

## THE REIGATE SOCIETY

### AD REPORT No, 3 SAFETY;- at REDHILL Transport HUB

a. It has always been considered that road safety should be given the highest ratings in road design and the Road Research Laboratory has made many studies and recommendations.

Whilst the concept of “ Living Streets “ is now being advanced the operation of such a system on busy roads in Redhill will need to be introduced with great care and may result in a further increase in the Boroughs poor road accident record. The normal rule is to aim for as much traffic segregation as can be achieved.

b. Our new towns (new in 1950s) and the Dutch Urban system are similar and founded on the segregation of pedestrians and cyclists from cars, HGV and faster through traffic..

c. There seems to be a safety factor involved when pedestrians cross the busy A23 bypass to get to the SE Quadrant. .

d. The 1975 Redhill pedestrian scheme incorporated a high level footbridge to the station, but the scheme was deleted as a result of budget cuts. A new footbridge provided with escalators might ensure the active and safe use of any footway structure provided. New safe pedestrian and cycle tunnels are now required on the North side of the railway bridge over the A25 to cater for the growing residential population to the East and for a safe route to school together with an improved access to the Redhill Station Hub and any new platforms found to be necessary.

e. I am unable to recommend a gyratory road system on the grounds of noise and air pollution, increased risk of accidents, lack of traffic segregation and the resulting poor access to the town centre for pedestrians and cyclists. It is also suggested that direct access to the A23 bypass be tightly restricted to reduce the risk of pedestrian and vehicle accidents. Any restriction to traffic flow on the A23 bypass is likely to result in the transfer of vehicles to other routes within the Borough including the A217.

#### Roundabouts and Traffic Signals.

##### Advantages (of Medium to large diameter roundabouts)

- a. Reduce traffic speed, slowing vehicles at the junction approach.
- b. Reduce accidents associated with the Right Turn Movement.
- c. Enables all vehicles to change or reverse direction rather than turn at a T junction .
- d. Continues to operate during an electrical Power failure and avoids grid lock.
- e. Has low energy use and costs once constructed, compared to traffic signal schemes.
- f. Maintenance costs tend to be low and damaged and vandalism is normally minimal.
- g. Some drivers attempt to beat or jump traffic lights this does not occur at roundabouts.
- h. Can accommodate pleasing landscaping and planting schemes.

##### Disadvantages ( Small roundabouts in particular)

- a. Some drivers tend to drive over the white disc and do not reduce speed.
- b. Unbalanced tidal traffic flows or **design problems** or overloading can result in congestion. In which case traffic signals may need to be installed to measure and allocate road space. However the capital cost is high and annual maintenance charges together with vandalism and vehicle damage costs need to be included in the budget estimate.. An alternative traffic layout and routing for the A25 (in addition to the bypass proposal) may be worth investigation.

J, M. Chittenden ---- Updated 10.08.09.