



## THE REIGATE SOCIETY

The Civic Society for Reigate, Redhill and Merstham

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### **LM - No.59 Transport Committee REPORT to the REIGATE SOCIETY** **“REIGATE BY-PASS or Relief Road”** **22.05.2014.**

The problem of the Reigate through traffic flow has been exercising minds for several decades and the question arises as to why some sort of relief road, bypass, ring road, or even an adequate cycle lane has not been achieved as the population has expanded.

A clue as to the reason for this situation is to be found in report No. 1.1 GROWTH of TRANSPORT LOGISTICS dated March 2009 and updated in January 2011. The reason seems to originate in the 1930's when Surrey was a much larger County subject to rapid expansion and as a result started the construction of road improvements for the expanding small towns and villages such as, Leatherhead, Caterham, Dorking, Betchworth and Mickleham BY-PASS schemes. During the war the Canadian Army built the Redhill bypass but it was later abandoned and other options followed but were not acceptable.

During the 1950's and 1960's the improvement process continued and partial ring roads were provided for the populations of North Holmwood, Capel, Ockley, Oxted and Godstone, but only traffic management schemes for Reigate. Why was this?

Perhaps the answer is one of culture associated with business. Within the Rural District areas the agricultural need to get produce to market has been considered important, a similar case existed in the County of Norfolk where many through roads have been provided to pass round community housing areas. However Eric previous Chairman of the Transport Committee maintained that a complete Ring Road could be detrimental to the retail trade. Similarly residential areas such as the Surrey villages of Westcott, Abinger Hammer, and Gomshall were opposed to road alterations although the Shere BY-PASS was provided. Various Transport Reports have explored and debated alternative solutions to traffic and road safety problems within the Reigate area and should safety or grid lock problems prove to be unacceptable some solutions proposed may still be available. For the future solar electric and rail could provide the carbon

reduction and economic benefits that the country may need.  
John Chittenden                      Retiring Chairman.