



# THE REIGATE SOCIETY

The Civic Society for Reigate, Redhill and Merstham

*President:* Nicholas Owen

*Chairman:* Alan Mortlock, 3 Gatton Close, Reigate, RH2 0HG. Tel: 01737 244407

*Hon. Secretary:* Michele Damer, Heathfield Stables, Reigate Heath, RH2 8QR. Tel: 01737 243513

*Hon. Treasurer:* Charles Wragg, 3 Weald Way, Reigate, RH2 7RG. Tel: 01737 210640

**15, Brightlands Road,  
Reigate, Surrey. RH2 OEP  
01737 242328**

**THE LEADER  
THE SURREY COUNTY COUNCIL.**

Dear Sir,

20.10.2013

**LB - REPORT NO. 51e REDHILL ROAD CONSULTATION  
AREA ACTION PLAN & NEW ROAD LAYOUT PROPOSALS;-**

**AN OVERVIEW;-**

Further to previous contributions to the debate and the various Society Reports we consider that the improved provision for pedestrians and cyclists at the A25 Redhill Railway Station station underpass are to be welcomed.

However there are serious **reservations** about these road consultation proposals should the planning Inspectors agree the population targets within our LEP and the adjacent LEP areas. The proposed population expansion already agreed for Croydon and the other South London Boroughs and the fact that they nearly all quote the Gatwick diamond as a potential source of employment will involve the new population in travel.

The effect of this expansion presents us with a major logistic problem.

Our reservations about the traffic /safety capacity of the Scheme are set out below together with the likely effect on other routes through the area.

We suggest;- That consideration be given to a standard type clockwise Gyratory system adopted elsewhere that may be more economical to construct and maintain, that will reduce turning traffic, delay, pollution and improve traffic safety.

**1.0 THE REIGATE SOCIETY (RS) RESERVATIONS ;-**

1.1 The reduction of traffic capacity on the A25 at the Railway Station introduces a new restricted and poor access to the town with traffic delay and the associated air pollution problems.

1.2 The proposal to introduce Right Turning traffic at the new Sainsbury and at the A25 junction with St. Mathews Road both risk delay and an increase in turning traffic accidents.

1.3 The proposal to introduce a comprehensive Scoot Traffic Signal schemes with high capital cost and maintenance expenditure might be avoided if an alternative scheme was to be implemented.

1.4 Carbon emissions associated with the signal operation and traffic delay pollution might also be reduced if vehicles are not brought to the Halt at right turning traffic signals.

1.5 WHAT IF;- The projected electrical power shedding or failures of supply to signals become a reality?

1.6 The introduction of left turning traffic off the various Redhill Routes including the A23 will create a potential accident site for cyclists and other road users.

1.7 Increased traffic delay at this Redhill bottleneck will encourage traffic to divert to the



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A217 route and the bottleneck at Reigate.

1.8 There is a risk of a rise in noise and **air pollution** for the existing and new residents living in the valley bottom.

1.9 The proposed Bus, Parking, Taxi and other drop off and pick up facilities at the Railway Station can only be described as being downgraded and less than adequate. Improved provision needs to be made for both the existing and the new introduced population.

1.10 In the interests of safety the new population will need new wider pedestrian walkways than those shown.

1.11 Because this is a new scheme proper and safe provision should be made for the future cyclists

1.12 Off street parking will be required for new residents and where on street parking is to be restricted.

1.13 Do the new population levels and space for export work places match up or is the new population expected to travel to a distant work place?

1.14 Previous RS Reports have suggested that various contingency plans might be a good investment should unacceptable problems arise.

The REIGATE SOCIETY REDHILL COMMITTEE;-

This committee has researched, investigated, discussed and reviewed all aspects of the proposed changes to Redhill. Members have made suggestions and requested supporting information with little response. We consider this to be an unfortunate approach to the voluntary resources made available by the society.

2.0 REIGATE RELIEF ROAD:-

The cancellation of this scheme, because it lacked the capacity to carry the weight of traffic, was very disappointing to the society members but it was considered that the proposed population expansion would provide an opportunity for the provision of a ring road or at least a partial ring road provided by the LEP developers to the Highway Authority requirements.

3.0 THE REDHILL BYPASS ;-

This twenty foot wide concrete and asphalt bypass built by the Canadian Army still exists although the asphalt has mostly worn away, and might be used in part as an access route or a basic idea for access to new housing / industrial developments needed for the new population. This subject has been covered by previous reports.

REPORTS are available on RS web site.

Yours Faithfully,



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J.M.Chittenden for the Transport Committee of the Reigate Society (RS)