

**From:** [Mole Valley Cycling Forum](#)  
**To:** [REDACTED]; [Gatwick Airport](#)  
**Subject:** Gatwick Airport DCO  
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**Interested Party Reference number: 20044002**

Mole Valley Cycling Forum (MVCF) responded to the DCO and attended the Issue Specific Comments on Surface Transport (Walking and Cycling). MVCF continues to object to this application, and wishes to reiterate the following points should the application be granted:

- 1) Active Travel England should have been involved in the detailed development of walking and cycling access.
- 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) or similar), in order to mitigate the impact on active travel users by:
  1. Formalising a walking and cycling route onto the airport campus from Povey Cross by ensuring protection of the use of the bridge at the Povey Cross entrance, accessed via a vehicle barrier. The bridge is a single carriageway at present. Formal cycle / pedestrian access needs to be provided. From here, installing a shared use pavement alongside the Perimeter Road North, would provide safe access to both the airport and the train station - which provides commuter access by local residents into London for non-motorised traffic. Failure to support protected walking and cycling to this commuter hub would have significant scope 3 impacts on commuters travelling into London who rely on this walking and cycling access to have a car-free commute. If this option is not supported, commuters may be forced to access the train station by car, impacting the 'active transport' opportunities for employees as 1000s of businesses elsewhere.
  2. Reinstating shared use access into North Terminal (where the safe cycle access has been removed) and on to South Terminal for commuters travelling into London by rail.
  3. 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 two 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 anti-social issues of abuse by taxi and holiday pick-up drivers in the area.
  4. 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.
  5. Extending the shared use (walking and cycling) path that currently runs from Longbridge Roundabout to Westvale Park, to continue on north as far as Reigate. From the Woodhatch junction this can continue over Cockshot Hill by use of the minor side roads and Priory Park, meaning a quality link from Gatwick to the significant towns of Reigate and Redhill is available.
  6. Resurfacing and upgrading the shared use pavement from Longbridge roundabout along the A23 to South Terminal train station to meet LTN/120 or similar standards. This pavement is highly valuable walking / cycling infrastructure as the only safe night-time route to the train station transport hub at South Terminal for pedestrians and cyclists. Directing pedestrians down into the Riverside Park would be removing active transport infrastructure, as the proposed alternative is totally unacceptable from a personal safety perspective. A woman was sexually assaulted along this area in 2022, as she left the airport.
  7. 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 exists only via a dark, muddy and narrow public footpath which appears to be earmarked for removal. Many airline staff stay at the two large hotels at Longbridge Roundabout and rely on this route despite its poor standard.

8. Connecting and upgrading the pavement from Hookwood to Charlwood to meet LTN/120.

There is currently a gap of 2/3rds of a 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, would enable employees and residents from Reigate, Westvale Park, Charlwood, Hookwood and Horley all to reach the airport safely, 24/7 without reliance on a car.

3) The Examining Inspectors noted the need for a clearer movement framework with greater detail of pedestrian and cycle routes, however the application still appears to be inadequate with regard to safe facilities for pedestrians and cyclists and the modal shift required, will be impossible without additional support.

We also note with concern that the National Cycle Network Route 21 (which forms part of the Avenue Verte from London to Paris) and which passes through the airport from Horley to Crawley, has been omitted from all the maps provided and we hope that in your review, you have considered its presence.

The Travel Steering Group needs to include Active Travel England and Mole Valley Cycling Forum as consultees and another Appendix is needed to demonstrate the routes from Mole Valley (at Povey Cross and Longbridge Roundabout).

Finally, the measures for % shift to active transport appear to require only for a shift to have occurred. The requirements give no requirement for a sustained shift, the Forum requests that inducements are included that will ensure the on-going use of active transport by airport employees.

Sent on behalf of the Mole Valley Cycling Forum,

Roger Troughton

Secretary, [Mole Valley Cycling Forum](#)