

APPRAISAL of ENVIRONMENTAL and LOGISTIC PROBLEMS

REPORT No. 6.1

1.0 OBJECTIVE;-

To review some of the known problems and endeavour to understand the possible effect of current and forecast difficulties. To suggest priorities for the options currently available bearing in mind the Governments proposals to;-

- (a) Encourage growth and introduce a low carbon economy.
- (b) Reduce unemployment.
- (c) To build the equivalent of new towns
- (d) To eliminate the balance of trade deficit.

2.0 IDENTIFIED PROBLEMS within the UNITED KINGDOM;-

2.1 Unemployment in some coastal towns and some rural areas encourages and stimulates long range commuting.

2.2 The current account and balance of payments deficits.

2.3 National and European targets for the reduction of pollution.

2.4 The weather change and global warming. The reported 3 - 4 mm annual rise in sea levels and the effect on the Individual, his home, the Transport systems and the Utility Companies.

2.5 The Ministers recent request that we grow more of our own food on farms, allotments and kitchen gardens. (see previous report No. 5)

2.6 The predicted decline in North Sea Oil and Gas production..

2.7 The need to import and pay for food, oil, gas, manufactured and building products that we have ceased to grow or produce or where ownership of the industry has passed to overseas investors and or closed.

2.8 The reported future inadequacy of fresh water supplies (see report No. 8)

2.9 The need to generate power supplies from river, reservoir, tide, wave, wind, or solar sources.

3.0 COASTAL PORTS and TOWNS in the SE :-

3.1 Previously reported population figures are quoted for comparison purposes.
Whitstable---29,000; Ramsgate---38,000; Dover---35,000; Folkestone,---46,000
Rye,---4,000; Hastings,---82,000; Newhaven,---12,000, Lewes,---16,000;
Shoreham,---?; Brighton,---193,000; Portsmouth,---175,000; Cowes,--- 16,000;
Southampton,---211,000; Poole,---140,000; Weymouth,---47,000;
Others;-
(Reigate and Redhill,---47,000; Horley,---20,000; Crawley,---90,000:)

3.2 Ports can provide low transport costs and a low carbon footprint if export businesses, including manufacturing, are located where the Road / Rail haulage distances of imported materials and the exported products are kept to a minimum, and where skilled labour may be available for specialist training.

3.3 All ports including those listed are likely to have problems associated with global warming and rising sea levels.

A Improved export income will assist the **port authority** to finance expansion and alterations as rising sea levels make them necessary.

B The **Port Authority** might be encouraged to place Wind Farms on protective sea walls, and to cooperate with River Management in the restoration and improvement of Power generating Tide Mills especially as the tide surge along the South Coast, from Cornwall to the North Foreland exceeds 5 hours.

C The Business Rate charge on empty workplace property might be relaxed in areas suffering from unemployment.

3.4 In the SE Transport problems on the A27 and A259 route between Dover and Southampton can only be described as, extremely poor or less than satisfactory, and sections along or close to the coast may be subject to further flood and storm damage as sea levels rise. Similarly sections of the Coastal Railway may need to be relocated to higher ground together with housing currently positioned near or below high tide level, but this should not present major difficulty providing it is planned for and developed in advance.

3.5. In view of all the problems listed above there appears to be a need for the early planning, construction and completion of the M27 Motorway between the expanding ports of Dover, Southampton, and ultimately extending to other ports.

3.6 In the meantime the growth and new employment objectives can only result in a resumed expansion of commercial traffic flows, via the M25 Motorway and the alternative A 25, plus the A23 ,A24 routes to the South Coast..

3.7 RAIL LINK HEATHROW / Gatwick / Ashford HS1 / Manston / Dover /

This proposed rail link on the previously known Ramsgate/ Birmingham/ Liverpool line is a direct and alternative option to the Central London passenger / goods transfer currently available. It is suggested that

(i) The level crossing at Reigate A217 be considered for a grade separated junction.

(ii) The East / West rail route line improvement at the Redhill Hub be considered for protection from the proposed HUB property development.

4.0 TRAFFIC LOGISTICS and POPULATION GROWTH .

4.1 In Surrey the M25 is described as “Operating at or above design capacity.” Whilst hard shoulder running is proposed “Ramp Metering” has been introduced (to make possible the closure of the Motorway access roads). At present HGV’s and others transfer to the A25 where narrow village streets are subjected to noise and air pollution. (eg. Reigate, Merstham, Godstone, Bletchingly, Buckland, etc. are **conservation areas**).

4.2.1 Various bypass or relief road options for Redhill and Reigate are still available, some have been operated in the past (Eg. The Canadian Army route from the South Nutfield camp to the Effingham camp on the A246 via Young Street).

4.2.2 Land has been acquired for a Northern Reigate Relief Road but has not yet been incorporated in the Highway.

It would appear that at that time the Blackwater Valley route was given first priority and the Reigate northern scheme deferred.

Unfortunately this Reigate relief road scheme was not protected against development, and the original proposal was suspended in 2004.

A new route for the Relief Road scheme may now be the only viable option.

4.3.1 The requirement that the **SCC and R&B District Council** make provision for **12,500 +? Homes (See the Inspectors initial report)** say an increased new town population of 36,000 to 50,000 persons with associated transport needs.

4.3.2 All the 300,000 + extra homes programmed for adjacent Districts and Counties with the associated traffic generation

The Reigate Society requests that;-

A BYPASS or RELIEF Road or RING Road SCHEME BE DESIGNED, PROTECTED and PROVIDED in conjunction with the population growth.

Note ;-(i) The increasing delays at the M25 Dartford crossing and diversion to other routes presents the problem of further traffic growth South of London.

(ii) The new 2010 requirement for extra homes within the Borough is noted.

For and on behalf of the REIGATE SOCIETY .Transport Committee
September 2009.(updated 01.03.2010)