



SURFACE ACCESS ACTION PLAN 2015 - 2018

This action plan summarises key deliverables for the period 2015-18 arising from our Airport Surface Access Strategy 2012-2030. Our Surface Access Action Plan also contributes to our goals on carbon management and on air quality.

This action plan is one of ten that we have put in place for the period 2015-2018, covering the following issues - air quality, biodiversity, carbon, community, energy, local economy, noise, surface access, waste, and water quality

& consumption. These action plans show how our S106 Legal Agreement and our Decade of Change sustainability strategy are aligned to ensure that the airport continues to grow sustainably and our actions to deliver these two programmes. We'll continuously monitor our performance and report annually our progress against the actions. **The action plans will be reviewed and updated during 2017-18 in conjunction with the development of a new S106 Legal Agreement.**



S106 LEGAL AGREEMENT OBLIGATIONS

Hold an annual meeting of the Gatwick Area Transport Forum and meetings of the Transport Forum Steering Group at quarterly intervals unless agreed otherwise.

To maintain an Airport Surface Access Strategy and to commence the review of the Strategy by 31 December 2018 or to coincide with and support any material review of the Interim Master Plan, if that is sooner.

The Company will support initiatives (such initiatives to be the subject of consultation with the Gatwick Area Transport Forum the County Council and the Borough Council) which promote in accordance with the Airport Surface Access Strategy the use by passengers and staff travelling overland to and from the Airport of modes of transport other than the private car and with regard to staff travel the encouragement and promotion of car sharing.

The funds provided for such initiatives in each calendar year from 2015 to 2018 will be covered by the Transport Levy (full wording overleaf).

To work with Network Rail and other stakeholders to assist the planning and implementation of a project to redevelop the railway station serving the Airport in a manner which is in conjunction with the Company's proposals for South Terminal and its landside infrastructure including that serving Fastway and other local bus services provides the Airport with an efficient transport interchange suiting the needs of all users.

Restrict the use of the Airport entrance/exit at Povey Cross to buses, emergency service vehicles, Airport operational users and a maximum of 375 staff car park pass holders, subject to these users satisfying the criteria specified in Appendix 2 to this Agreement and to report annually

on the number of passes issued to staff and readily available data on vehicular use of the entrance/exit;

Having regard to the Company's Car Parking Strategy:

Provide sufficient but no more on-Airport public car parking spaces than necessary to achieve a combined on and off airport supply that is proportionate to 40% of non-transfer passengers choosing to use public transport for their journeys to and from the airport and to identify feasible measures to achieve 45% in the future.

Provide sufficient but no more Company managed on-airport staff car parking spaces than is consistent with the mode share targets detailed in the Airport Surface Access Strategy 2012-2030 and subject to working with stakeholders to revise the local bus target in line with agreed service enhancements.

The Company will actively engage with the Local Highway Authorities with the objective of reaching agreement on the location and characteristics of such improvements to the highway access to the Airport as may be justified by growth in the volume of Airport related traffic and on the anticipated timeframe for their implementation; and subject to there being reliable estimates of the costs of the said improvements, agreeing the financial contributions that the Company is to make towards the cost of the agreed works.

The Company agrees that prior to the commencement of the calendar year in which the works are to be carried out it will use reasonable endeavours to enter into appropriate agreements with the relevant Local Highway Authority for the works concerned.

Our 2010 Decade of Change strategy set out 3 focus areas on surface access

- Increase Gatwick's catchment through better public transport access
- Transform public transport infrastructure and facilities at the airport
- Provide the right car parking facilities, forecourt infrastructure and services supported by an efficient and effective airport road network

We will deliver our overall Decade of Change plan by

- Working with Government on new and emerging legislation
- Maintaining a strong relationship with the airport's key local authorities
- Working with business partners to deliver innovative work programmes
- Engage with airport employees and passengers to ensure they support our approach





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This action plan summarises the key deliverables in the period 2015-18 arising from our Surface Action Strategy 2012-2030.

A more detailed action list covering these topics is discussed quarterly with our Transport Forum Steering Group.

⋄ This KPI reports performance on our Decade of Change target on passenger public transport use. The other KPIs detail passenger mode of transport to the airport. From 2016 a KPI on staff commuting will be added and quality service ratings for public transport modes will be reported. All the KPIs are updated annually in our Decade of Change report and S106 report.

DELIVERY STRATEGY

	2015	2016	2017	2018
1. Continue to work in partnership with key local, regional and national stakeholders to deliver the targets set out in Gatwick's Airport Surface Access Strategy 2012-2030, and Decade of Change transport targets.	→			
2. Rail Station Continue to represent airport interests with Network Rail and other partners on the redevelopment of Gatwick station to provide an efficient multi-mode transport interchange suiting the needs of all users.	→			
3. Rail services Maintain quarterly meetings with principal rail operators and respond to relevant government and industry consultations.	→			
4. Bus & Coach Work with Forum partners to review and identify opportunities to improve local bus and express coach services at Gatwick.	→			
5. Staff travel Conduct airport staff survey on commuting in 2016 and use results to inform initiatives to maintain and improve the Gatwick staff travel plan available to airport employers and employees.		→		
6. Car Parking Further update and implement the updated Car Parking Strategy and related actions reflecting updated growth projections and as agreed with Crawley Borough Council and the Gatwick Surface Access Forum.		→		
7. Highways Facilitate the delivery of highway improvements required in line with the S106 and any other legal agreements	→			
8. Cleaner Vehicles Engage with airport landside transport partners on electric/hybrid options for public transport to and from the airport.	→			
9. Work with partners to maintain an accurate database of relevant information showing passenger and staff travel choices.	→			
10. Report performance through internal governance processes and externally via stakeholder groups, websites and annual reports.	→			

MONITORING & REPORTING

SURFACE ACCESS KPIs

	2010	2011	2012	2013	2014*
Total non-transfer passengers	28,390,194	30,509,571	31,466,589	31,842,916	34,645,346
Rail	33.5%	35.5%	35.8%	35.7%	35.0%
Bus / Coach	6.7%	6.5%	7.9%	7.1%	6.4%
Private Car	45.8%	42.4%	39.9%	40.2%	40.8%
Hire car	1.6%	1.8%	1.7%	1.8%	1.2%
Taxi / Minicab	13.2%	13.3%	14.5%	14.6%	15.6%
Other	0.3%	0.3%	0.3%	0.3%	0.3%
⋄ Passenger public transport use (%) (Combined Rail, Bus & Coach)	40.0%	42.2%	43.6%	42.8%	41.4%

Data source: CAA Mode of Transport statistics

* In Jan-Mar 2014, Public Transport usage was down due to floods.

KEY HEADLINES FOR 2010-14:

- Developed our new Airport Surface Access Strategy 2012-2030, published in October 2012 at our Transport Forum Conference.
- With the Transport Forum Steering Group we introduced a new 5 year Action Plan and agreed a new Staff Travel Plan 'Your Journey to Work'.
- Publication of the Airport's Rail Strategy and intensive lobbying to improve the Gatwick Express service through the Thameslink Franchise. This activity was successful with confirmation that the Gatwick Express will have new rolling stock in place for 2016, and similar new rolling stock to London Bridge.
- Completion of the new interchange facilities in the North and South Terminals, and the launch of additional coach services.
- Introduction of Smartcards on rail services giving more choice and ease of travel through our station. These have been linked with local bus smartcards in specific areas, offering travellers multi-modal use of their Smartcard.
- New cycle parking facilities introduced for staff travelling to and from the airport as well as the Cycle to work scheme offering discounted cycle purchase.

LOOKING AHEAD

- Our plans for 2020 include:
- Introduction of full integration of smartcard ticketing on local bus and rail network.
- A better fully integrated rail station.
- Introduction of further coach routes on priority corridors.
- Provision of further cycle parking facilities.



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TRANSPORT LEVY (S106 OBLIGATION 5.2.3)

The funds provided for such initiatives in each calendar year from 2015 to 2018 will be based on the sum of:

- a monthly charge amounting to £10 per annum for each pass validated for entry to a staff car park operated by or on behalf of the Company;
- a levy on the total supply of spaces in public car parks operated or available for operation by or on behalf of the Company on 30 September in the preceding year at the rate per space of
 - £28.00 in 2015
 - £28.75 in 2016
 - £29.50 in 2017
 - £30.25 in 2018¹; and
 - any sums brought forward from previous years

¹Note: This obligation continues until 2019 by virtue of an agreement dated the 19th July 2011 made between GAL (1) WSCC (2) and CBC (3)

Unless otherwise agreed with the County Council and the Borough Council the Company shall:

- each year invest in the chosen initiatives a substantial proportion being no less than 50% of the funds provided that year after giving an allowance for the payment in that year from the fund towards the financing of works at Gatwick Railway Station as proved for in an agreement of the 19th July 2011 and of those carried over from the preceding year or such lesser sum if the expenditure of further sums is not justified by the outcomes achieved; and
- by the end of the period of this Agreement have used a substantial proportion being no less than 50% of total funds after giving an allowance for the payment in that year from the fund towards the financing of works at Gatwick Railway Station as proved for in an agreement of the 19th July 2011 to support the introduction or operation or use of bus services that promise to facilitate a material increase in the proportion of airport staff or air passengers choosing to use public transport for their surface journeys between the Airport and neighbouring communities or such lesser percentage if the expenditure of further sums is not justified by the outcomes achieved;

- by the 30th June in each year to submit to the County Council and the Borough Council a statement of the funds contributed to the car parking levy in the previous calendar year, the details of all expenditure of the levy and the balance remaining.

