

SHORT (& MEDIUM) TERM MEASURES - EXECUTIVE SUMMARY

MEASURE SET	Surface Infrastructure	
MEASURE TITLE	Improvements to surface access infrastructure for Gatwick	
MEASURE SUMMARY	This measure includes proposals to enhance surface access to Gatwick, primarily by improving surface transport infrastructure	
MEASURE INVOLVES	<div> <input type="checkbox"/> Behavioural Change <input checked="" type="checkbox"/> Infrastructure Change </div> <div> <input checked="" type="checkbox"/> Operational Change <input type="checkbox"/> Regulatory Change </div> <div> <input checked="" type="checkbox"/> Technical Change <input type="checkbox"/> Policy Change </div>	
WHAT DOES THIS ADDRESS?		
<p>Although Gatwick Airport has good motorway and rail access, there are a number of constraints that reduce the utility of these surface transport links. This measure set considers infrastructure improvements. There is the opportunity to improve surface transport for Gatwick Airport, which would enhance the passenger offer and help Gatwick deliver against its own Decade for Change targets for modal shift to public transport for example. Surface transport improvement should help Gatwick delivering its targets of 40% public transport mode share for air passengers and staff by the time the airport reaches 40 million passengers per annum (mppa) and achieving a quality service rating of 4.5 (1 is lowest, 5 is the highest) for all surface access transport modes and facilities by the time the airport reaches 40mppa.</p> <p>However, this issue does not address airport capacity directly, but improvements tending to the medium term would support the PAX capacity growth of the airport as indicated within the Gatwick Masterplan, and the potential second runway. Improving to surface access to airports is identified within the Aviation Policy Framework as a priority in paragraphs 1.92 to 1.98.</p>		
WHAT WOULD BE DONE?		
<p>A variety of rail and highway upgrades are proposed, including upgrade of Gatwick Station (ABTA, CBI, Gatwick); train and track capacity improvements, additional platform at Redhill, Thameslink project, improve Lower Thames Crossing capacity, link LGW to other airports, improve rail access from the SouthWest.</p>		
WHAT IS THE IMPACT?		
<p>The impacts would be expected to be:</p> <ul style="list-style-type: none"> • Improvements in access. • Enhanced connectivity. • May have positive environmental impact if modal shift occurs in transport. • Improved passenger experience 		

MEASURE SET:	Surface Infrastructure	Short Term	<input checked="" type="checkbox"/>
MEASURE TITLE:	Improvements to surface access infrastructure for Gatwick	Medium Term	<input checked="" type="checkbox"/>

PROPOSAL SUMMARY

Proposed by:	ABTA(004), CBI (012), CILT(013), Gatwick(019), Heart of the SWLEP (023), IOD(039), IARO(040), London First(047), CBI(012), LCCI(042), Kent County Council		
Proposal: SInf-LGW-1 SInf-LGW-2 SInf-LGW-3 SInf-LGW-4	<p>This measure covers enhancing surface access to Gatwick, primarily by improving surface transport infrastructure. This would be achieved by:</p> <ul style="list-style-type: none"> Gatwick Station works Brighton Main Line (BML) Improvements Other Local rail infrastructure enhancements Major rail infrastructure projects elsewhere, configured for Gatwick advantage 		
Approach	<p>The approach is a range of rail (and some highway) upgrades will enhance accessibility to Gatwick by reducing travel times, and so increasing the attractiveness of Gatwick Airport for all users. Proposals to do this are:</p> <ul style="list-style-type: none"> Upgrade of Gatwick Station Additional platform at Redhill to support more services to Reading 7 BML incremental capacity improvements brought forward in CP6 to relieve key pinch points at peak times (include increase capacity between LGW and Redhill) Old Oak Common Interchange to allow interchange between rail services to LGW from HS2 and others Completion of Thameslink project Infrastructure to enable better access from the South West to Gatwick Increased Lower Thames Crossing capacity Connect Gatwick to LHR, STN, and LTN by a fast rail service 	<p>Stated Capital Cost: Not stated</p> <p>Capacity (mppa): Not stated</p> <p>Capacity (atm): Not stated</p>	
Benefits	<p>The main benefits available are improved rail connectivity and accessibility, delivering convenience, time and safety benefits for Gatwick users who access airport by rail. Surface transport improvement should help Gatwick delivering its targets of 40% public transport mode share for air passengers and staff by the time the airport reaches 40 million passengers per annum (mppa) and achieving a quality service rating of 4.5 (1 is lowest, 5 is the highest) for all surface access transport modes and facilities by the time the airport reaches 40mppa. In addition, some improvements might support improved services for other users of BML.</p>		
Issues & Risks	<p>The main issues and risks are:</p> <p>Costs of some proposals likely to be very high, and timing against Network rail Control Periods (CPs) is likely to militate against many of these being short term options.</p> <p>BML upgrade will need to consider extent to which new capacity is made available for commuter services vs. airport services.</p> <p>It is unclear whether any of the larger projects, in the control of others would consider Gatwick a key focus (HS2, Thameslink) and even if this was the case, these are not short term options.</p> <p>BCR of new rail projects may be low.</p>		
Mitigations	<p>None identified specifically, but moves to public modes of surface transport will address CO2 and Air Quality emissions from road transport, and the dominant private car modes.</p>		
Dependencies	<p>The main dependencies are:</p> <ul style="list-style-type: none"> Planning approval for new railway and highway infrastructure Commercial interest in new rail services. 		

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ASSESSMENT SUMMARY

Strategic Fit	Improving to surface access to airports is identified within the Aviation Policy Framework as a priority in paragraphs 1.92 to 1.98. Some proposals are short term and aligned with the APF. Proposals consistent with long term options that retain or enhance the role of LGW. BML projects also create benefits for commuters so are consistent with any long term solution, where deliverable. Strategic fit with RUS / Network Rail Control Period 5 and 6 investment plans must also be considered.
Economy	If airport accessibility and integration with overall transport network is enhanced, there will be general economic benefits from air and rail sector activity. Depends on individual projects as to whether benefits exceed costs. Gatwick capacity improvements likely to deliver significant benefits to rail commuters on BML as well as improvements to Gatwick users.
Surface Transport	Expected to result in increased usage of rail services. Potential implications for existing users of BML. There could be complex inter-relationships with other rail projects.
Environment	Short term projects will have limited negative impacts, which can be mitigated through good environmental project management. Modal shift will result in reduced car journeys, and with electric train replacement in particular, will result in carbon emissions reduction and air quality emissions reductions, dependent on train loadings.
People	Public transport accessibility enhancements are supportive of accessibility for work and family reasons. Rail corridor and station improvements will benefit other travellers. Reduction of environmentally damaging emissions can contribute to an enhanced quality of life.
Cost	Costs are not identified. The Platform extension at Redhill is already funded under CP5 (see http://www.networkrail.co.uk/browse%20documents/strategicbusinessplan/cp5/supporting%20documents/our%20activity%20and%20expenditure%20plans/overarching%20cp5%20enhancements%20plan.pdf), individual cost of £25m – already committed. No costs are indicated for Gatwick Station improvements. Other proposals would not be costed specifically for Gatwick. Costs to BML upgrades may be prohibitive, but would be CP6, so not short term.
Operational Viability	Redhill platform improvements already scheduled. Gatwick station and (some) BML capacity improvements already planned. New rail routes present considerable and lengthy planning challenges. Additional Lower Thames Crossing capacity already being planned.
Delivery	Upgrade of Gatwick Station – some improvements may be possible in short term, but with BML capacity improvements mostly deliverable in medium / long term. Old Oak Common I/C part of HS2 proposal. New rail links to SouthWest and other London area airports would be long term proposals facing considerable planning and financial challenges. Lower Thames Crossing capacity already under development.