

Interested Party number 20042180

Funding for Future Mitigation The ExA notes that Charlwood Parish Council within its WR [REP1-125] has requested GAL to provide a £5 million infrastructure fund to implement future projects that are identified as suitable mitigations to impacts caused by the airport expansion that may not yet have been identified. Can Charlwood Parish Council provide more information in respect of impacts it considers may not yet have occurred and what projects the monies are likely to be required for? Please also provide a summary of how the figure of £5 million was arrived at.

GAL forecast 9 – 11% of additional road traffic will pass through Charlwood Parish. Such an increase will increase the risk of danger particularly to vulnerable roads and will certainly be a deterrent to residents wishing to walk, cycle and ride their horses around our roads and country lanes. There are a number of public footpaths and bridleways which become unusable in winter, forcing users on to the road network. If the roads are too unsafe or too oppressive for vulnerable road users to use, our community will be further impacted. Resurfacing of our public footpath and bridlepath network will provide safe commuting and leisure routes for residents who may no longer feel safe riding on our roads and lanes due to this increased traffic.

Driving standards around the airport are notably lower than average due to the fact that people travelling to / from the airport may not be familiar with driving on UK roads, and are often pre-occupied with reaching the airport in time for their flight, or worrying which car park or terminal they should be heading for (people regularly stop on the motorway hard shoulder to check terminal). With funding to enable land purchase for additional rights of way, a fully functioning and effective network could be available to provide an alternative to car use.

Car use will otherwise further increase as current pedestrians and cyclists are pushed in to car use for an increasing proportion of journeys.

The figure of £5m comes from forecasting cost of overhaul of non-motor traffic routes plus additional funding for purchase of land to provide additional routes and for ongoing maintenance.

Upgrading a bridlepath surface has a cost of £48k per mile

We have approximately 15 miles of bridlepath £720k

Upgrading a public footpath surface has a cost of £24k per mile

We have approximately 40 miles of public footpath £960k

Installing a new pavement has a cost of £224k per mile

We have approximately 10 miles of missing pavements £2.2m

Installing new shared use walking & cycling path has a cost of £150k per mile

We have approximately 6 miles of pavements that have the potential of being upgraded to shared use (statutory standard, e.g. LTN120) in the nearby vicinity, plus numerous other stretches further away but would provide locals with out-of-road options, £900k

Overall £4.7m + maintenance budget