



The Civic Society
for Reigate, Redhill
and Mersham

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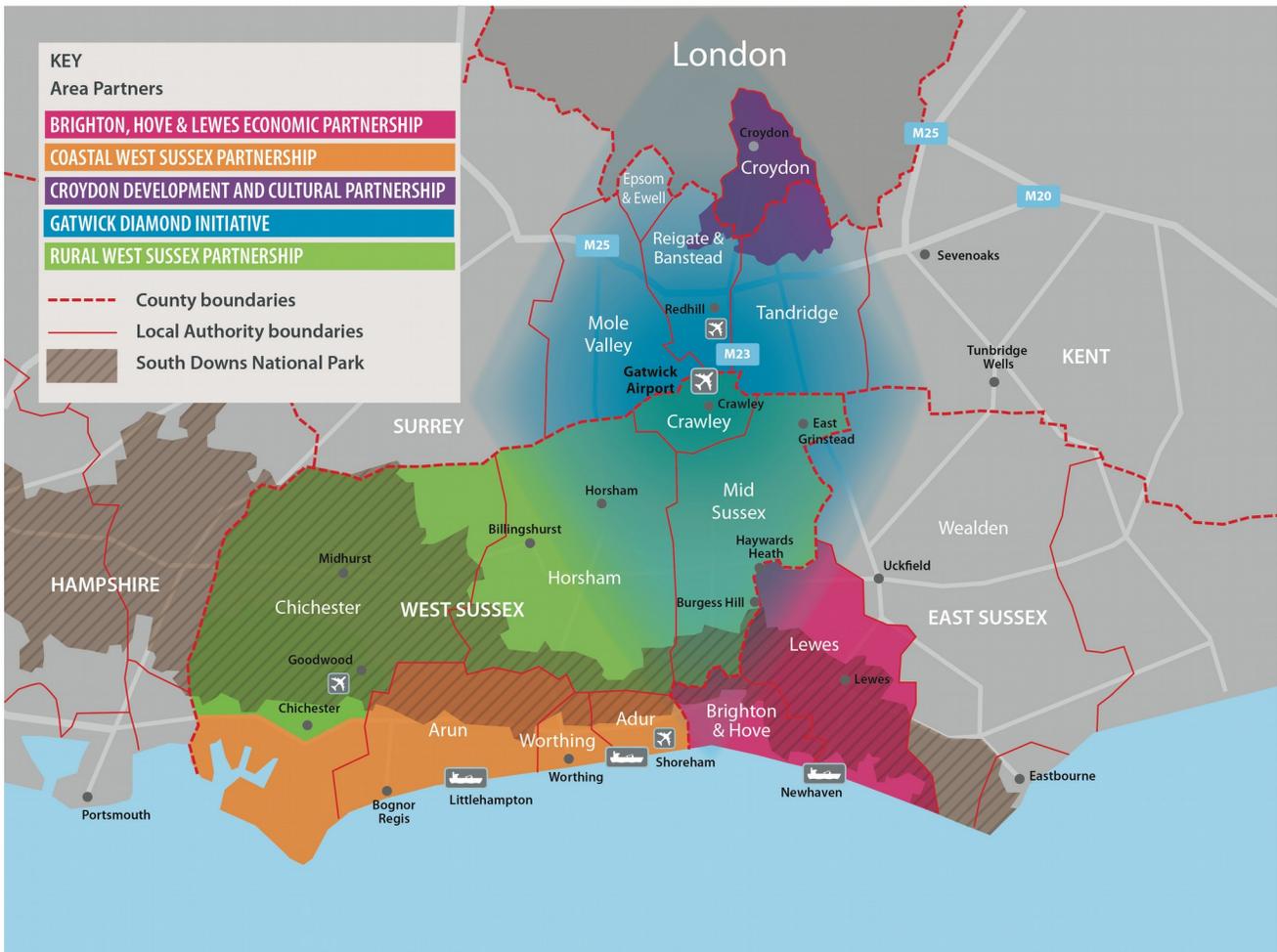
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MH - REPORT No. 70. The Reigate Society (RS) Tpt. Committee draft. may 2015.

PLANNING, ECONOMIC PROSPERITY & PARKS Reigate and Banstead Borough Infrastructure Levy Consultation.

1.0 LEP UPDATE

Coast to Capital Area Local Partnerships



1.1 Planned Housing & Population Growth;-

Mole Valley;- Housing requirement reduced and limited to brown field sites.with a plan to secure £125,000 for a Leatherhead upgrade..

Tandridge;-

New homes 2500

Epsom & Ewell

“ 3620

Croydon

“ 27,000

Stated to be an important link between the LEP and London

The deferred N/S bypass presents a problem and a bid for £559m has been made.

Crawley

“ 7500

Horsham

“ 13000

Lewes There is concern about flood risk

“ 4500

Brightonn & Hove

“ 11300

Adur (Worthing) Many workers travel for employment “

4800

Arun (Bognor Regis)

“ “ 11500

There is concern about flood risk

Chichester

“ 7388

Mid Sussex

Many workers travel for employment “

11050

Reigate & banstead

“ 12500

Populatio;- 140,000 during (2012) predicted at 172,400 by 2032

The total estimate of new dwellings proposed within the LEP area is;-

120,424

Approximate population increase with an average of 2.59 occupancy = **311,900 extra persons**

There will be further population increases in adjacent LEP areas and within the Greater London Boroughs details of which are available elsewhere.

IT IS POSSIBLE THAT THIS POPULATION GROWTH WILL ADD TO THE DAILY THROUGH TRAFFIC FLOW WITHIN THE BOROUGHES OF REIGATE & BANSTEAD and CROYDON.

1.2 The Rowntree Foundation Report;- FLOODING & COASTAL MANAGEMENT;-

The Report forecasts a possible rise in the sea level during the period under review ;-

2020;- 5.7cm to 9.7cm; 2050;- 13.9cm to 21.8cm; 2080;- 24.4cm to 36.3cm.

The combined effect of a storm with higher wind speeds and raised wave height can result in a local surge in estuary sea levels of 1m that could reach 1.5m.

The relatively soft nature of sedimentary rock in Southern England is likely to result in rapid erosion, an increase in Littoral Drift with extra maintenance required at ports etc.

The report also states that there is some complacency among those living on the coast in the belief that the Local Authority had responsibility for the shoreline management plan (SMP)and that flooding damage costs may be recoverable.

The reason why this is important is that in the event of a storm water coastal inundation with damage to property residents will need alternative accommodation on higher ground within the LEP area. The South Downs Country Park has strict rules on planning development and alternative housing may have to be provided on higher land elsewhere similar problems may arise within the Thames and other estuaries.

2.0 LOCAL MATTERS;-

2.1 Following the presentation of RS Report No's 1 and subsequent Reports and at meetings it was generally agreed that the main transport problem would be that of the through traffic flow. It is contended that many of the Boroughs through traffic routes, both classified and unclassified, are not up to current design standards and that bringing them up to standard would be both expensive, unpopular and therefore out of the question.

Many of the traffic routes used are or have been reduced to single track by vehicle parking and some footways are obstructed making it necessary for pedestrians to use the carriageway. It may therefore be necessary to provide more off street parking as well as making provision elsewhere for increasing through traffic flow.

2.2 Traffic Flow Problems that need to be addressed;-

At a recent spot count at a daytime traffic queue it was found that at least 70% of the vehicles held and awaiting movement were commercial vehicles. This is important because the time wasted by those involved together with vehicle costs and fuel consumed amounts to an overall reduction in productivity.

Nationally and locally declining productivity is an economic disaster as it is related to higher prices, less competitive services, the prospect of declining exports, with falling employment and incomes.

It may be contended that vehicle engines should be switched off but this can prove difficult in diesel powered or slow moving vehicles. There is a further disadvantage in that fumes produced by slow moving traffic produce serious air pollution and health risk with costs to the community.

2.3 Road and Pedestrian Safety;-

The measures to improve pedestrian and cycle safety are welcomed. But we all need to learn from the disaster of poor cycle safety in central London. Segregation of Vehicles, Cycles and Pedestrians should be the watch words in any SAFETY AUDIT.

With such a large projected population increase the improved safety measures are bound to inhibit traffic flow and alternative traffic routing should be considered or sought.

3.0 REGATE DEVELOPMENT PROPOSALS, TRAFFIC GROWTH & LEVY;-

3.1 Existing Bypass routes in use East of Redhill Town;-

Redstone Hollow, Fullers wood lane, PHILANTHROPIC LANE, a single track Road with passing places, together with Hooley lane and St. Johns Road are currently used as a bypass to parts of Redhill.

Now that the development proposals have been established for this area it is suggested that the roads listed above together with Hawthorne Way and Eastfield Rd be subjected to review and a safety audit to report on the overall impact of the projected through traffic flow on the Earlswood community and the need for vehicular access and parking at the local Railway Station.

Traffic safety measures may also be necessary at the A25 cross roads formed at the junction of Fullers wood and Cormongers lane.

3.2 Bypass routes North & East of Redhill ;-

Cormongers lane, Nutfield road, through Merstham, School Hill and the Water Colour development are currently used as part of the Eastern Bypass to Redhill to gain access to Merstham Railway Station, A23, Gatton Bottom, and A 217.

The proposed Development on land enclosed between the London Brighton Rail line to the West, the M25 and the M23 and the Water filled Sand pits and Sewage works to the South presents an access problem that needs careful consideration with its effect on the Merstham community together with a safety audit and also a review of parking facilities at the Rail Station.

3.3 The A23 / M23 JUNCTION;-

There has been much talk but no FUNDS for this proposal but if completed it may encourage and support the traffic growth on the routes listed above. The impact of this bypass traffic growth on local village communities may be serious without the introduction of alternative options.

At present the expanding town and industrial area of Redhill has no satisfactory connection to the M23 Motorway and it is suggested that any connection North of Merstham is likely to be of little value because it is frequently blocked at the Motorway Junction with the A23 (possibly because the Croydon A23 bypass has yet to be built).

ALTERNATIVE JUNCTIONS WITH THE M23 need to be considered in conjunction with the social impact on the A25 village communities their antiquities and Conservation areas.

Option 1 Proposed at Hooley north of Merstham as mentioned above.

Option 2 A new Junction North of the A25,

Option3 A new Junction South of the A25;- This suggestion if implemented may have the benefit of reducing traffic flow on the A25 through Redhill and the Nutfield, Bletchingly & Godstone villages.

3.4 Bypass routes South and West of Reigate;-

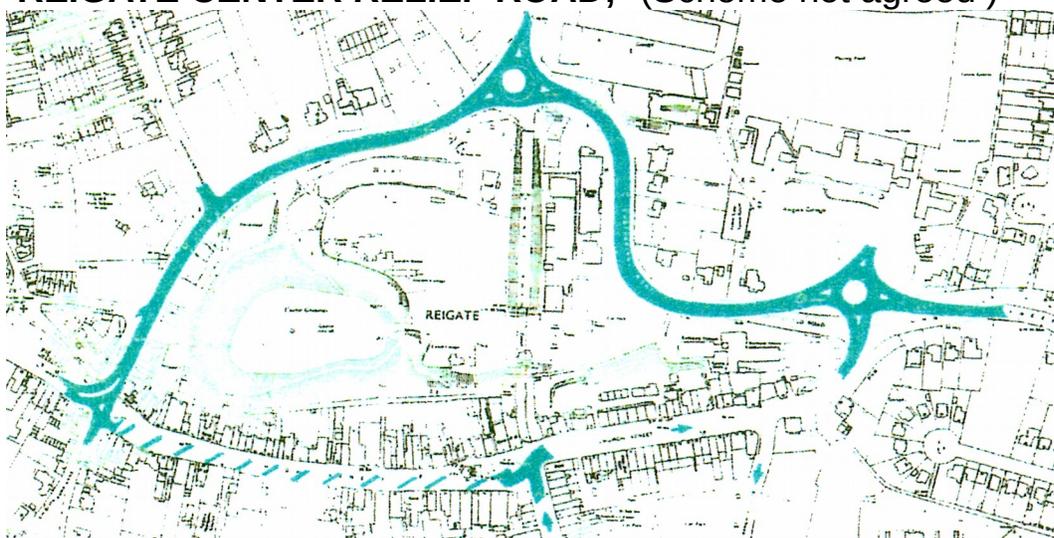
The existing traffic flow on the A217 is frequently held in a queue South of and within Reigate town, further delay occurs at the rail level crossing North of the Town where there is talk of improved train capacity and frequency.

The building of 1500 homes North of Horley and the proposed homes South and West of the Woodhatch community will also have access to the A217.

It is also noted that the anticipated population growth within this Borough, Tandridge, Mole valley, Croydon, Epsom and Ewell, and Crawley is nearing 150,000 persons but this excludes the population growth of adjacent LEP's and London Boroughs.

A 2044 Woodhatch Road;- This route may have some reserve capacity. However increased bypass traffic through Maple Road, the Woodhatch community area, Price's Lane, Sand cross Lane, Park Lane and Park lane west (a potential cycle route) may need a review and given the attention of a SAFETY AUDIT. Options for a local Woodhatch bypass to Flanchford bridge South of the proposed housing development needs to be retained

4.0 REIGATE CENTER RELIEF ROAD;- (Scheme not agreed)



If the scheme is to proceed it may be necessary to accept the retention of;- Vehicle unloading bays for the Retail trade, customer short term parking and loading facilities, with a retained bus service route provided with stops for retail shoppers together with an exit for all traffic at the Western end of the High Street. Should this scheme be adopted then it may be possible to reduce vehicle wheel water spray damage to the lower courses of brick work on the Georgian Town Hall and at the same time reduce both air and noise pollution.

5.0 Summary of suggestions;-

That the Borough Council as the Planning Authority take the Lead in resolving some or all of the bypass problems listed using the levy and bid applications to the ministry (similar to Croydon) with the support of the LEP and SCC advised if necessary by Specialist Transport Consultants.

JOHN CHITTENDEN

For the Reigate Society Transport Committee