

\*  
\*  
\*  
\*

**\*THE REIGATE SOCIETY**

**\*TRANSPORT SUB - COMMITTEE**

**\*REPORT No. 15. LOCAL LOGISTIC PROBLEMS**

**January 2011**

**\*1.0 OBJECTIVE:-**

- \*1.1 To review the Logistic needs of an expanding population within the transport corridor between London and the Sussex Coast.
- \*1.2 To consider the present and possible future effect of housing costs.
- \*1.3 To bear in mind the Reports previously prepared and submitted .
- \*1.4 Attention is drawn to Reports No. 1, to 16.

\*

**\*2.0 Notes on the Transport Sub - Committee discussion:-**

- \*2.1 It was considered that some of the high cost housing in the area, close to town facilities and enjoying the benefit of the Green Belt, may be occupied by persons employed in local Business and Industry. But a substantial proportion of residents appear to travel by Rail, Road and Air to other locations. It was reported that the Helicopter Taxi service has grown in recent years.
- \*2.2 It was noted that there is a substantial traffic flow through the greater district area and that unclassified urban and Rural roads are used as alternatives to the main traffic routes due to inadequate capacity and or obstructions.. It is suggested that this diverted traffic flow is damaging to the weaker and narrower road structure, creates noise, air pollution and may cause vibration damage to other structures. It is also suggested that these diversion routes are not efficient in that they involve the consumption of more energy, are time consuming and may result in higher accident rates, claims and receive little or no winter maintenance attention..
- \*2.3 The possibility of reducing or suppressing traffic flow was considered and discussed. For this to be effective it is suggested that the Home to the Work place distance needs to be reduced in future housing developments ( see Reports No. 5 and 13 for other suggestions)

\*

**\*3.0 Sample surveys and possible effect of High Cost Housing:-**

**\*3.1 Random sample survey and travel patterns:-**

- \*A team of 6 persons -----Home Town Manchester
- \* 2 persons --- resident local Hotel----- “ “ Barry South Wales.
- \* 1 “ --- “ Camper van ----- “ “ N. Ireland.
- \* 2 gardeners ----- “ Hollingbourne Kent.
- \* 1 Bank Teller----- “ Croydon
- \* 2 Technicians ----- one Chester, one Manchester.
- \*A team of 6 persons ----- Homes Croydon / S. London.
- \* 4 persons ----- Home base Southampton.
- \* 4 Hair Dressers ----- from Caterham, E.Grinstead, Smallfield, Epsom.
- \* 3 Technicians -----from N. Chichester, Hailsham and Hastings.

**In discussing possible rising fuel costs with young working travellers the response was that the Employer would need to cover the extra costs of travel.**

This sample may be of interest and indicate a housing need but does not account for the present local unemployment figures although the closure of local industries and transport depots may have had some effect.

\*An Origin and Destination survey may give an updated indication of through traffic flows through the Borough.

\*3.2 There is little doubt that rising fuel costs will make long distance car, van or Rail commuting expensive, but subsidised vehicular traffic may still create logistic problems..

\*

**\*4.0 Conclusions:-**

\*Any proposal to substantially increase the population of the Reigate / Redhill area and adjacent **Local Enterprise Partnership** areas present logistic problems that need to be addressed.

\*In carrying out this review and in view of the proposed traffic suppression proposals for the A23 and A25 Redhill Area Action Plan and the possible transfer of traffic to other unclassified residential routes through the Borough (yet to be reported upon).

\*There does not appear to be a case at present to change the recommendations made in the previous reports submitted by the Society.

\*For and on behalf the Transport Sub Committee.