

THE REIGATE SOCIETY

REPORT NO. 34

ANNUAL TRANSPORT COMMITTEE REPORT for 2012.

1.0 Recent Developments ;-

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

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

1.3 These major developments need to be related to the previous estimates for the availability and remaining life of low cost carbon fuels, carbon emissions targets, global warming, the Climate Change Committee fuel tax and the Act of parliament.

(see Report No. 24)

1.4 THE RISK of a high carbon tax on UK fuel is that industrial and other costs may inflate and export prices rise to uncompetitive levels, unemployment may persist, unless all nations apply similar taxes.(see reports No. 24 and No. 25 etc.)

2.0 The Localism Bill, LEP growth, Transport and related problems.

Our Report No. 33.1;- This report attempts to review the peripheral routes that commercial and commuting traffic drivers use now to bypass REIGATE and REDHILL The effect of this traffic diversion is that;-

I. Residential routes and areas are subjected to air, noise pollution and related problems

II Some rural routes are inadequate and some routes pass through village and town Conservation Areas with Antiquities that are being damaged, (all sites are listed in the SCC publications).

III The proposal involving theto near double the Boroughs population within the planning period, the development of Croydon, West Sussex , and our adjacent LEP areas may result in an unsustainable development and transport system unless long term transport plans are at least prepared to accommodate commercial traffic flows.

It has therefore been **SUGGESTED** that a traffic route contingency plans be prepared before new development obstructs the few remaining options.

3.0 Transport Sustainability ;- Some comparable but approximate figures have been produced in Cambridge to show the relative energy consumption of various forms of transport.

Energy consumption in kilo-watt hours required to move 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 at present

J M Chittenden

Chairman of the RS Transport Committee. (APRIL 2012)