

THE REIGATE SOCIETY

The Civic Society for Reigate, Redhill and Merstham

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Dear Sirs

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**HE REPORT N0. 38 (updated June 2012)
AN UPDATED LOCAL TRANSPORT OVERVIEW
(in conjunction with reports previously submitted)**

The objective is to discuss recent developments that may materially effect transport and carbon emission.

1.0 Recent Developments :-

1.1 The research, development, and construction of Refinery processes for the conversion of **GAS to OIL** are now in operation.

1.2 The process of **“Fracking”** enables substantial volumes of Gas to be released from the Jurassic geological strata.

1.3 These developments have to be related to the previous estimates for the remaining life of low cost carbon fuels, carbon emissions and the Government carbon tax designed to reduce fuel consumption and carbon emissions both locally and internationally.

1.4 There is little doubt that nations with growing populations need low cost sources of sustainable energy to support their needs.

1.5 Some comparable but approximate figures have been produced at Cambridge to show the relative energy consumption of various forms of transport.

Energy consumption in kilo-watt hours to carry one tonne a distance of one kilometre;-

Air freight	---	1.6
Road freight	---	1.1
Rail freight	---	0.1
Shipping freight	---	0.05
Electric car	---	0.1

Approximate and with a range problem.

2.0 Sustainability and Logistic Options-

2.1 Sustainable energy sources in the Redhill area are likely to be limited to solar energy and that other sources such as wave, wind, hydro, tide and tide flow will only be available elsewhere and in any event suffer from the normal electrical transmission losses.

2.2 It is suggested that the carbon emission and cost of transport for goods in the drive for low cost export growth will be lower if work places and homes are positioned close to a Port. Perhaps the most cost effective location with the lowest carbon emission for export related development will be on white land within a good and free flowing access to shipping ports and routes.

3.0 Suggestions for Consideration ;-

3.1 If export related work places are to be provided locally then it is suggested that easy access to the Motorway will be necessary in the interests of low cost and low carbon export competitiveness. The lowest cost solution for this connection is likely to be at a road bridge over the M23, possibly East of the A23 at Salfords. Reduced through traffic flow on the A25 might benefit Godstone, Bletchingly, Nutfield and Redhill.

3.2 Alternatively might it be possible to reactivate the abandoned section of the Canadian Army Bypass route even if modification is necessary at the ES Hospital and at housing and school sites further to the West?

Yours Faithfully

J M Chittenden
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