



OFFICER REPORT TO LOCAL COMMITTEE (TANDRIDGE)

CHALKPIT LANE AND OXTED QUARRY TRAFFIC

7 May 2008

KEY ISSUE

To consider the possibilities for amelioration of the problems being caused by traffic accessing Oxted Quarry situated off Chalkpit Lane in Oxted. A petition presented to the last meeting of the Local Committee requested action to alleviate the problems and suggested a one-way system northbound in Chalkpit Lane.

SUMMARY

Operations at Oxted Quarry increased significantly last year with a resulting increase in Heavy Goods Vehicles accessing the site. Many concerns have been expressed about safety on the highway and a 425-signature petition was presented at the Local Committee meeting held on 7th March 2008. This report seeks to give an overview of suggestions to alleviate the problems.

OFFICER RECOMMENDATIONS

The Local Committee for Tandridge is asked to agree that:

- (i) The County Council continues to encourage the submission of a planning application for a new haul road within the quarry site.
- (ii) A scheme for HGV amelioration measures in Oxted be considered for prioritisation with other integrated transport schemes in Tandridge and included in a future report to the Local Committee on utilisation of the Local Transport Plan and Local Allocation budgets.

1 INTRODUCTION AND BACKGROUND

- 1.1 A petition with 425 signatures was presented by local residents at the Local Committee meeting held on 7 March 2008. The petition stated : *“We the undersigned petition Surrey County Council to take immediate action to alleviate the problems caused by HGVs utilising the Chalkpit Quarry in Oxted. The frequency and speed of the HGVs is totally unsuitable for a residential area such as Oxted and as such their routes need to be changed. Whilst we support the proposed new haul route, we urge the Council to consider introducing, within three months, a one way system northbound in Chalkpit Lane from just south of the north entry to Chalkpit Quarry with a no left turn for HGVs onto The Ridge. This would be supported by a designated HGV route from the new A25 Tandridge Lane roundabout along Barrow Green Road and Chalkpit Lane which would have a 30mph speed limit.”* The Chairman of the Local Committee considered that the subject was sufficiently pressing to convene an extraordinary meeting. Members requested that officers undertake a technical appraisal of all issues including a one-way system and produce a report for the meeting.
- 1.2 The Local Committee has not had the opportunity to allocate Local Transport Plan or Local Allocation funds for investigation work on any of the suggestions to ameliorate the Heavy Goods Vehicle (HGV) problems associated with Oxted Quarry. The funding allocations are considered annually and it is proposed that a report on the prioritisation of all the integrated transport schemes for Tandridge be prepared for the June 2008 meeting of the Local Committee.
- 1.3 Problems of HGV movements associated with the Quarry increased last year and there are concerns about the use of local roads. The number of HGVs accessing the Quarry each day can vary considerably and local people experience peaks and troughs of traffic flows. Many people would like the problems generated by HGV traffic related to Oxted Quarry removed. This cannot be achieved in current circumstances whilst HGVs have legitimate reasons to gain access in the area. HGVs associated with the operations at Oxted Quarry use roads to the south of the site since no other routes are available. It would be desirable to agree a way forward that will lead to amelioration of the problems. This report considers options, but it is clear that any significant measures will take a considerable time to implement.
- 1.4 The HGVs generated by Oxted Quarry may travel through other towns and villages in Tandridge. There are certainly other places in Tandridge where HGVs continue to be a problem and concern. This report does not attempt to address the wider problem of HGVs in Tandridge, but does consider many aspects associated with traffic related to Oxted Quarry. A plan of the area surrounding Oxted Quarry is shown at ANNEX A.
- 1.5 The site is an operational chalk quarry, which has been active for more than 150 years. Planning permission was first granted in 1947 under an

Interim Development Order, which included the infilling of the quarry with inert waste materials. An application for modern conditions under The Planning & Compensation Act 1991 was registered with the County Council and conditions were approved in June 1997. However, in accordance with Government advice, these modern conditions do not restrict vehicle numbers accessing or egressing the site. Two of the planning conditions approved in 1997 are intended to protect the public highway from the environmental effects of vehicular traffic. Condition 5 requires the provision of facilities to prevent the deposition of material on the public highway from vehicles travelling to or from the site carrying minerals or waste. Condition 6 requires the sheeting of all loaded vehicles leaving the site in order to prevent spillage or the emission of dust.

- 1.6 Surrey Police have commented on the situation in the vicinity of Oxted Quarry as follows:

This was made an allocated Neighbourhood issue when it was highlighted by the community. Both the Neighbourhood team and the Casualty Reduction Officer visited the area on numerous occasions to check various issues and to be seen patrolling and checking speeds and that road traffic law is adhered to. The Roads Policing Unit was informed and made it one of their top 10 force priority issues. They and the RPCSO (Roads Police Community Special Officer) also patrol the area and have liaised with the Quarry. The Targeted Patrol Team Officers working in Tandridge were also notified of the concerns and attend when possible. The Casualty Reduction Officer has liaised with the Safety Camera Partnership with regard to any actions they may be able to take but there have been no KSIs (accidents resulting people being killed or seriously injured) and it is not considered suitable for mobile camera enforcement.

- 1.7 The current operator of Oxted Quarry has voluntarily requested HGV drivers to observe a maximum speed of 20mph and follow a designated route to and from the A25. HGV drivers are asked to access the Quarry via the western section of Barrow Green Road and leave the Quarry via the eastern section of Barrow Green Road leading to Church Lane and East Hill Road. Both routes must use the southern section of Chalkpit Lane. HGV use of the northern section of Chalkpit Lane is prohibited by a width restriction supported by a Traffic Regulation Order.

- 1.8 Surrey Police have commented as follows:

Whilst Police/PCSOs are present the lorry drivers adhere to the request from the Quarry re speed and driving routes. No lorries have been monitored exceeding the speed limit when speed checks have been carried out and generally the vehicles are in a good state of repair and all documents are in order when checked. No drivers have been seen using phones. The nature of the roads near to the Quarry does not allow the lorries to travel fast generally. The Quarry is fully aware of the concerns of the neighbourhood and has made a concerted effort to limit the

problems by issuing guideline notices to all the drivers every time they are in the Quarry. They have employed a Security Man to patrol the local area and monitor the actions of the lorries and have bought extra vehicle wheel cleaning gear and operatives to ensure the lorries leave the yard clean. Ultimately they can only ask but they will ban any drivers seen going against the notice and have done so on a number of occasions which seems to have been effective as a deterrent.

- 1.9 Surrey County Council's Community Highway Officer for the area frequently inspects Chalkpit Lane and surrounding roads. He has on several occasions advised Southern Gravel Limited (SGL) of issues such as material deposits on the highway. He has reported that SGL has acted swiftly on these occasions to deploy a mechanical road sweeper.
- 1.10 The County Council is not aware of any incidents on the highway where an HGV servicing Oxted Quarry has been involved and personal injury has resulted. Records of road traffic accidents involving personal injury have been examined for the three-year period between December 2004 and January 2008. Five accidents occurred in Chalkpit Lane, including two within the central residential section of the road. There were five accidents in Barrow Green Road, one in Church Lane and two in East Hill Road. Two accidents occurred in The Ridge and none in Gangers Hill, Flower Lane and Tandridge Hill Lane. None of the accidents identified in these roads involved an HGV, but there have been reports of incidences such as lorries depositing material on the highway.
- 1.11 Southern Gravel Limited (SGL) is the current operator of Oxted Quarry. SGL has indicated that it will be submitting an application to create a new haul route through the quarry in order to alleviate traffic problems in Chalkpit Lane and other Oxted roads. As part of that process, traffic consultants were commissioned by SGL earlier this year to carry out a traffic survey to the north of the quarry and on the nearby B269. The survey was submitted to Surrey County Council's Transportation Development Control and the initial assessment allowed the process to continue to the next stage. The next stage is pre-application discussions between planning officers at Surrey County Council and SGL's consultants Gerald Eve. SGL have stated that they are more than happy to implement a road within the site to The Ridge. The planning process will take into account views from people in Oxted and other parts of Tandridge, and the final decisions will be made by the County Planning Committee.

2 ANALYSIS

- 2.1 The road network surrounding Oxted Quarry gives access to the A25 and B269. The existing routing for HGVs is via roads in Oxted to the A25. A route for HGVs to the B269 avoiding Oxted local roads is not currently available. The existing access point to Oxted Quarry is in Chalkpit Lane, south of a width restriction. The width restriction prohibits vehicles over

six feet six inches from using that length of Chalkpit Lane, which extends from the junction with The Ridge to the northern entrance to the Quarry. Therefore, HGVs may not drive to or from the Quarry using the northerly section of Chalkpit Lane.

- 2.2 The Ridge is a highway link running past the northern boundary of Oxted Quarry to the B269. There are two suggestions that would allow Quarry traffic to use The Ridge. These are the proposed haul road and the suggestion for one-way traffic in Chalkpit Lane. Although either proposal is likely to take some time to implement, the process for the haul road could be quickest. This is because the one-way system would require a Traffic Regulation Order that could be preceded by extensive investigation to present the case at a public enquiry.
- 2.3 Other suggestions to ameliorate the existing HGV problem also need to be considered. As in many other parts of Surrey, it would be desirable to find solutions to the HGV problems in Oxted. The nature of the traffic using local roads is heavier than can be sustained without increased deterioration and higher maintenance costs. The traffic is damaging the highway and local people have expressed serious concerns about safety on the highway. Any proposal is likely to need investigation work and public consultations before proceeding towards an implementation stage. Each stage would need funding that would probably be sought from the Local Allocation or Local Transportation Plan budgets.
- 2.4 The national speed limit on the northern section of Chalkpit Lane has recently been reduced to 40mph as part of a review of speed limits in the area to the north of the site. The speed limit on the predominately residential section of Chalkpit Lane is 30mph. SGL asks HGV drivers to adhere to a maximum speed of 20mph on local roads in Oxted and has employed a warden with a speed gun to patrol local roads. The County Council intends to install an automatic traffic counter to measure traffic flows and speeds in Chalkpit Lane, just north of the motorway bridge.

3 OPTIONS THAT COULD AFFECT THE NUMBER OF HGVS ON LOCAL ROADS

- 3.1 This section of the report considers two options that could reduce HGV use of Oxted roads, south of the quarry. Both options could facilitate access on to The Ridge for traffic generated by Oxted Quarry. A one-way system for Chalkpit Lane could provide a route for egressing HGVs whereas the haul road proposed by SGL could permit access in and out of the quarry. Increasing HGV traffic on The Ridge and other link roads is not desirable, but this should be considered when there could be a corresponding reduction in HGV movements south of Oxted Quarry.

3.2 ONE-WAY TRAFFIC IN CHALKPIT LANE

- 3.2.1 The proposal for one-way traffic in Chalkpit Lane would give a route for HGVs to leave Oxted Quarry in a northerly direction, thus avoiding the roads near Oxted town centre. There are a number of concerns with this issue such as the removal of a southbound route and the affects of redistributed traffic. This option could be taken forward by Surrey County Council although the cost and timescale is unknown and is likely to be considerable. It is rare for the legal processes and on-site works for a scheme with a Traffic Regulation Order to take less than a year and cost less than £10,000. The situation at Chalkpit Lane, however, would probably involve a public inquiry and extensive site works. It could take some years with a cost of over £100,000 to implement the scheme. It is possible that the result of processes to progress the scheme could preclude implementation in the form currently envisaged.
- 3.2.2 HGVs could leave Oxted Quarry in a northerly direction up Chalkpit Lane if the existing 6 feet 6 inches width restriction was revoked. However, the physical characteristics of this section of Chalkpit Lane are too restrictive for frequent use by HGVs with traffic in the opposite direction. If the lane was made one-way northbound, this conflict would be removed. Quarry traffic would continue to gain access from the south, but HGVs egressing to the north could avoid the local roads in Oxted by using The Ridge, giving access to the B269. Although The Ridge is currently open to all classes of vehicle in both directions, it would be desirable to improve the width and structure of the carriageway if HGV flows were to increase.
- 3.2.3 A suitable start point for a one-way system could be just north of the residential properties in Chalkpit Lane, north of the northern entrance to the quarry. This would maintain use of the two-way road for all residential properties south of that point. However, there is at least one property north of that point that would be affected. Drivers wishing to use the lane in a southbound direction from The Ridge would also be inconvenienced because of the need to find an alternative route. The affects of redistributed traffic would need to be considered. There would be concerns about increasing traffic and reducing safety on Gangers Hill, Tandridge Hill Lane and Flower Lane. Surrey Police have commented that these roads are narrow with sharp bends and steep gradients in places. Surrey Police do not think that any of these three roads are suitable to carry more traffic.
- 3.2.4 The one-way proposal would open up a northbound route for HGVs not necessarily associated with Oxted Quarry. The B269 is likely to be a preferred route but some drivers could choose to use the local roads in Oxted. It may be possible to discourage the largest vehicles using Chalkpit Lane by a Traffic Regulation Order with a length restriction, but vehicles similar to those used by Oxted Quarry could not be prohibited to use the public roads.

- 3.2.5 There would be a considerable risk if any vehicle proceeded against the one-way traffic. It would be essential for drivers to understand that entry into the one-way road from the north was prohibited. The layout and signs for the junction of Chalkpit Lane and The Ridge would need to be considered carefully. Surrey Police have expressed concerns about vehicles failing to comply with No-Entry signs whether it be by accident because they haven't seen them or through intent.
- 3.2.6 Surrey Police have pointed out that The Ridge has very poor visibility for any vehicle exiting from Chalkpit Lane. They state "From what would be a standing start a lorry would take some time to get across the westbound lane into the eastbound lane to turn right and conflict at the junction could arise; any collision with a lorry becomes more serious due to their size and very nature of design." Works to improve the situation might involve just removal of trees and foliage, but this has not yet been investigated. The requirement for improved sight lines and forward visibility would be considered in any design.
- 3.2.7 It would not be desirable to allow HGVs to turn left at the junction of Chalkpit Lane and The Ridge because that would give access to a route through Woldingham. A left turn ban for HGVs could be provided by signs supported by a Traffic Regulation Order but enforcement could be a problem. Surrey Police have commented that it would be better to physically make the junction narrow. It may be possible to design the junction so that traffic turning left from Chalkpit Lane would pass through a physical width restriction. Right turning traffic would also have a dedicated lane but without any restriction. A junction of this type would require land acquisition and extensive construction works. Land acquisition could take some years to achieve if Compulsory Purchase procedures became necessary.
- 3.2.8 The issue of HGVs negotiating the one-way section of Chalkpit Lane, including the sharp bend, would need consideration. Surrey Police have expressed concerns as to whether a laden HGV on a frosty morning could get up the hill. It has been suggested that a site trial with a suitable vehicle would be useful if this option was to be progressed. However, plans show the hairpin bend has a radius of about 20m, which should not be too sharp for the HGVs. Plans also show that the lane is very steep at about 1:5, but modern HGVs should be able to negotiate this. The practicality of HGVs, including long articulated vehicles, negotiating the road in all weathers would need to be considered in any further investigation.
- 3.2.9 A one-way system would take away a route in one direction on a public highway. Some local people would be adversely affected. A Traffic Regulation Order would be required and the public would have a formal opportunity to object to the proposal, with the likelihood of a public inquiry. Objections would be reported to the Local Committee with a recommendation about whether a public inquiry should be held. A public inquiry would be compulsory if there were objections relating to public

transport or loading/unloading. A decision to hold a public enquiry may be discretionary but should take into account whether the objections were substantial or numerous. If the Local Committee decided that a public inquiry should be held, the County Council would appoint an Inspector. The information likely to be required would include a traffic model and technical assessments of the issues outlined in the previous paragraphs of this section of this report. The timescale for the process is unknown but is likely to take much longer than the process for uncomplicated Traffic Regulation Orders that commonly take more than a year to implement. The result of the Public Inquiry might or might not allow Chalkpit Lane to become one-way.

3.2.10 An experimental Traffic Regulation Order could be considered as an alternative to a permanent Order for one-way traffic in Chalkpit Lane. Any experimental Order is permitted to be in place for a maximum period of eighteen months. Any formal objections to an experimental Order would have to be considered. A public inquiry is not usually required for an experimental Order but the Council has a discretion to cause an inquiry to be held before making the Order. The process for an Experimental Order might seem to offer some advantages for promoting a scheme for one-way traffic in Chalkpit Lane, but it has been suggested that the weight of objections could be significant. It is also noted that the costs of the works to implement an experimental scheme would likely to be similar in costs to a permanent scheme. Assuming that land acquisition would be necessary for the layout of the junction of Chalkpit Lane and The Ridge, it is unlikely that an experimental Order would offer any advantage over a permanent Order.

3.2.11 Safe use of Chalkpit Lane by pedestrians and cyclists within the one-way section would be an issue. A contra-flow lane for cyclists has been suggested but Surrey Police have commented that they would not be happy with this proposal. This is because of conflict with vehicles travelling in the opposite direction. It would be advisable to prohibit all vehicles including cycles from travelling in the opposite direction to the one-way traffic. For pedestrians, however, Chalkpit Lane gives access to Public Footpaths 75 and 94 near its northern end. It would be desirable to provide a footway or other pedestrian provision from The Ridge to the access point.

3.3 HAUL ROAD

3.3.1 A new road within the Oxted Quarry site is proposed to give a route for HGVs to leave and perhaps enter the Quarry from an access point on The Ridge, thus avoiding the roads near Oxted town centre. This option is wholly dependant on SGL. The company has stated that the proposed new road is going to cost them approximately £700,000. Costs for Surrey County Council should be minimal because the work would be externally funded. The County Council has powers to improve roads in the locality but any highway improvements associated with a planning application would usually be funded by the applicant. The timescale for the haul road is unknown, but it is possible that site works could be

carried out this year. However, the County Council has no powers to ensure that the planning application will be submitted and the haul road constructed.

- 3.3.2 Planning permission from Surrey County Council will be required for the haul road. SGL are working towards submission of a planning application and are discussing issues with County officers. The planning application will be required to include information on traffic implications. The effects of traffic on The Ridge would need to be considered along with any proposed improvement measures. If HGVs were expected to enter and leave Oxted Quarry via The Ridge, the implications of two-way HGV traffic would have to be considered.
- 3.3.3 It would be essential that the design of a junction for the new haul road at The Ridge would force HGVs to turn right towards the B269, thus avoiding residential roads in Woldingham. This could be achieved by a restrictive junction layout to preclude left turn movements. It would be desirable for the layout to be self-enforcing, which could preclude a need for Traffic Regulation Order banning left-turn movements.

4 **OTHER MEASURES TO AMELIORATE THE EFFECT OF EXISTING HGV TRAFFIC.**

- 4.1 This section of the report describes some measures that could ameliorate affects of HGV traffic generated by Oxted Quarry. None of these measures should be expected to reduce the total traffic flow on roads in Oxted. Cost estimates are not available at this stage for any of the measures since further investigation work would be required to determine feasibility and specific details. None of the measures would preclude progression of any of the other measures.
- 4.2 The following measures are outlined in this section of the report:
- 4.2.1 Widening of existing access point to Quarry
 - 4.2.2 Widening of Chalkpit Lane
 - 4.2.3 Traffic calming in Chalkpit Lane
 - 4.2.4 HGV routing on Oxted roads
 - 4.2.5 Railings or bollards
 - 4.2.6 Signal control at Chalkpit Lane railway bridge
 - 4.2.7 Footway in Chalkpit Lane
 - 4.2.8 Waiting restrictions
- 4.3 **WIDENING OF EXISTING ACCESS POINT TO QUARRY**
The existing access point on Chalkpit Lane is restrictive for HGVs turning into and out of the Quarry site. The location is restricted by residential properties on both sides of the entrance, but the land just to the south could perhaps be used to increase the turning area. Any design would need to take account of utility companies' equipment in the vicinity.

4.4 WIDENING OF CHALKPIT LANE

Chalkpit Lane has a restrictive width in a number of locations including a section just south of the existing access point to Oxted Quarry. Widening would be costly, time consuming and subject to land availability.

4.5 TRAFFIC CALMING

Traffic calming in the residential section of Chalkpit Lane and on other roads, such as Church Lane, could improve safety for vulnerable road users. Traffic calming usually involves considerable consultation and can include horizontal alignment changes, priority Give-Ways, parking regulation and visual features. Concerns about traffic calming often include affects on emergency vehicles and increased pollution from vehicles.

4.6 HGV ROUTING

An assessment of HGV routes could be undertaken to determine whether there were preferred roads for lorry traffic. Other roads could then be proposed for HGV restrictions. However, there may not be an acceptable solution since none of the roads in the area was designed to carry modern lorry traffic. An example is Barrow Green Road, which sometimes carries HGVs in both directions but is less than 5 metres wide in places and is also used by horse riders. SGL promotes a voluntary route scheme for Oxted Quarry traffic that has the affect of Barrow Green Road being used by HGVs predominately in just one direction. Whilst this initiative has been welcomed by some, it does not solve the issues of HGVs in Chalkpit Lane and the route from the Quarry to the A25 that includes residential parts of Oxted. Although it would be possible to encourage HGVs to use certain routes by Traffic Regulation Orders supported by physical restrictions, these measures might not be popular with some local people.

4.7 RAILINGS OR BOLLARDS

The perceived and real risks presented by HGVs using local roads could be reduced by providing barriers to enhance the separation of traffic from pedestrians. Railings or bollards lining the route could be helpful provided they did not compromise access to vehicular crossovers or pedestrian crossing points. Railings or bollards could be located on the east side of Chalkpit Lane from Gordons Way northwards to the existing limit of the footway, but the verge width throughout this section already provides some separation. Pedestrians might feel more vulnerable on the section of Barrow Green Road leading to Church Lane, but railings here would reduce the footway width.

4.8 SIGNAL CONTROL AT CHALKPIT LANE RAILWAY BRIDGE

The arch of the bridge and road alignment currently precludes two HGVs passing in opposite directions under the railway. Vehicles meeting at this location can cause congestion and safety issues. Signals to allow traffic to proceed in only one direction at a time could resolve this problem. There would need to be some widening of Chalkpit Lane at Gordons Way to allow for queuing traffic. There are no existing

pedestrian facilities under the bridge, but the reduced carriageway width provided with signals proposal could release space for a new footway.

4.9 FOOTWAY IN CHALKPIT LANE

The central and more residential section of Chalkpit Lane has footway provision for pedestrians. Barrow Green Road westwards from its junction with Chalkpit Lane also has a footway. However, there is no linking footway in the southern section of Chalkpit Lane from Gordons Way to Barrow Green Road. There is space on the west side of Chalkpit Lane for a new footway provided any design considered the adjacent verge and ditch.

4.10 WAITING RESTRICTIONS

There are locations on the routes taken by HGVs in Oxted where parked vehicles can cause congestion and safety issues. Waiting restrictions represented by single or double yellow lines on the carriageway could be promoted where appropriate.

5 CONSULTATIONS

5.1 Surrey Police have provided comments on the current situation with HGVs using local roads and on the one-way proposal for Chalkpit Lane.

5.2 The Chairman of the Local Committee and the County Members for Oxted, Warlingham and Caterham Valley (including Woldingham) have been consulted on a draft copy of this report.

6 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

6.1 The proposal for a new haul road in the Quarry site would be funded privately. A fee is payable by the applicant submitting the planning application.

6.2 There is no County funding currently allocated to progress new proposals on the highway related to traffic accessing Oxted Quarry. Funding would be required to progress a feasibility study about the possibility of a one-way system in Chalkpit Lane or about any of the other measures suggested to ameliorate the traffic problems. The Local Transport Plan budget for integrated transport schemes or the Local Allocation budget available to the Local Committee could be used for the work. Any funding allocated from these budgets will inevitably reduce the sum available for other important work. The funding allocations are considered annually and it is proposed that a suitable report be prepared for the June meeting of the Local Committee.

7 EQUALITIES AND DIVERSITY IMPLICATIONS

- 7.1 There are no significant equalities or diversity implications.

8 CRIME AND DISORDER IMPLICATIONS

- 8.1 Surrey Police are working to enforce existing regulations applicable on the highway. Any new Traffic Regulation Orders should be designed to be self-enforcing as far as possible.

9 CONCLUSION AND RECOMMENDATIONS

- 9.1 It is unfortunate that problems of HGV traffic cannot be eliminated on roads surrounding Oxted Quarry. This report seeks to advise on which proposals could offer the most suitable way forward for the Local Committee. Although the one-way proposal for Chalkpit Lane could offer many Oxted residents some amelioration of the HGV problems, there would be considerable disadvantages in such a scheme. The one-way proposal for Chalkpit Lane is not recommended.
- 9.2 A new haul road within the site could reduce traffic from Oxted Quarry using Oxted local roads. A haul road within Oxted Quarry would have no significant financial implications for the County Council. If the haul road planning application and works are progressed effectively, this option could be in place before other possibilities. The planning process will take into account the views of people and decisions would be made by the County Planning Committee.
- 9.3 Other measures to ameliorate the effects of HGV traffic could be progressed if prioritised highly enough in the list of integrated transport schemes for Tandridge. A report recommending prioritised schemes for funding from the Local Transport Plan and Local Allocation budgets will be prepared for the Local Committee at the meeting scheduled for June 2008.
- 9.4 Any medium and long-term solutions will involve wider consultation to ensure that problems are not unacceptably displaced. The views of communities to the north of Oxted, including Woldingham, will be invited and taken into account in any study and investigation of proposals that might have an affect on a wider area. Statutory procedures for planning decisions and Traffic Regulation Orders include invitation for individuals and organisations to comment on the proposals.

10 REASONS FOR RECOMMENDATIONS

- 10.1 Whilst it is recognised that the problems of HGV traffic are unacceptable to local residents, the County Council, District Council and Surrey Police are unable to remove the problem. Amelioration measures are possible but will not reduce the number of HGVs using the roads. Oxted Quarry's

haul road proposal seems favourable provided the traffic is not able to use Woldingham local roads as an alternative.

- 10.2 The haul road proposal within the Oxted Quarry site could provide a solution to remove traffic from Oxted local roads. Other suggestions such as one-way traffic in Chalkpit Lane could take longer to implement and would involve considerable cost for the County Council. The one-way proposal also has significant disadvantages such as the removal of a southerly route to Oxted.
- 10.3 If the HGV traffic on Oxted roads were not removed, it would be appropriate to give further consideration to measures that could ameliorate some of the effects. Feasibility studies and public consultation would be desirable to determine the most appropriate measures. The Local Committee could consider providing funds for this work at a future meeting.

11 WHAT HAPPENS NEXT

- 11.1 Surrey County Council can continue to encourage the Operator of Oxted Quarry to progress the haul road proposal, including the necessary planning application.
- 11.2 A report is being prepared about utilisation of the 2008/09 Local Allocation and Local Transport Plan budgets for Tandridge. Only top priority integrated transport schemes are likely to be funded and progressed in the near future. It is proposed that the report will be included in the agenda for the scheduled June 2008 meeting of the Local Committee.

LEAD OFFICER:	Roger Archer-Reeves, Group Manager, Surrey Highways
TELEPHONE NUMBER:	08456 009009
E-MAIL:	eastsurreyhighways@surreycc.gov.uk
CONTACT OFFICER:	Derek Poole, Local Highways Manager, Surrey Highways
TELEPHONE NUMBER:	08456 009009
E-MAIL:	eastsurreyhighways@surreycc.gov.uk