

THE REIGATE SOCIETY Transport committee

REPORT No. 4b TRANSPORT. July 2009

In considering the likely effect of the continuing and proposed population expansion within our and adjacent Districts, it is difficult to assess and evaluate all the known and the unknown factors. However there are a few guide lines that need to be considered before an initial and provisional appraisal can be made.

1.0 During the 1930 - 1939 general expansion of greater London which resumed in the 1950 - 1974 period efforts were made to accommodate the need to travel and Dual Carriageways were provided with service roads, footways, and in some cases cycle tracks. Bypass schemes were also provided. (Examples A24 Mickleham, A22 Caterham, A217 Banstead, etc.) but other routes were not improved and as a result we now have severe traffic problems in the Greater London area. The human costs of Road Traffic Accidents in the Greater London area need to be considered and projected into any unplanned expansion of London transport systems into Surrey.

2.0 In Greater London the TRL study indicated that in the year reviewed the Police reported **44,500** personal injury accidents. However the Hospitals records indicate that they treated many more and the TRL reports that the Police figure needs to be increased to **68,500** persons injured on London's roads. The suggested reason being that some of those injured do not report their accident to the Police. Approximately **30 %** of all accidents involved Two Wheeled Vehicles.

3.0 It is currently proposed that greater use be made of cycles as a means of transport. However several members of the Society have pointed out that the existing cycle lanes on the A25 and A23 are not safe and are discontinued where the road has a sub-standard width, in addition it is noted that sections of cycle lane are obstructed by parked vehicles and Bus Stands In considering the proposed housing expansion scheme of 10,000 (12,500 ?) homes it has been suggested that a safe network of cycle / pedestrian routes be established between housing estates and the transport hub facilities.

4.0 In July the Society was in receipt of a letter from James E. Brathwaite CBE Chairman of the SOUTH EAST ENGLAND DEVELOPMENT AGENCY (SEEDA) in response to the report "The Reigate Society and Transport". The Chairman states "That efficient transport networks are critical to the success of the region", "That £20m has been identified as being potentially available for investment in the Reigate/Redhill area, with that funding being available from 2014/15." It was recommended in the societies report, formulated after considering proposals for the restriction of traffic flows on the A23 /A25 as set out in the Redhill Town Centre Area Action Plan-Preferred Options (pages 46&47.) It is now a matter for the SCC and Reigate and Banstead to consider an application for additional funds for the long term provision of a safe, effective, efficient, and economic transport system.

John Chittenden. . .