

THE REIGATE SOCIETY

The Civic Society for Reigate, Redhill and Merstham

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AAC - REPORT No. 1.1 **REIGATE, REDHILL, LDF** **and** **THE GROWTH of** **TRANSPORT / LOGISTICS.**

Society members have been aware of the growing traffic problems in the Town and the proposal to provide housing for the increasing population in the Borough and adjacent areas within the SE. Region. Plans to suppress and divert Redhill traffic to other streets is a matter of great concern.

1.0 OBJECTIVE :-

To review and update the previous report No. 1.

To show that so far the Borough has not been given any form of priority for an alternative to the canceled relief road or bypass schemes needed for the present and planned new populations or their transport and employment needs.

To review some of the long term Transport and Logistic Problems.

1.1 THE LOCAL PROBLEMS:-

1.1.1 Reigate is now virtually the only large town on this major East / West A25 route in Surrey to suffer from Heavy Goods Vehicles (HGVs) in the High Street conservation area.

1.1.2 The HGVs pass within half a meter of the early Georgian Town Hall, other ancient buildings are also at risk of foundation and structural damage.

1.1.3 This traffic flow on narrow roads puts pedestrians, cyclists and others at risk.

1.1.4 Noise and air pollution is a problem now and is unlikely to be reduced when construction and other through traffic arrives to service the proposed new developments.

1.2 FUTURE LOGISTIC PROBLEMS:-

1.2.1. Long term effects of development and population expansion within our District, adjacent County Councils, and other Districts in the SE Region need to be considered.

1.2.2. The business export lead growth needed for future employment, together with the Health, Education, Retail and social needs of the community will result in the growth of both local and through traffic flows that require an overall Logistic Structural Framework Plan.

1.2.3. Adequate safe Road, Rail Traffic and cycle Routes need to be chosen now, for the economic benefit of future residents even if housing and workplace construction has to be delayed until funds become available.

2.0 THE TRANSPORT PROBLEM;-

2.0.1 The Department for Transport “ ORBIT REPORT ” states that;-

The planned Population Growth with access to the Motorway Trunk Roads will undo the value of the increased Motorway capacity provided.

2.0.2 If the proposed large scale long term developments expansion is to proceed within Kent, Sussex, Surrey, Hampshire as well as Greater London then preparation should now be made for the future Transport needs.- see reports No. 15 to 19.

2.1 A23 REDHILL BYPASS ;-

2.1.1. The proposal to restrict and **suppress traffic** flow on the A23/A25 Redhill Relief Road Bypass constructed circa 1975.- ie. Princess Way and Marketfield Way by **up to 40%** -

“A need to suppress vehicle trips” has been proposed without the effect of traffic diversions being considered or planned for in advance.

This scheme introduces the potentially dangerous right hand turn traffic movements (Ref Page 46 & 47 of the Action Plan).The plan also included for the reversion to a single carriageway, removal of some of the landscaped traffic islands and the provision of expensive electric traffic signal energy consuming schemes designed to restrict the traffic flow.

The alternative route for commercial traffic being the A217 Woodhatch - Reigate gyratory system including the Reigate High Street a proposed LIVING STREET area..

Other narrow roads, lanes and streets may be pressed into use by through traffic such as;- Linkfield , Hooley, Chart, & Park Lane, Flanchford, St. Johns, Watercolour, Merstham or other streets.

2.1.2. As a result The Society is opposed to the suppression of traffic on the Redhill Bypass A23 A25 route and requests that provision be made for a park and ride scheme in conjunction with the transport committee’s request that a Ring Road be provided at the same time as the large scale development proposed within the SE Region. It is noted that the “ORBIT REPORT” warns that the Motorway capacity will be exceeded and will overflow onto the Principle Road network South of the Thames.

Alternative methods for reducing road traffic growth, other than by costly expenditure on the “Transport Suppression systems” proposed are discussed in subsequent reports.

2.1.3. The proposed expansion of Redhill involves the proposed reconstruction of the Sainsbury Lombard site.

This presents an opportunity to redesign the Lombard Roundabout which has proved to be inadequate. The previous design was restricted by lack of land availability when constructed in 1975.

2.2 M23 MOTORWAY at the NORTH JUNCTION with the A23;-

It is unfortunate that the overall M23 Motorway Scheme was subject to cancellation before completion without careful technical and social consideration of the effect of terminating the road between the two SURREY communities of HOOLEY and MERSTHAM rather than further to the North where the traffic flow might have been spread and distributed more evenly between the main Roads that run through the London Boroughs. As a result of this decision and the lack of capacity on the **A23** unclassified urban estate streets and rural narrow lanes have been exposed to damage because of the much higher traffic volumes within Surrey. The preferred

route in and out of London is no longer the **M23 and A23 Trunk roads**. Traffic now transfers from the M23 to the M25 and then to the A217 London to Hookwood Road.

It is suggested that plans be put in hand for the completion of the original M 23 scheme so that with the population expansion proposed traffic can be transferred from the present diversion routes M25 and A217 back to a completed M23 route.

2.3 M25 & M23 MOTORWAYS ;-

2.3.1 The A25 is the alternative option for all drivers on the M25 Motorway, similarly the A23 and A217 are the options for drivers using the M23 Motorway but most of the traffic routes within the Borough do not have the width and capacity to carry heavy industrial traffic, buses on bus lanes as well as cyclists on cycle lanes. Many cyclists are too frightened to use the cycle lanes provided, especially as some are obstructed by delivery vans or parked vehicles associated with inadequate off street parking or the cycle lane terminates at a narrow section of road.

2.3.2. **MOTORWAY CLOSURE** of up to 72 Hours for accident crime site investigation presents costly delay for **Reigate and Redhill** business when through traffic transfers from the Motorways to the A25, A23, A 217. The policy of suppressing traffic flow will almost certainly create severe traffic delay problems within the Reigate District.

The Long term BYPASS / RING ROAD plan is needed to avoid costly Logistic “grid lock” within the business centers.

2.4 TRAFFIC GROWTH and LOGISTIC SPECIALISATION;-

Long distance commuting to work by m/c, car, van and train has progressively grown since the 1960s and shows little sign of declining, indeed a substantial amount of office or maintenance work in the greater Surrey area is now carried out by personnel living in adjacent or distant County areas, all this traffic movement requires the proper amount of safe road space as well as adequate areas for parking at home, offices, shops and railway stations, other than on roads & footways where parked vehicles obstruct pedestrian and traffic flow, reduce sightlines, add to pollution, accident risk, damage and maintenance costs;.(see Report No. 15)

It is argued that public transport is the answer, but good as it is, how many can claim that it is the answer to their transport needs now or in the future when the new low cost, low polluting, medium range vehicles become available to those wishing to work, visit schools, station car parks, doctors and shops during the day.

2.5 GATWICK AIRPORT;-

The much discussed sale of this Airport and the proposed growth of air traffic will generate additional road and rail through traffic flows with parking requirements that need to be planned for in advance, rather than added to the existing road, parking and other infrastructure problems within the Area.

2.6 RAILWAYS;-

Rail Traffic is already approaching maximum capacity and is predicted to expand further on all routes with Gatwick / Heathrow traffic growth and the new line proposals in **Redhill** for the **Heathrow to Ashford** connection to **HS1** .

The predicted growth in rail traffic has resulted in suggestions that an additional platform and parking facilities will be required at the Railway Stations.

The Reigate level crossing on the A217 presents increasing problems in the Reigate traffic gyratory system.

3.0 A RECENT HISTORY of A25 ROUTE IMPROVEMENTS

3.1 New Oxted and Limpsfield centres ---- Bypassed by the reconstructed A25

3.2 Old Oxted ----Provided with a relatively new Bypass

3.3 Godstone ---- A relatively new A22 Bypass & New north Relief Road that may need to be widened /extended to form a NW Bypass.to the village.

3.4 Redhill ---- A23/A25 Relatively new Bypass / Relief Road provided in 1975

NB;- There are relatively simple improvements that can reduce long term traffic flow growth through the A25 villages between Godstone and the A23.

3.5 REIGATE --Northern Relief Road and living street proposal,- land acquired -

SCHEME CANCELLED;- It being contended that the proposal did not now have sufficient capacity to carry the present traffic flow. A new proposal is awaited in conjunction with the latest housing and population expansion proposals.

3.6 Dorking ----A24 Bypass A25 traffic diverted from the Town and Surrey Villages

Northwards towards Leatherhead Bypass

3.7 Leatherhead ----Bypass and Improved A246 Young Street

3.8 Guildford ---- A 3 Bypass

3.9 Farnham ----A 31 Bypass

4.0 It is RECOMMENDED

(A) That if the long term Proposal for the population and housing expansion scheme is to proceed ;-

A **Redhill** and **Reigate** Transport plan be incorporated within the overall Scheme plan and constructed in programmed stages before development.

The design to incorporate noise reducing earth banks planted to reduce air pollution and also incorporate tunnels where a transit of Surrey Hills and areas of special interest are involved.

(B) That support be given to the request for the M23 Motorway to be completed Northwards as shown on (ref; Ordnance SHEET No 187) so that traffic generated by population growth and M23 traffic currently traveling on the M25 and A217 be transferred to the M23 Motorway.

(C) That consideration be given to the detailed discussion in Reports Nos. 2 to 59 submitted by the Reigate Society.

For and on behalf of the Transport / Logistics Committee of the Reigate Society
(March 2009: Updated January 2011)

J.M.Chittenden Chairman, The Reigate Society Transport Committee.