

SHORT (& MEDIUM) TERM MEASURES - EXECUTIVE SUMMARY

MEASURE SET	Surface Operations	
MEASURE TITLE	Improvements to surface access operations for Gatwick	
MEASURE SUMMARY	This measure is aimed at enhancing surface access to Gatwick, primarily by improving surface transport operations using current 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 operational 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 range of improvements to rail services and operations of highway infrastructure will enhance accessibility to Gatwick by reducing travel times, and so increasing the attractiveness of Gatwick Airport for all users.</p>		
WHAT IS THE IMPACT?		
<p>The main impacts would be expected to be:</p> <ul style="list-style-type: none"> Improved rail and road access to Gatwick Enhanced capacity of specific routes Time savings and improved travel comfort Significant trade-offs between direct Gatwick Express services and other BML services 		

MEASURE SET:	Surface Operations	Short Term	<input type="checkbox"/>
MEASURE TITLE:	Improvements to surface access (operations) for Gatwick	Medium Term	<input checked="" type="checkbox"/>

PROPOSAL SUMMARY

Proposed by:	ABTA(005), CBI(012), CILT(013), Gatwick(019), Heart of the SW LEP(023), IARO(040), IOD(039), Kent County Council, LCCI(042), London First(047)		
Proposal:	<p>This measure covers enhancing surface access to Gatwick, primarily by improving surface transport operations through:</p> <ul style="list-style-type: none"> • Using franchise negotiations to improve services • Changes to train formations and rolling stock • Changes to train routes, including new lines / cutoffs / junctions • Route, traffic and junction management strategies on roads 		
SOps-LGW-1			
SOps-LGW-2			
SOps-LGW-3			
SOps-LGW-4			
Approach	<p>The approach is:</p> <p>A range of improvements to rail services and operations of highway infrastructure will enhance accessibility to Gatwick by reducing travel times, and so increasing the attractiveness of Gatwick Airport for all users.</p> <ul style="list-style-type: none"> • Improve rail services under next franchise including dedicated 30 minute Gatwick Express rail service at 15 minute frequencies • 2 trains / hour from Gatwick to Reading, with peak longer trains • Dedicated Gatwick Express services • Improved rail services and rolling stock as part of combined Thameslink, Southern and Great Northern franchise • Longer trains on BML; • Improved Thameslink services to Gatwick (ABTA, CILT) • Airport user friendly rolling stock on services to LGW • Increase services on West London line terminating south of Clapham Junction allowing direct services from WCML destinations to LGW • Direct rail services from Kent to LGW; • Improved rail access between the Southwest and LGW • Route management strategy for M25 J1-10 and whole M23 • Controlled/managed junctions M25 J7-10 • Freeflow tolling on Dartford Crossing (already planned) • Route/corridor management strategy to improve traffic flow on A23/routes from M23 into London 		<p>Stated Capital Cost:</p> <p>Not stated</p> <hr/> <p>Capacity (mppa):</p> <p>Not stated</p> <hr/> <p>Capacity (atm):</p> <p>Not stated</p>
Benefits	The main benefits available are time savings and improved travel comfort for Gatwick users who access the airport by rail and road, and associated users of those services and networks.		
Issues & Risks	<p>Existing BML rail capacity heavily constrained, implications of intensified LGW use would affect BML with reduced commuter services at peak times, not currently supported by RUS. However, opportunities exist to lengthen trains / use spare capacity in off peak BML trains.</p> <p>Additional rail services on other lines may require infrastructure work or service retiming. New rolling stock will add significant costs to next franchises, if possible through infrastructure.</p> <p>New rail links are expensive, and not short term options. Dependent on traffic flow, low BCR.</p> <p>Highway access from London remains key limitation on competitiveness.</p> <p>Route and junction management strategies need to be viewed in wider traffic flow context.</p>		
Mitigations	No environmental mitigations are identified, but should be limited in terms of operational change projects, although full knock-on effects must be considered. Modal shift and reduction in congestion should result in both carbon and air quality emissions benefit.		
Dependencies	<p>There key dependencies are:</p> <ul style="list-style-type: none"> • Some additional services will require new railway infrastructure. • Existing services and Route Utilisation Strategy (RUS) priorities 		

MEASURE SET:	Surface Operations	Short Term	<input type="checkbox"/>
MEASURE TITLE:	Improvements to surface access (operations) for Gatwick	Medium Term	<input checked="" type="checkbox"/>

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 current Route Utilisation Strategy and franchise priorities must also be considered, as some options here are not consistent with these.
Economy	Should enhance rail access to Gatwick, but likely to have impact on other BML users, particularly at peak time unless significant infrastructure works and rolling stock investment is possible. Highway corridor management should reduce travel times. Overall, would have benefit on airport's contribution to economy, but the rail line and road routes concerned have broader connectivity and accessibility.
Surface Transport	Expected to result in increased usage of rail services by 5%, in terms of mode share (Gatwick). Potentially significant implications for existing users of BML, especially at peak time. Expected modest improvements in highway travel time. Infrastructure improvements may be implied by what are apparently operational changes. Rolling stock and timetable changes reliant on franchise negotiations, and fit with Route Utilisation Strategy.
Environment	Operational changes should have minimal environmental effects in themselves. Rail improvements can be assessed using sustainability strategies developed by Network rail, Rail Safety and Standards Board and others. 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. Balance of impact on other travellers and local communities must be considered.
Cost	No costs are identified, but corridor highway management is known to be generally low cost and effective in improving traffic flow. Changing rail franchise specifications are likely to lead to additional costs in that process, particularly if new rolling stock is involved. There will be opportunity costs on other services where improvements to Gatwick services have knock-on effects.
Operational Viability	Significant tradeoffs between direct Gatwick Express services and other BML services. Signalling, track capacity and current rolling stock may make some changes unviable.
Delivery	Significant tradeoffs between direct Gatwick Express services and other BML services. Franchise negotiations will need to be timely and in line with current Route Utilisation Strategy. Highway corridor management strategies are considered operational best practice. Would require significant co-ordinated commitment from DfT and different bodies and regulators.