

The Civic Society

for Reigate, Redhill

and Merstham

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To: Surrey County Council Highways Department

cc: Reigate and Banstead Borough Council

The Surrey Mirror (by e-mail)

Nicholas Owen (by e-mail)

David Daniels, Southeast Communities Rail Partnership - North Downs Line (by e-mail)

Stephen Rolph, Southeast Communities Rail Partnership - North Downs Line (by e-mail)

Lewis Jackson – Metrobus (by e-mail)

Crispin Blunt's Office (by e-mail)

County Councillor Victor Lewanski (by e-mail)

RE: Surrey County Council Roads and transport proposals and consultations web page

<https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/roads-and-transport-consultations>

Dear Sirs,

In the above web page giving priority projects for Surrey’s roads, we are surprised to notice that there are no proposals to streamline the road traffic flow over Reigate Level Crossing. In non pandemic conditions, traffic backs up into the one way system blocking the east bound A25 and occasionally the west bound A25 if there is congestion on the High Street. Traffic heading south on the A217 backs up to a considerable extent and on occasions reaches the M25 roundabout causing queues on the slip roads. Many motorists who do not use the level crossing are caught up in the congestion.

The frequency of trains is progressively being increased from 2 trains per hour to 3 which will lead to yet further moderate increases in congestion. While the level crossing barriers are the major reason for delay to traffic, the zebra crossing just to the north of the level crossing contributes moderately to the congestion. As the crossing gates open, people come out of the station and use the zebra crossing in dribs and drabs. The result of this is that the traffic which has been waiting for the level crossing gates to open is yet further held up. We consider it to be obvious that a traffic light controlled crossing would regulate the flow of pedestrians and improve the road traffic flow. It is also obvious that motorists travel faster over a traffic light controlled crossing than a zebra crossing.

Local residents have long had concerns about the levels of pollution caused by queuing traffic at the crossing and the increase in the number of trains will only exacerbate this.

We estimate that any future changes to the signalling made by Network Rail (as part of their proposed Platform 3 work) to reduce the time the gates are closed would not quite cancel out the increase in service to three trains per hour in each direction.

The increased time that the gates are closed makes the timetabling of bus services on the 420 and 460 more difficult and could lead an increase in the allowance for the services to negotiate the crossing making the services less attractive. Other bus services are affected by the queuing traffic in the town.

We would therefore ask you to add Reigate level crossing to your list of priorities for action in the near future.

Yours faithfully,

Bruce Healey

Chairman, Transport Committee,

The Reigate Society and member of the Southeast Communities Rail Partnership - North Downs Line