the highest rail mode share of any UK airport.

In addition to the core mode share target, we have also set a number of corridor specific transport targets for air passengers and targets for staff travel to and from the airport. The actions shown in this plan provide a summary of the key activities that will be carried out over the next three years in order to achieve these targets.

The two figures shown below and overleaf illustrate the corridor specific targets that have been set for air passengers and our staff and the performance achieved to date:

Sustainable transport targets and performance

	Region	Target and delivery date (%)	2008 performance (%)
Air passengers using public transport**	All passengers	40 at 40mppa*	36.3
	All passengers	36 by 2008	36.3
	Central London corridor	90 by 2015	77.4
	Kent corridor	15 by 2015	12.1
	Sussex Coast corridor	25 by 2015	24.9
	Brighton corridor	50 by 2015	51.3
	M3 corridor	20 by 2015	20.9
	M4/M40 corridor	30 by 2015	26.4
Airport staff using public transport***	Crawley & Horley (local bus)	20 by 2008	29.9
	South Coast (public transport)	30	22.6
	South London (public transport)	45	37.3

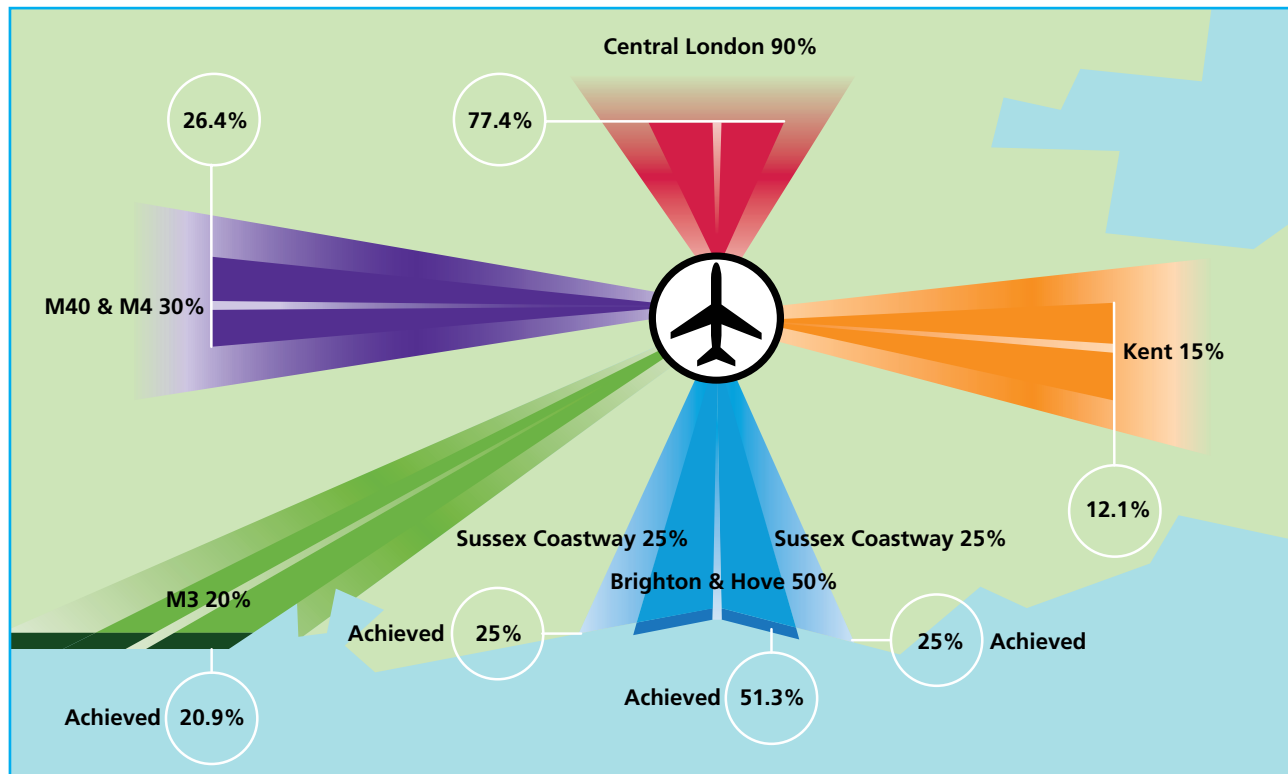
* mppa (million passengers per annum)

** CAA Passenger Survey Data 2008

*** Gatwick Airport Employment Survey 2008

02 Surface access policy and performance

Air passenger public transport mode share by transport corridor 2008

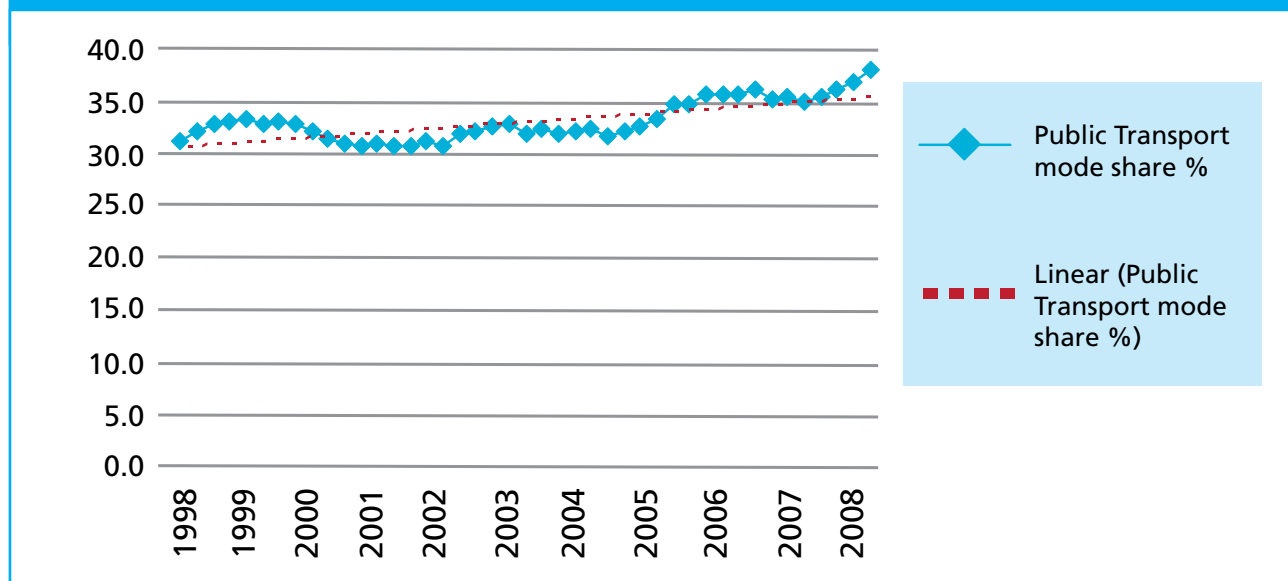


CAA Passenger Survey Data 2008

2.2 Our recent performance

Since publication of the Surface Access Strategy, our public transport mode share has continued to increase. It can be noted that the mode share growth has been stronger on some corridors in particular, as the figure above shows. Where targets are shown to have been achieved, this does not mean actions to enhance mode share are complete. We will continue to work to build upon recent success and agree an appropriate increase in the target in consultation with the Gatwick Area Transport Forum. It must be highlighted that as the results shown are for 2008, it is possible that there can be variations in the performance of individual corridor results from year to year.

London Gatwick Airport public transport mode share



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2.3 Surface Access Strategy governance

The Transport Forum Steering Group is the primary consultative group for airport related surface access issues. This group, which has representation from a number of key local and regional stakeholders, meets quarterly. In part, the remit of this group is to monitor the mode share targets set and to agree joint initiatives to support the achievement of targets. In 2010, following the reporting of the 2009 CAA passenger survey, the steering group will consider the appropriateness of increasing some of the corridor targets where existing targets have been met.

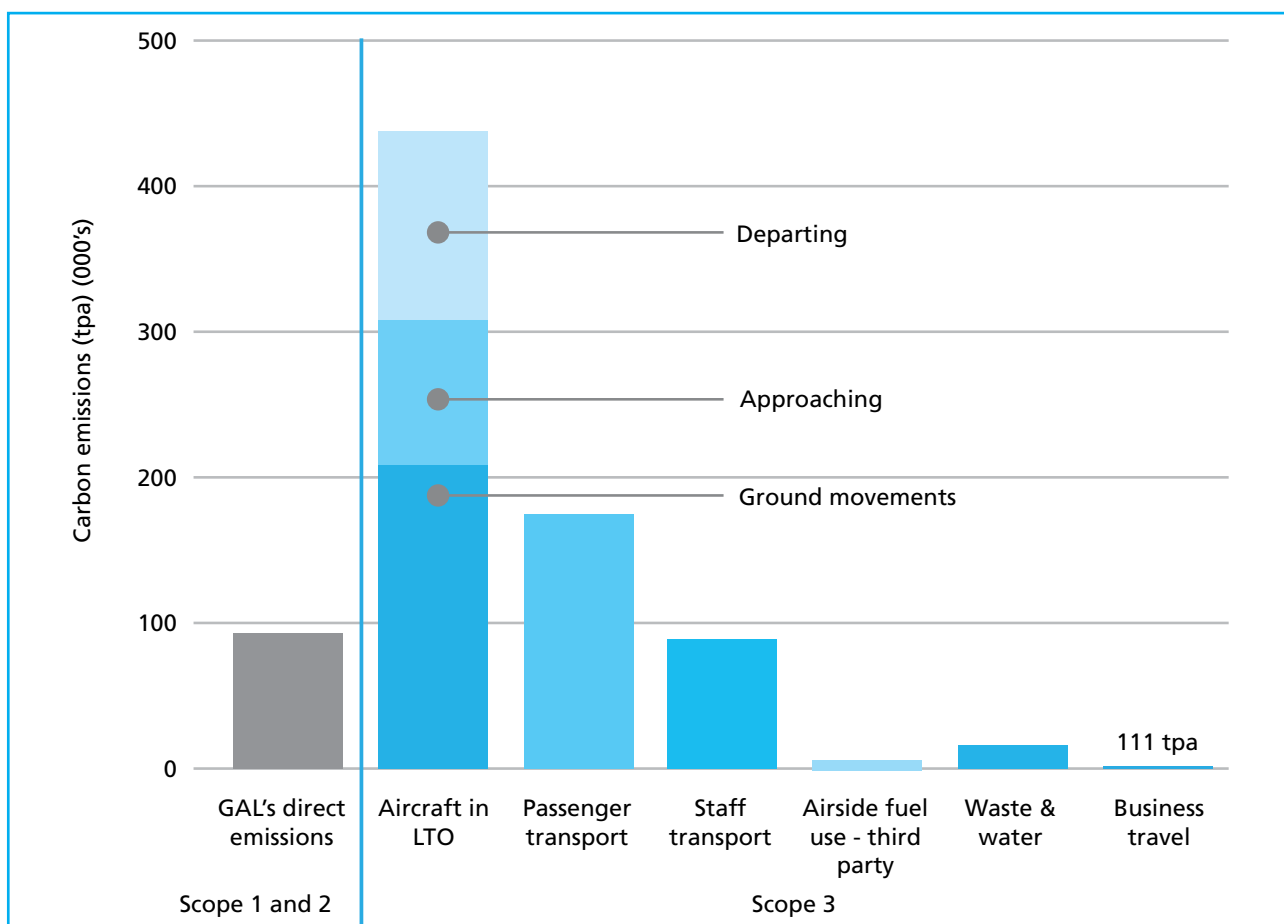
As part of our commitment to enhancing surface access to the airport, we operate a dedicated Public Transport Fund with revenue obtained from a Car Parking Levy. This is a hypothecated source of funding that is dedicated to improving surface access to the airport and meeting the public transport mode share targets. This resource provides the principal source of funding for the initiatives contained in this Action Plan.

2.4 The contribution of surface access to the airport's carbon footprint

Over the past few decades demand for air travel has grown significantly. In global terms, air travel makes up 1.6% of worldwide CO₂ emissions and this could reach 3% by 2050, as the trend for increased air travel continues (Intergovernmental Panel on Climate Change 2007).

In 2008, Gatwick calculated its carbon footprint for the first time. This indicated an airport wide footprint at around 827,000 tonnes of CO₂. It was based upon emissions from airport operations that includes; emissions from aircraft in landing and take-off, passengers and staff travelling to and from the airport by various modes of transport (surface access), operational vehicle fleets including airfield vehicles, energy used by airport buildings; water usage and waste from the airport which produces greenhouse gases through disposal. These emissions and the responsibility for production of these arise as outlined in the table below.

Our total carbon emissions are broken down into scope one, two and three. Gatwick has a direct control over scope 1 emissions. However, with regard to scope 2 and 3 emissions our level of direct control decreases which stresses the importance of working with our business partners, stakeholders, passengers and employees to influence and ultimately reduce the production of these emissions. In total surface access accounts for 37%, 267,046 tonnes of the scope three emissions.



As part of our commitment to reducing the carbon impact of surface access related activity, we are not only focused on public transport mode share performance. We also monitor and aim to reduce the number of vehicular trips to the airport per air passenger. In addition to promoting public transport, we are also focused upon encouraging more shared journeys to and from the airport and other unnecessary vehicle trips. It is estimated that there are approximately 0.86 airport related vehicles entering there airport road system per air passenger. Measures to support Gatwick's carbon reduction strategy in terms of increased vehicle efficiency are reflected in this action plan.

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Development of the action plan

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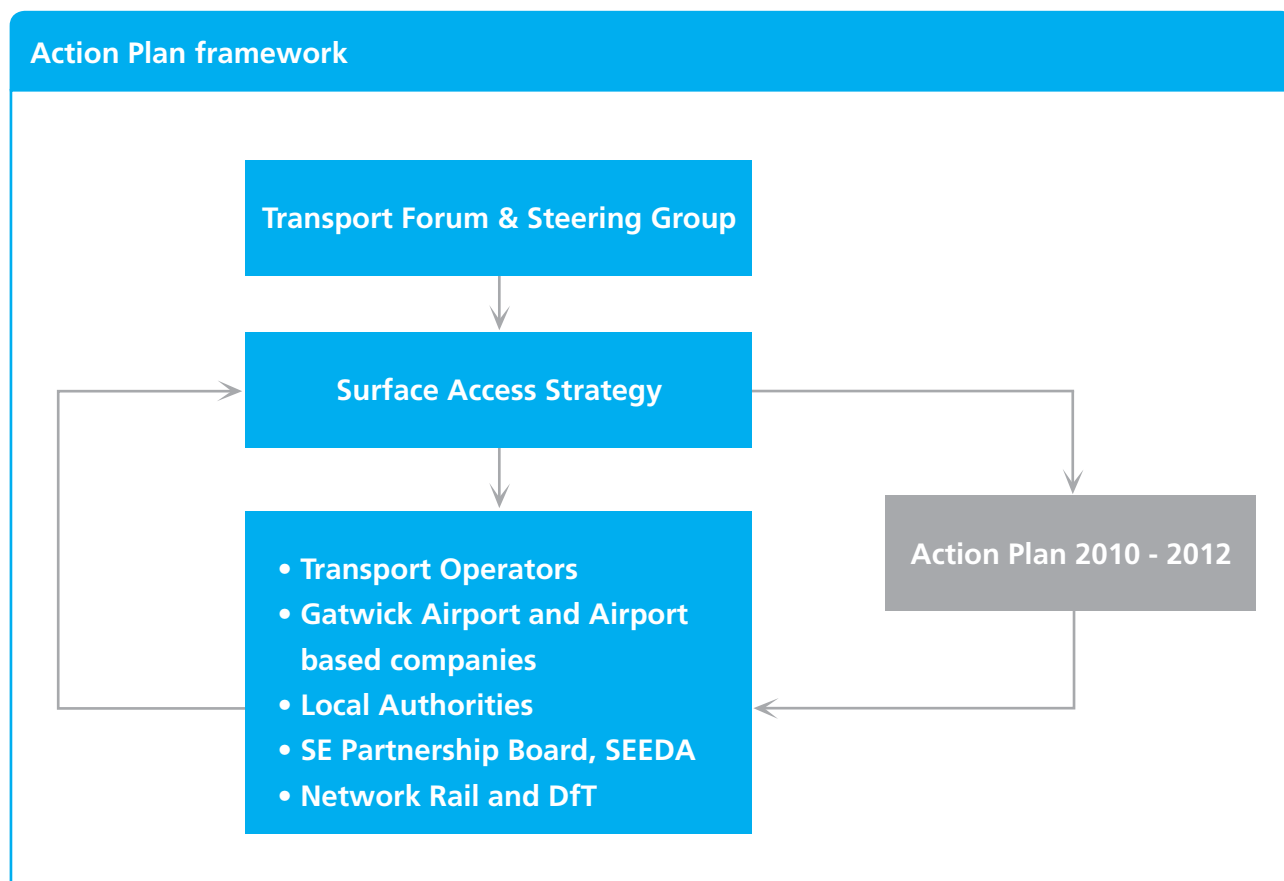
03 Development of the action plan

3.1 Purpose

This action plan has been developed to provide an outline of the activities we and our partners will be aiming to achieve over the next three years. The actions included here are focused upon delivering the targets set out in the Surface Access Strategy.

3.2 Scope

We have developed this Action Plan in consultation with members of the Transport Forum steering group. The actions also reflect our understanding of the best opportunities for public transport investment through our ongoing working partnership with key rail, bus and coach operators. The diagram below illustrates the framework in which this action plan has been prepared:



3.3 Structure of the actions

Each of the actions identified are assigned to be delivered during one of the next three years. Some of these span two or more of the years specified due to the ongoing nature of the activity. Also included, is an indication of what is expected to be delivered in the period beyond 2012. This is, however, subject to review as part of the next action plan and updated ASAS (to be published in 2012).

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The actions

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04 The actions

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Function/ Theme	Action/ Initiative	Action Owner	Delivery Timescale			
			2010	2011	2012	2013/ 2015
1 Surface Access Strategy development and performance						
Performance and monitoring	1.1 Air passengers Monitor Public Transport (PT) mode share performance on a quarterly and annual basis using CAA survey and report to Gatwick Area Transport Forum Steering Group (TFSG). Performance against targets to be reviewed by TFSG on a quarterly basis.	GAL F	■	■	■	■
	1.2 Airport based staff Undertake a staff travel survey on a regular basis with smaller snapshot surveys and spot-counts in between, as required.	GAL LA	■		■	■
	1.3 Third party monitoring Conduct annual review of Gatwick's performance against other airports and report to TFSG when available. Where available, maintain public transport operator data to understand greater patterns of transport use.	GAL TO	■	■	■	■
Strategy development	1.4 Surface Access Strategy (ASAS) review Undertake a review of the policies and targets contained in the ASAS by the end of 2012. TFSG to revise focus of actions in response to performance against targets.	F GAL			■	■
	1.5 Short term strategy review TFSG to agree an annual work programme to identify schemes specific to delivering corridor actions. Where necessary, Gatwick Airport to develop a mode-choice model to assess likely impact of such projects.	F GAL	■	■	■	■
	1.6 London Olympics 2012 Identify surface access and public transport requirements to support Gatwick's role in the Olympics, and work with transport providers to ensure requirements are met.	GAL TO	■	■		
Commitment to Engagement	1.7 Transport Forum Gatwick Airport to facilitate the Gatwick Area Transport Forum which includes: <ul style="list-style-type: none"> An annual 'conference style' event in December/January A quarterly Steering group to be held in March, June and September Ad-hoc independently chaired working groups. The remit and attendance to be agreed at the start of the year Gatwick Airport to work regional groups to help facilitate strategic improvements to the wider transport network.	GAL F	■	■	■	■
	1.8 - Regional and National Transport Strategy development To actively engage in all relevant transport groups to ensure Gatwick's strategic access needs are considered. Provide responses to consultations where appropriate.	GAL F	■	■	■	■

GAL - Gatwick Airport Ltd F - Members of the Gatwick Area Transport Forum LA - Local and Regional Authorities TO - Transport Operators NR - Network Rail

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Function/ Theme	Action/ Initiative	Action Owner	Delivery Timescale			
			2010	2011	2012	2013/ 2015
2 ASAS Theme: Reducing Car Dependency. Strategic Performance						
Rail	<p>2.1 Gatwick Airport rail station Gatwick Airport to engage with Network Rail to ensure that the benefits of any future improvement to the rail station maximise the ability to increase public transport.</p> <p>TFSG to provide support to the above where opportunity is available</p>	GAL NR F	■	■	■	■
	<p>2.2 Rail services from Gatwick Gatwick Airport to maintain formal quarterly meetings with at least the principal rail operator, Southern, to ensure the objectives of the ASAS are communicated and supported.</p> <p>Gatwick Airport to provide responses to relevant Department for Transport, Network Rail or Train Operator consultations where they affect rail services from Gatwick including the Gatwick Express services. Where appropriate, responses to be provided on behalf of the Transport Forum.</p>	GAL NR F	■	■	■	■
	<p>2.3 Marketing of rail services During 2010, establish an effective marketing campaign in partnership with train operator(s) to increase use of rail services from staff and air passengers. Consult with the TFSG on the scope of such activity for launch in 2011.</p>	GAL F	■	■		
	<p>2.4 Sussex Community Rail Partnership Gatwick Airport and West Sussex County Council to support the Sussex Community Rail Partnership until at least 2012. Gatwick Airport to provide targeted funding to encourage the use of early morning/late evening rail services from the Sussex Coast.</p>	GAL LA	■	■		
	<p>2.5 2015 Rail Strategy In consultation with the TFSG and key local stakeholders, Gatwick Airport to prepare an airport rail strategy, to be published in 2011, outlining the rail services required to support the airport operating sustainably at 40mppa and to widen Gatwick's catchment area for the future.</p>	GAL F		■		
	<p>2.6 Future rail investment Gatwick Airport (on behalf of the TFSG) to engage with and influence Network Rail's 5 year review of capital funding for the national rail network.</p>	GAL				■
	<p>2.7 Thameslink project Gatwick Airport to actively engage, as appropriate, with Network Rail, to ensure that the benefits of this major rail investment for Gatwick are maximised.</p>	GAL	■	■		

GAL - Gatwick Airport Ltd F - Members of the Gatwick Area Transport Forum LA - Local and Regional Authorities TO - Transport Operators NR - Network Rail

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Function/ Theme	Action/ Initiative	Action Owner	Delivery Timescale			
			2010	2011	2012	2013/ 2015
Bus and Coach	<p>2.8 Provision of new local bus services In consultation with the TFSG and Local Authorities, provide direct support through the Public Transport fund to enhance services and introduce new routes where appropriate, in accordance with Forum's priorities.</p>	GAL F LA	■	■	■	■
	<p>2.9 Improved bus facilities Provide new bus stops at South Terminal and improved waiting areas including information and travel mapping at both terminals.</p> <p>Ensure priority is given to local bus services as part of the North Terminal development project with quality waiting area and information.</p>	GAL LA	■	■		
	<p>2.10 New coach services Identify new express coach services from key passenger catchment locations and destinations. Prepare a tender for at least one new route in 2010.</p>	GAL TO	■			
	<p>2.11 Marketing of services Introduce a marketing campaign with at least two coach operators from Gatwick to seek to increase patronage of staff and air passengers on existing routes.</p>	GAL		■		
Onward Travel & Technology	<p>2.12 Onward Travel product Develop clear 'Onward Travel' branding for greater recognition by air passengers. Include as part of Gatwick Airport website. Ensure clear and accurate information to offer air passengers the greatest choice of travel options.</p>	GAL		■		
	<p>2.13 Improved wayfinding and travel information Provide new signage for public transport services at both north and south terminals to ensure ease of access in 2010. Provide real time information for local bus services at bus stops and at Onward Travel centres in 2011.</p>	GAL		■	■	
	<p>2.14 New ticketing Co-ordinate an 'integrated ticketing' working group (when technology is available) to explore ideas on smartcard opportunities.</p>	GAL LA TO		■		
	<p>2.15 Taxi share facilities Facilitate the inclusion of taxi-share facility as part of renewal of taxi contracts and establish ways to increase "two-way" taxi journeys, i.e. taxis carry passengers <i>from</i> as well as to the airport in the same run.</p>	GAL		■		

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Function/ Theme	Action/ Initiative	Action Owner	Delivery Timescale			
			2010	2011	2012	2013/ 2015
Onward Travel & Technology	<p>2.16 Airline travel products Facilitate links between Gatwick based airlines and public transport operators to encourage on-board aircraft awareness of public transport services from Gatwick through the 'Onward Travel' product.</p>	GAL	■			
Staff	<p>2.17 Gatwick commuter Ensure successful continuation and enhancement of the Gatwick Commuter scheme. Hold at least one annual round of employee promotions and monitor progress to achieving greater public transport and car share use. TFSG to receive feedback on activities.</p> <p>2.18 Cycling and Walking Undertake a feasibility study into improved cycle facilities including the potential for a new cycle route between South and North Terminals with improved pedestrian walkways and on-site facilities.</p> <p>2.19 Staff car parking Review charging mechanism for staff parking on the airport campus as part of the regulatory review. To be carried out in the context of increasing the use of public transport and car sharing. Provide attractive parking arrangements for car sharers to encourage uptake.</p> <p>2.20 Early morning/late evening services Provide direct support to facilitate greater provision of early/late public transport services.</p> <p>2.21 Partnership working Transport Operators to provide regular patronage data to enable successful monitoring of the supported services.</p>	GAL GAL LA TO	■ ■	■ ■ ■	■ ■ ■	■ ■

3 ASAS Theme: Easing Congestion

Car Parking and Forecourts	<p>3.1 Car Parking Strategy Review the 2009 Car Parking Strategy by the end of 2012 following review of the ASAS. Consult with TFSG.</p> <p>3.2 Forecourt policy and charging Review Gatwick's Forecourt Policy in the context of reducing 'Kiss and Fly' and Consult with TFSG.</p>	GAL GAL TO	 ■	 ■	 ■	 ■
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Function/ Theme	Action/ Initiative	Action Owner	Delivery Timescale			
			2010	2011	2012	2013/ 2015
Car Parking and Forecourts	3.3 Car parking optimisation Continue 'yield management' measures to maximise use of the long stay car parking assets and reduce need for 'Kiss and Fly'.	GAL	■			
	3.4 Park and Ride Prior to review of the ASAS, explore opportunities for future off-airport remote parking opportunities.	GAL LA			■	
Other Site Connectivity	3.5 Personal Rapid Transit Explore the potential opportunities for passenger transit solutions within the Gatwick campus.	GAL			■	■
	3.6 Vehicles Review airport landside and airside vehicles, eg: bus and freight services, with a view to reducing on airport mileage.	GAL		■	■	
Highway Improvements	3.7 Highways investment Facilitate the delivery of highway improvements required in line with S106 and any other legal agreements.	GAL LA	■	■	■	
	3.8 Airport Roads modelling Review Gatwick's airport roads when required by new planning processes. Either provide an updated system, if required, or refresh the existing CONTRAM.	GAL				■

4 ASAS Theme: Managing on-site vehicle emissions

Emission Reduction	4.1 Cleaner vehicles Undertake a Cleaner Vehicle Programme: Research strategies such as pricing policy for 'green' vehicles. Tie programme into the existing Airport Air Quality Action Plan.	GAL	■			
	4.2 Reduce the need to travel Explore flexible working opportunities for staff where feasible and communicate to other airport based companies.	GAL	■	■	■	■
Carbon Footprint	4.3 Carbon charging Undertake a feasibility study into car park pricing and products to promote low carbon vehicles.	GAL		■		
	4.4 Carbon footprint Ensure the Surface Access contribution to the airport's carbon footprint is measured and reported on an annual basis.	GAL	■	■	■	■

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Implementing the action plan

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05 Implementing the action plan

It is important to ensure that the action plan is effective and that it remains a 'live' document, responsive to both the airport's operating environment but also to possible major external influences such as rail services changes

We will endeavour to ensure completion of the actions identified within the timescales indicated. Where unexpected issues arise during the life of the plan, we will consult with the Transport Forum steering group and explain whether any changes are necessary, either to the delivery date of the action or to the nature of the action itself.

This action plan will be reviewed before the end of 2012 alongside a review of our Surface Access Strategy as a whole. During the life of the action plan, progress on the delivery of the actions shown and on surface access performance against targets will be reported to the Transport Forum Steering Group and at the annual Transport Forum.

This action plan will be audited as set out in the S106 Action Planning obligation and published on the our website (www.gatwickairport.com).

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Glossary

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GAL Gatwick Airport Ltd.

ASAS Gatwick Airport Surface Access Strategy

EU European Union

DfT Department for Transport

F Members of the Gatwick Area Transport Forum

NR Network Rail

TO [Appropriate] Transport Operators

LA Local and Regional Authorities and / or Local Transport Authorities

mppa Million passengers per annum

CAA Civil Aviation Authority

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