

**Report No. 7 OVERVIEW . (With summary of reports No. 1 to 7 )**

TRANSPORT, Economic Development Sustainability and  
Core & Corporate Strategy for a low carbon Economy

**Report No. 7 LDF Consultation OVERVIEW .**

**September 2007**

**Objective:-** To review previous reports and suggest priorities.

**Report No. 1 REIGATE SOCIETY & TRANSPORT.**

The report considered ;-

The traffic problem of REIGATE High St. **Conservation area.** Including grid lock, air and noise pollution, damage to the early Georgian Town Hall.

The previous bypass schemes including the 1980's Northern Relief Road proposal that was subsequently abandoned.

The M25 "operating at or above design capacity,"

The growing trend for M25 traffic to transfer to the A25.

**The failure to complete the M23** and the resulting traffic transfer to the M25 and the A217. as the preferred route into and out of London.

The LDF action plan proposal "A need to suppress A23 vehicle trips" on the Redhill bypass route leaving the only alternative option the A217 & A25 through the Reigate High St.

The A217 Rail Level crossing North of Reigate.

**The Request for a Reigate and Redhill Bypass relief Road.**

**Report No. 2 THE TRANSPORT HUB**

The report considered;-

The Methods adopted in Northern Europe.

**The need for safe, effective, efficient, and economic means of access to the HUB**

The effect of planning regulations on the provision of off street parking spaces, -- at home, at work, Rail station, School etc.-- results in on street parking and the serious obstruction of the Right of Highway.

The Core Strategy Proposal to build on Railway land rather than provide secure parking for vehicles and cycles.

The failure to appreciate that unless a safe, unobstructed route, with secure parking for cycles is provided few will transfer to the bicycle and that those that do will be at risk. Other Reports considered the problem of Road Traffic accidents and in particular the reporting of accidents involving two wheeled vehicles.-(Note the published cost of road traffic accidents)-.

Report No. 3 Accidents at Roundabouts / Traffic Signals - Redhill HUB-

The report considered;-

The cost / benefit of providing and maintaining Traffic signals compared against Roundabouts in a low carbon economy

The risk associated with signal jumping

Report No. 4 Some of the effects of Population Expansion;-

The report considered;-

Some of the likely effects of poorly planned expansion, involving road traffic accidents.

Some aspects of South England Development Agency policy.

### **Report No. 5 CONFLICTING OBJECTIVES**

The report considered ;-

The personal problems posed by unemployment

#### **The demolition of work place buildings**

The Need to be able to travel safely and economically to a new work place.

The problems of parking on or off the Highway

Local obstruction to traffic flow and measures that need to be taken if the equivalent of a new town is to be created.

**Drainage problems** that need attention.

Other community matters that need to be resolved.

### **Report No. 6 APPRAISAL of ENVIRONMENTAL PROBLEMS.**

The report considered ;-

The problems of finding employment, in rural and coastal areas.

The need to reduce debt in a low carbon economy.

The opportunities and priorities that might be given to the further development of Port areas in the UK. (including power Generation)

The need to provide an **M27 Motorway** in the South.

## **REPORT No. 7 OVERVIEW SUMMARY**

**7.1** It appears that in setting a high density housing objective within some locations, the Government and Agencies do not seem to have emphasised that consideration be given to:-

**7.1.1** Problems that will arise in adjacent Districts eg. River mole drainage and Gatwick expansion.

**7.1.2** Trunk and other Road traffic overload.

**7.1.3** How the **Railway Authority** might provided additional facilities to accommodate the travel requirements of the new populations scheduled for expansion and growth along the entire route.

**7.1.4** The funding and cross border corporate plans for Health, Welfare. Education, and Retail parks etc.

**7.1.5** The need to provide a local source of sustainable energy.

**7.1.6** Programmes for the introduction of a low cost low carbon economy.

**7.2 Are these not matters for the Regional Government to resolve with all local authorities before any further interim building developments curtails the number of options remaining ?**

**7.3 Other Problems to be resolved;-**

**7.3.1** **The summer** drought in the SE, the predicted temperature rise, the increased frequency of winter storms and rainfall .

**7.3.2** The rising sea levels of 3 - 4 mm per year and the ingress of sea water into the Chalk Aquifer water supply as has already occurred on the IOW.

**7.3.3** Geological tipping movements involving the long term settlement and submerging of parts of the East coast and the rising land mass in the West.

**7.3.4** All have implications for long term planning that may involve the progressive relocation of populations away from the SE problem areas.

**8.0.** Bearing in mind the foregoing summary and the immediate problems of ;-

( i ) High Unemployment,

(ii) National and Personal debt.

(iii) The balance of payments deficit and the need to export.

(iv) The objective of a low cost, low carbon economy.

**8.1** It is suggested that the first priority for expenditure should be the provision of work places with a supportive Transport system and Business Rate structure.

**9.0.** That the location chosen for this expenditure should be ;-

( i ) Areas of high Unemployment.

( ii ) Areas where it is possible to establish a low carbon economy ie one with short transport distance and low costs.

( iii ) Areas with an adequate and developing local low cost power supply

**10.0.** In the **SOUTH EAST** as a second priority attention needs to be given to failings in the Infrastructure before thought can be given to population growth based on a low cost low carbon economy.

Eg. The extension of the new Hastings and Bexhill bypass to a complete M27 Route & the completion of the M23 Northern section.

**10.1** In the case of the **District of Reigate and Banstead** The proposed housing development figures are far too high when considered against the objective of a low carbon economy, **the existing and projected through road and rail traffic overload**, pollution, bridge access **safety** requirements, the demolition of work places with the associated need to travel and River Mole water quality, drainage and balancing pond problems.

**10.2** The Society still requests that provision be made for the design and protection from development of the **REIGATE Relief Road**.

John Chittenden

For and on behalf of the Reigate Society Transport Committee

October 2009