



The Civic Society
for Reigate, Redhill
and Mersham

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**MAc-- The REIGATE
SOCIETY (RS)**
Report No. 64 DRAFT
for discussion
jc/bh APRIL 2015
**REIGATE &
BANSTEAD
DEVELOPMENT
PROGRAMME**
REIGATE TRAFFIC &

ROAD SAFETY

THE METHODIST CHURCH PETITION for a 20 MPH Speed Limit:-

Road and Pedestrian safety issues were raised at the recent meeting of the RS Transport Committee with the request that support be given to the petition submitted to the SCC as Highway Authority.

1.0 THE PEDESTRIAN SAFETY PROBLEM at the A25 REIGATE High Street:-

The petition submitted sets out the difficulties experienced by pedestrians when crossing REIGATE High Street.

1.1 The recent city traffic survey carried out by TOM TOM TRAFFIC indicated that city gridlock had worsened in most towns during the last year and that the average amount of time wasted by the many vehicles amounted to 129 hours per year. This figure is important and needs further investigation because it represents a massive reduction in transport productivity and an increase in costs at a time when all are concerned about the reported drop in UK productivity. Traffic queues at the approaches to our Town increases vehicle journey time and drivers suffer frustrating and costly delay.

1.2 A few drivers appear to regard the signal controlled pedestrian crossing near "Boots" as a STARTING GATE. Pedestrians crossing the road further to the West have no information about the Green Man crossing phase and may start their journey across the A25 High Street just as vehicles accelerate away from the signals, young and old can find vehicles bearing down on them before they have reached the safety of the opposite footway.

1.3 **IT IS SUGGESTED** that information be provided to pedestrians and wheel chair users, at the two Westerly crossing points, as to the green man phase at the "Boots" pedestrian crossing. Should it be decided to provide this information with supplementary traffic signals it may be necessary to link them together so that the **through traffic capacity** of the High Street is not reduced.

1.4 As far as traffic calming is concerned Road Humps, and Tables seem to have reached their sell by date in that they present a potential safety hazard to some road users and have little or no calming effect on 4 by 4 vehicles with updated suspension systems, in addition the impact loading from heavy vehicles can cause damage to road and property foundations.

1.5 Should it be decided to proceed with the 20 MPH speed limit investigation. The Old Town Hall traffic bottle neck site appears to be the best location to establish the average vehicular speed.

2.0 FUNDING for A25, A23, and A217 Road safety:-

Now that the SE Plan for Homes has started and traffic growth is with us, it is suggested that the Development Levy should make a contribution to both road capacity and safety.

JOHN CHITTENDEN