

From: [REDACTED]
To: [Gatwick Airport](#)
Subject: TR020005 – Gatwick Airport Northern Runway Project - Written Representation
Date: 11 March 2024 22:35:28

Interested Party Reference number: 20044002

Issue Specific Comments on Surface Transport (Walking and Cycling)

Mole Valley Cycling Forum (MVCF) objects to this application as it stands, and wishes to make the following points:

1) Active Travel England should have been invited to provide evidence into the DCO in their role as a statutory consultee.

2) Mole Valley Cycling Forum requests that if the DCO is approved, the following conditions relating to local infrastructure changes / additions be included, funded by the airport (eg. through the London Gatwick Sustainable Transport Fund (STF)), in order to mitigate the impact on active travel users by:

a) Creating a walking and cycling route onto the airport campus from Povey Cross by creating a cycling/walking addition to the bridge at the Povey Cross entrance, accessed via a vehicle barrier. The bridge is a single carriageway at the moment, a formal cycle / pedestrian access should be provided. From here, a shared use pavement to be installed alongside the Perimeter Road North, providing a safe access for non-motorised traffic. Shared use access should continue into North Terminal (where there currently is no safe cycle access) and on to South Terminal for commuters travelling into London.

b) Installing a bus lane along Povey Cross Road from the Longbridge roundabout to Povey Cross. The road is wide enough to incorporate a bus lane without impacting the current 2 directional traffic on Povey Cross Road. The Bus Lane to be enforced by ANPR or similar system, funded by the airport in perpetuity. The bus lane should be available to cyclists. This will also address the ongoing issues of abuse by taxi and holiday pick-up drivers in the area.

c) Making Old Reigate Road a no through road at a point immediately north of Withey Meadows. This will discourage airport-associated traffic (uber/taxi drivers) from loitering in residential areas.

d) By reducing the amount of traffic in this part of Reigate Road - which is quite wide - space would be freed up and funding should be provided to create another protected 2-way cycle lane on one side of the road.

e) Extending the shared use (walking and cycling) path that currently runs from Longbridge Roundabout to Westvale Park north as far as Reigate. From Woodhatch junction this can continue over Cockshot Hill by use of the minor side road and Priory Park.

f) Resurfacing and upgrading the shared use pavement from Longbridge roundabout to South Terminal to meet LTN/120 standards.

The suggestion of removing this pavement and directing pedestrians down into the Riverside Park is totally unacceptable from a personal safety perspective. A woman was

sexually assaulted along this area in 2022 as she left the airport.

g) Providing safe, direct, out of road access for pedestrians and cyclists from Longbridge Roundabout to North Terminal. This would ideally be via a pedestrian / cyclist bridge. Currently access there only exists via a dark, muddy and narrow public footpath.

h) Completing and upgrading the pavement from Hookwood to Charlwood should meet LTN/120. There is currently a gap of 2/3rds mile of this facility which prevents residents from reaching the airport without use of a car.

Airport workers, travellers and commuters need to access the airport at all hours, and therefore pedestrian and cyclist access must be safe to use 24/7. The above combined (a) to (h) above, would enable employees and residents from Reigate, Westvale Park, Charlwood, Hookwood and Horley all to reach the airport safely, 24/7 without the use of a car.

3) As noted by the Examining Authority, there is a need for a clearer movement framework with greater detail of pedestrian and cycle routes which we understand that the Applicant has agreed to provide by Deadline 1. We reserve the right to provide further comments once we have had the opportunity to review these documents.

We also note with concern that the National Cycle Network Route 21 (which forms part of the Avenue Vert from London to Paris) and which passes through the airport from Horley to Crawley, has been omitted from all the maps provided.

Regards,
Roger Troughton
Secretary. 