

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 23 JUNE 2017

SUBJECT: PUBLIC QUESTION: HGV TRAFFIC FOR CHALKPIT QUARRY

DIVISION: OXTED



Mr Nick Skellett asks

In order to alleviate congestion and the impact on local roads and residents of the increasing HGV traffic would the Local Committee please implement urgently the following safety measures improvements which have been suggested by a local resident:

1. A pavement between the Scout hut and Barrow Green Road (with anti-climb curbs if possible to prevent future damage by lorries).
2. Vehicle approaching lights each side of the railway bridge in Chalkpit Lane.
3. Vehicle approaching lights where the road narrows north of the M25 bridge and the quarry. The vehicle approaching lights overcome the problem of a traffic queue at these points which would bring their own set of problems. The system consists of a pair of warning signs, which are activated as soon as a vehicle enters the zone in order to warn vehicles travelling in the opposite direction. A simple active warning sign would be a flashing light and a sign "vehicle approaching." Surrey Highways have knowledge of and experience with a wide range of sensor technologies available for vehicle detectors, and may have other off-the-shelf solutions.
4. A vehicle activated electronic speed sign in Chalkpit Lane for vehicles coming from the Chalkpit - opposite the junction with Hamfield Close where vehicles appear to be going fastest.
5. A 20 mph speed restriction between at least Hamfield Close on Chalkpit Lane and Barrow Green Road.

Response:

The C74 Chalkpit Lane is a rural road along part of the length, and from the junction with The Ridge the road descends the scarp slope of the North Downs, passing under the M25 and coming into the residential area of Oxted. The road then passes under the Network Rail bridge before joining Barrow Green Road. There is a quarry that is accessed from Chalkpit Lane between The Ridge and the M25. The Heavy Goods Vehicles (HGVs) associated with the quarry are required to drive south into Oxted as there is a 6'6" width restriction in place immediately to the north of the quarry entrance, that prohibits large vehicles from driving up to The Ridge. It is appreciated that there is local concern about the HGV movements along Chalkpit Lane.

Question 1

During the three year period April 2014 to March 2017, the latest period for which data is available, there has been one reported collision involving serious personal injury in the section of Chalkpit Lane between the entrance to the quarry and the junction with Barrow Green Road. This collision involved a single cyclist that lost control negotiating the priority give way arrangement south of the M25.

1. There is no footway on the section of Chalkpit Lane between the junction with Gordons Way and Barrow Green Road. There is a narrow verge and a ditch beside the Chalkpit Lane carriageway between the Scout hut entrance and Barrow Green Road. It is acknowledged that pedestrians do walk along the narrow verge beside Chalkpit Lane. A feasibility design would be required to establish if there is sufficient width within the existing highway boundary for the provision of a footway. The likely cost of a scheme to provide a footway on this section of Barrow Green Road, even if there is the available highway width, would be outside of the scope of the limited funding that is currently available to Tandridge Local Committee for Integrated Transport Scheme works.
2. All schemes that are implemented on the public highway must comply with both the relevant legislation and guidance that is issued by the Department for Transport. Vehicle approaching lights, as requested by Mr Skellett and described above, are not a recognised method of traffic control that can be used on the public highway network. For this reason there are no plans to investigate this suggestion further.
3. It would not be possible to implement vehicle approaching lights on the narrow section of Chalkpit Lane, north of the M25, as is suggested for the reason given in the response to point 2 above.
4. Mr Skellett has suggested that a Vehicle Activated Sign (VAS) indicating the speed limit be provided in Chalkpit Lane opposite the entrance to Hamlin Close to face southbound traffic. The County Council follows an evidence led approach to such requests, and therefore it is proposed to carry out a speed survey to measure traffic speeds in order to establish if the installation of a VAS is appropriate.

Limited revenue funding has been set aside to fund speed surveys in 2017/18 and this funding has already been allocated to other surveys. This survey will be added to a list of surveys to be carried out in the future when there is available funding. The results of the survey will be reported to the Tandridge Local Committee Chairman, Vice Chairman and Divisional Member. A decision will be made, based on the results of the survey together with the collision record, as to whether a scheme to provide a VAS in Chalkpit Lane be added to the Integrated Transport Schemes list for consideration for future funding.

5. Surrey County Council has an approved Policy "Setting Local Speed Limits" which sets out the criteria under which a reduction in speed limit by signs alone would be considered. The policy requires that the length of road over which a speed limit change would be considered should be at least 600m in length. This is to ensure against too many speed limit changes that could be confusing to the motorist along a length of road. The suggestion being put forward by Mr Skellett to reduce the speed limit on the section of Chalkpit Lane between Hamlin Close and Barrow Green Road to 20mph would not meet this criterion, as this section of Chalkpit Lane is only approximately 420m in length. For this reason there are no plans to investigate this suggestion further.

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