

The Civic Society for Reigate, Redhill and Merstham

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Dear Sirs

20.

02.2012

REPORT No. 33.1

(RS) Transport / Logistics Committee.

LOCAL DEVELOPMENT FRAMEWORK (LDF).

PUBLIC ADOPTED PERIPHERAL BYPASS ROUTES for Reigate and Redhill.

1.0 INTRODUCTION;-

1.1 Whether we like it or not Reigate and Redhill are situated at the junction of North /South and East /West major and growing trade routes. Traffic delay and congestion has encouraged frequent travellers and some commercial vehicle drivers to find alternatives to the A25 , A23 and A 217 through the two towns.(see the attached map)

2.0 A BRIEF HISTORY;-

2.1 The Canadian Army Bypass scheme was constructed and later partially closed .

2.2 The Reigate Relief road scheme was designed and subsequently abandoned because it lacked the capacity to deal with the traffic growth.

2.3 A Ring road, Bypass scheme with park and ride facilities has been considered in the past.

2,4 . The regional government made funds available for any works necessary to accommodate an expanding population but this was subsequently withdrawn.

3.0 TRAVELLERS ADOPTED PERIPHERAL BYPASS ROUTES.

3.1 Some of the bypass routes used to-day are shown in **RED / YELLOW** on the map attached together with existing industrial / Air port /business / commercial / and depot sites shown in **PINK**

3.2 Some sections of the Routes used are of inadequate width and strength with poor sight lines and associated road safety problems. In residential areas vibration problems together with noise, air pollution and again road safety may present a problem with further through traffic growth..

3.3 Locations marked with circles and * have particular problems in that they are listed **Conservation Areas** with some narrow streets, bridges and historic buildings.

3.4 The dotted route shown at Meath Green, Horley, is the present proposal for the road connection of the A 23 and A 217 to accommodate the proposed housing development in the Horley NW quadrant.

3.5 Local bypass schemes may prove to be necessary to protect Conservation and other areas where the projected traffic growth along the

yellow routes is likely to cause stress..

4.0 PREVIOUS REPORTS ;-

4.1 Many transport related problems have been addressed in the previous Reigate Society reports

4.2 In report No. 32 the transport overview was presented and included the risks of Debt, unemployment, the best location for export growth, Solar energy, the Electric car, the fact that the population is increasing and that new sources of energy may become available, all bearing in mind that the European carbon emission reduction objective has not yet received international acceptance.

5.0 THE PERIPHERAL ROUTES that bypass Reigate and Redhill

5.1 In considering the present and predicted transport requirements for the export growth objective, the logistic demand presented by the LEPs initiative for the provision of homes and work places for the growing population

5.6 It is suggested that consideration be given now to the growth of the peripheral logistic through traffic flow and the Infrastructure levy funding needs of the long term transport objectives of the LEP area.

Yours Faithfully

J.M.Chittenden.
Chairman of the RS transport Committee

THE REIGATE SOCIETY