



Location and Transport



Good Practice

- New development should be located close to local travel destinations (such as the town centre) or where there is good access to public transport**
- New development should be located away from areas liable to flooding, and should not be dependent on transport links (roads, footpaths etc) liable to flooding**
- New development should include facilities to support the use of low/zero carbon fuelled vehicles, such as the charging of electric vehicles from green electricity sources and measures to reduce private car use**



Background

Location of new development, the need to travel and climate change

Average car use generates over 3 tonnes of CO₂ emissions a year, equivalent to approximately a third of the household generated CO₂. Nearly half of all households in the Borough have two or more cars.

The location of new development, in respect of the need for people to travel to places of work, shops, schools and entertainment, can have a significant impact on CO₂ emissions. By locating new development near to public transport services, the need to travel by private carbon-fuelled vehicles can be reduced. Accessibility to public transport in the Borough has been modelled on the basis of Woking town centre as the primary destination. Reference to the Public Transport Accessibility Model (PTAM) provides a general indication of how dependent the occupiers of a new development may be on private transport.

Above Woking Rail Station.

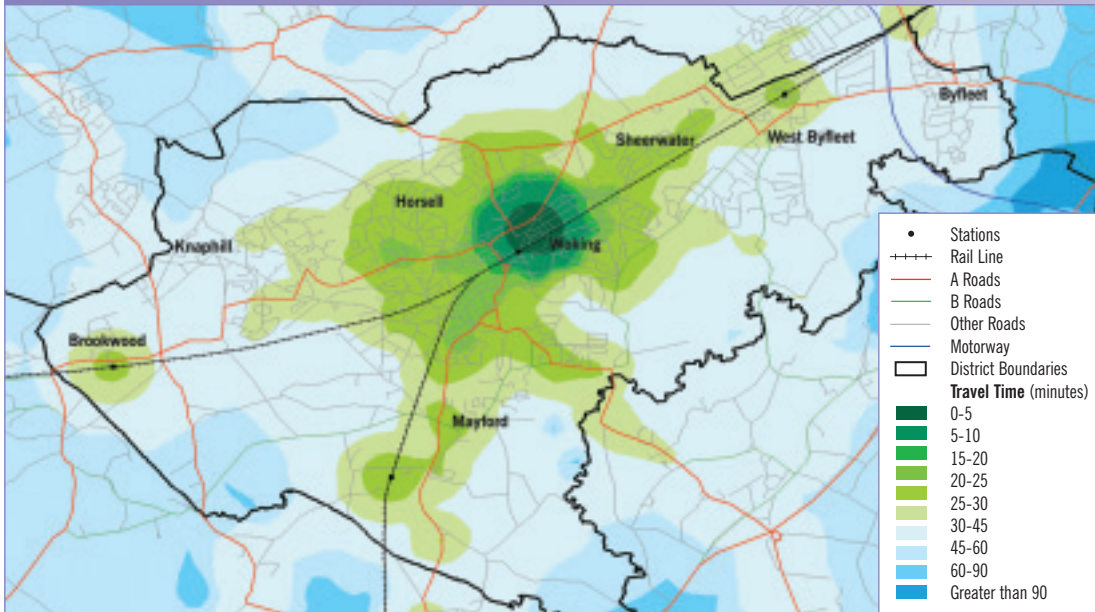
CLIMATE NEUTRAL DEVELOPMENT

A good practice guide





Public Transport Accessibility to Woking Town Centre



Source : Surrey County Council : Public Transport Accessibility Model 2002 .

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Flooding

With significant increases in winter rainfall predicted for the South East, it will become increasingly important to site development away from areas liable to flooding, and to ensure access and transport links to and from a development are also not liable to flooding.

The Environment Agency (EA) provides information on areas liable to flooding in its Indicative Flood Maps. These are regularly updated and take into account the increased risk of flooding due to Climate Change. The EA also provides advice on carrying out Flood Risk Assessments.

Transport Energy Schemes

Schemes such as car clubs can offer significant reductions in reliance on private car-borne transport and substantial financial savings for their members. When provided as part of a new development, vehicles should be low carbon, low toxic pollutant, alternative fuelled (such as natural gas, liquefied petroleum gas, hybrid electric/petrol, electric where charged from sustainable or renewable energy sources, biodiesel and hydrogen). Such schemes require a refuelling or charging system on site or nearby (e.g. an on-site solar photovoltaic or CHP charging system for electric vehicles).

The Council plans to install electric charging points in its multi-storey car parks which are already supplied by sustainable energy, to provide door to door low or zero emission transport opportunities as well as extend the driving range of electric vehicles.

Further information

Information on setting up and running car clubs is available at: www.carclubs.org.uk

More detailed advice is available in the good practice guide for planners and developers 'Achieving low car housing : the role of car share clubs' (Carplus, 2002)

The current Indicative Floodplain Map for Woking can be viewed on the Environment Agency's website: www.environment-agency.gov.uk

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