



The Civic Society  
for Reigate, Redhill  
and Mersham

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**MK -- TRANSPORT REPORT  
NO.73.4**

**REVIEW of the REIGATE  
SOCIETY (RS)  
CONTRIBUTION to the  
LOCAL LOGISTIC DEBATE.**

1.0 EARLIER DECISIONS;-  
1.1 The CANADIAN ARMY in

the 1940's provided REDHILL with a Southern Bypass for the A25. This 3m wide Concrete road remains in position, but the Eastern section has been abandoned and is obstructed at two locations.

1.2 It is noted that it is proposed to widen (by hard shoulder running) the M23 through Surrey to Gatwick (GW). This may well be necessary. But the main problem is the A23 TRUNK ROAD through Croydon where the programmed proposal to extend the M23 Northwards as a CROYDON Westerly Bypass was cancelled in the 1980's. (RS Report No, 1.1 ;:70 ; & **OS map187 attached**).

1.3 The overall effect of this decision is to transfer the growth in traffic flow via various routes to the A217 REIGATE and NORTHWARDS. (RS Report No. 70).

2.0 THE LEP and OTHER AREA POPULATION EXPANSION;-

2.1 The LEP proposed expansion of New Homes stands at 120,000 ( say 312,000 persons ) plus adjacent LEP's ? and LONDON Boroughs at 1.1 M ?

2.2 The expanding population within the SE Region needs a LOGISTIC PLAN for the movement to work & school.

2.3 WHAT ARE THE PROPOSALS? ( Reports No.44,45,46,&70).

3.0 THE PLANNING DECISIONS;-

3.1 The planning decision to ignore the " MINISTRY M25 ORBIT REPORT " its conclusions and Recommendations has resulted in the ongoing traffic congestion.

3.2 The South East Regional Strategy for Transport was REVOKED in 2009. Neither this or the foregoing decision has helped in the resolution of the LOGISTIC PROBLEM. ( RS Report No. 47 )

4.0 RAIL STRATEGY;-

4.1 It is appreciated that new EAST / WEST and NORTH / SOUTH Routes are being provided through Central London, and that services are to be improved on the Brighton line. That proposals have been made for the REDHILL / READING Service.

4.2 Because there are few Road Transport Improvement proposals the new population may need to travel to their work place by Cycle and Rail ( RS Report No. 71 ).

4.3 A few basic calculations may show that the Logistics of this increased population movement to work may exceed the capacity of the existing London - Brighton Line even if it should prove to be possible to operate longer trains with increased capacity every two minutes rather than every 4 or more minutes.

4.4 In the case of the proposal to improve East / West rail routes what thought has been given to the delay caused to the North / South road traffic flow at level crossings ( RS Reports No. 70, 71.)

5.0 RAIL ACCESS HEATHROW (HR) to GATWICK;-

5.1 Various proposals for a new direct route between HR and GW have so far proved to be too expensive.

5.2 Alternative solutions for a new low cost expandable Hub Airport have been made.(RS Report No. 50A &50B)

John Chittenden

For the RS Transport Committee.  
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