

THE REIGATE SOCIETY

REPORT No 26.1 REIGATE SOCIETY (RS) Transport Committee

REIGATE & BANSTEAD DMSA & DPD August 2011 / Jan 2012.
REDHILL TRAFFIC LOGISTICS for the 2026 + Population.

1.0 OVERVIEW ;- (Please see other reports submitted)

1.1 There may be a need for an improved access to the proposed “Sainsbury” retail facilities but there seems to be no point in providing a right hand turn facility on the A23 in Redhill as it will disrupt and reduce traffic flow on the A23 Bypass Route and encourage drivers to find alternatives.

1.2 It is suggested that consideration be given to the problems of others and in particular to the **noise** and **air pollution** caused to the residents on the alternative routes.

1.3 If the Borough and adjacent areas are to be the subject of a massive population expansion and employment found for all within the export growth and climate change objectives. Then there should be a careful appraisal of the long term logistic and environmental needs of the expanded community and methods established as to how those needs might be met rather than leaving the matter to chance and hoping that everything will be alright in the end.

2.0 EXAMPLES of TRAFFIC FLOWS;- (See Report N 33.1)

2.1 The safety and environmental suitability of Linkfield lane, Linkfield Street, Chart lane, Park lane and **Reigate high street** as alternative routes to the A23 need to be considered as part of the whole transport area, rather than treat sites individually and hope that a squeeze in one place won't emerge as a problem elsewhere

2.2 Similarly the alternative routes through Merstham and Watercolour to the North and Hooley lane and St. Johns Road to the South need to be reviewed as alternatives to the A25. All traffic growth and any new delay introduced in Redhill will involve diversions that ultimately again pass through the **Reigate High Street** gyratory system although some traffic may find it's way through Price's lane and Beaufort Rd both of which have a residential populations.

3.0 CONCLUSIONS;-

3.1 The population growth proposals for our and adjacent LEP areas with the need for employment growth will generate demand for transport logistic plans that will need to remove the large and growing through traffic flows from populated centres where pollution is already a problem.

Contingency plans are now required for new accesses to Motorways so that import and export logistic traffic movement can be contained within suitable and dedicated routes.

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for The Reigate Society Transport Committee (updated April 2012)