

Area Action Plan **A23 / A25 REDHILL TRANSPORT HUB**

Objective to remove and convert both **Lombard and Station roundabouts to signalised crossroads which will restrain vehicle trips and reduce highway capacity on this A23 bypass route,**

1.0 The REIGATE SOCIETY (RS) COMMENTS ;-

1.1 . The RS considers that the Road capacity will be severely reduced by the proposals and by implication reduces the capacity of the A23 London - Brighton Road bypass at its junction with the A25. Maidstone - Hampshire road. It is further considered that that this road capacity is needed for the economic well-being of the growing population, details of which are set out below. .

1.2. The SCC Traffic Report draws attention to the fact that the Motorways are running at or more than design capacity.

1.3. The "ORBIT" Report dated 2003 states ;- We consider that developments in the vicinity of the M25 which generate large volumes of vehicle trips should be controlled so that the benefits of the newly provided Trunk Road capacity are not eroded.

1.4. Ramp Metering has now been introduced on Motorway Access slip roads so that traffic wishing to use the Motorway Route can be held in a queue at times of Motorway congestion.

1.5. Vehicles transferring from M25 and M23 to the A25 and A23/A217 (London -Hookwood Road) periodically cause grid lock and disrupt the local economy.

1.6. "SEEDA" and the "Regional Partnership" recognise that efficient transport networks are critical to the success of the Region"

2.0. Logistics and Population Growth ;-

It is understood that the traffic flow model may be less than the predicted National transport growth figure, but includes for the population growth within the Borough and Crawley until 2016, but makes no allowance for future decades, or for the 300,000 plus homes to be built along the A 23 & A25 planning corridors of opportunity.

2.1. In considering the proposed restrictions the question arises as to how the vehicle drivers, on their way to a place of work, will seek to avoid the Redhill main road obstructions..

2.2 It was agreed that they either give up or resort to the alternative Routes listed below.

2.3 East/West A25 ;- Historically each ancient Parish Village located on the sandstone ridge had routes to the South as access to their hunting grounds, as a result there are no satisfactory E/W routes through Tandridge other than the A25. Hooley lane is considered to be an unsatisfactory alternative East / West route.

2.4 North/South A23 ;- Linkfield lane, Linkfield Street, A217 Cockshot Hill & A25 Reigate High St., The Single track roads of Chart lane, & Park lane. There are other routes through Tandridge villages and pebble Hill in Mole Valley.

2.5 It is unusual to transfer traffic flow from a bypass "A" class route to an unclassified residential street or rural road without it being reclassified to secure appropriate grants for capital and maintenance funds. The alternative traffic routes listed below are of substandard width, alignment, structural strength and will need a substantial capital and maintenance expenditure.

Have these financial costs been included in the COST / BENEFIT study of the scheme?

2.6 It is unfortunate that there are no satisfactory alternatives to the M25 / A25 South of the Thames. The A27M has still to be completed and it is for this reason that the Society is opposed to the proposed restriction of traffic flow in the Redhill Hub until alternative safe provision is made for all users.

2.7 The REIGATE SOCIETY REPORTS No,s 1 to 7 have attempted to address the transport logistic, safety, and Human problems associated with travel to work and School.

3.0 The Lombard Roundabout and Proposed Signals;- It is agreed that this roundabout is off center and may need a modified design to cope with the projected traffic flow

3.1 The new and existing populations will generate transport logistic requirements for industry, construction and waste disposal, (including the recovery of valuable materials) Will the projected time delays increase the costs of transport. to the SCC and Industry?

4.0 RS Detail Comment on the Action Plan;-

It is suggested that the concept of the Area Action Plan needs to be reviewed;-

The expansion of Redhill to the East, the obstruction of the A23 bypass route and the A25 might be abandoned and replaced by expansion to the West as discussed at the meeting. The building of homes on the Station car park is less than satisfactory in that they will suffer noise and air pollution from rail and road in the case of the latter because the valley to the south as far as Brook Rd. is hedged in by the two high Railway embankments that inhibit air circulation. It is contended that the area in front of the station needs to be reserved for " Transport Hub" activities ie. taxi, bus, car, cycle parks,and a new access tunnel under the Railway for pedestrian and cycle safe routes to an expanded School, Housing, Industrial park and Recreational areas to the East of the Railways.

4.1 It is appreciated that a future reconstructed Station, may need to incorporate retail, offices,and work places with a high level pedestrian access over the A23 to the Town Center (All as suggested by the RS Redhill Committee several years ago).

4.2 It is also appreciated that the proposal to reconstructed the Bus Station may present an opportunity to extend Sainsbury, an extension of the underground car park with the Bus Station above and Retail / Office work places at high level giving access to a bridge connection between the Town and Station platforms mentioned in 4.1 above.

4.3 Any such scheme might have the advantage of reducing the amount of pedestrian and vehicula traffic crossing the A23 at grade access to School, Station,industry and recreational areas beyond. .

J.M.Chittenden

For and on behalf of The Reigate Society (March 2010)