

Item 13c
May 2018

I have just collated the data from my first 24-hour traffic survey of vehicle movements on Salt Lane.
(See spreadsheet and charts.)

I am concerned that there has been a marked increase in volume of traffic in the last 2 years and that we are seeing a lot of commercial traffic too. I know that many residents are concerned about vehicle speeds on these rural roads, and the use of this cut through by HGVs. I am experiencing a lot of vibration and noise from lorries, exacerbated by them hitting the potholes in Salt Lane. We have seen truck impacts on trees.

I think that a lot of the "new" traffic is associated with courier deliveries and with construction traffic to the housing developments in Horsham and the commercial building at Dunsfold Aerodrome (the newly commissioned bio-digester for example.) If Dunsfold Park gets built, then we will see an exponential increase in construction traffic and eventually the commuter traffic that I have predicted (in a separate report).

The headline conclusions are:

2700 vehicles use Salt Lane on a weekday during school term.

Slightly more go East than West

8.30-9am is the peak period 5-6pm the second rush-hour

Significantly 20% of all traffic is Light Goods Vehicles (LGVs)

This is predominantly transit vans, but there is a high number of trailers, low loaders, Luton body

LGVs are 46% of Eastbound traffic between 6 and 7am (but 21% going West)

LGVs are 32% of Westbound traffic between 5 and 5pm (but 27% going East)

I conclude this is construction traffic getting in early and knocking off at 4

6 HGVs used the road against the "Unsuitable for HGVs" signs at both entry points

These were road sweepers, cement lorries, skip lorries, oil tankers (Wooldridge, Chambers, Watson, Hanson, Coles, Calor)

This survey is primarily to accumulate control data for future comparison. I have photographs of many of the HGVs that use the route as a cut through. I will conduct a few spot surveys soon. On a day to day basis I am logging HGV transgressions and will be reporting them to Surrey CC LORD (Lorries Off Rural Detours) (Peter Hitchings) although Peter's email address currently is dead.

My view is that we need to try to get some protection for our environment. I think the Conservation Area for Hydestile is a priority. I would like to get the "Unsuitable for HGV's" signs reviewed and made more consistent and logical (see maps below). I would want to know what Surrey CC are doing to enforce them, and if LORD has any teeth. I doubt the Police are interested or able to effectively log any complaint. I would think it a priority to get some assurances that Dunsfold Park will not use Markwick Lane for construction traffic. Frankly I am not hopeful that WBC will enforce anything agreed, as they have been negligent in enforcing their quotas on DP truck movements out of the airfield (even oblivious of and indifferent to doctored data in DP's submitted quota surveys).

Paul Osborne,

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Thursday May 3rd 2018 Traffic Survey Salt Lane Markwick Lane route

Vehicles per hour with hourly tallies

	Eastbound >					EAST		<Westbound					WEST	ALL	ALL				
	Cars	LGVs	Rigid	HGV	Trailer	VPH	0	Cars	LGVs	Rigid	HC	Trail	VPH	vehicles	LGVs	Hours	%LGVs	LGVs E	LGV W
0-1	6					6	0-1	2					2	8		0-1	0%	0%	0%
1-2	1					1	1-2	1					1	2		1-2	0%	0%	0%
2-3	1					1	2-3	2					2	3		2-3	0%	0%	0%
3-4	1					1	3-4	1					1	2		3-4	0%	0%	0%
4-5	2					2	4-5	2					2	4		4-5	0%	0%	0%
5-6	7	2				9	5-6	11	2				13	22	4	5-6	18%	22%	15%
6-7	15	13				28	6-7	33	9				42	70	22	6-7	31%	46%	21%
7-8*	120	42	2	1	1	166	7-8	111	17	1	1		130	296	64	7-8	22%	27%	15%
8-9	132	41	2		3	178	8-9	134	11	2			147	325	59	8-9	18%	26%	9%
9-10	87	33	1		3	124	9-10	64	26	1	1		92	216	65	9-10	30%	30%	30%
10-11	39	14	3			56	10-11	66	12	2	1		81	137	32	10-11	23%	30%	19%
11-12	36	16	1		1	54	11-12	39	12				51	105	30	11-12	29%	33%	24%
12-1pm	55	18	2		1	76	12-1pm	47	16	1			64	140	38	12-1pm	27%	28%	27%
1-2	45	17	2	1	3	68	1-2	45	16		1		62	130	39	1-2	30%	32%	27%
2-3	53	19	2			74	2-3	48	24	2	1		75	149	48	2-3	32%	28%	36%
3-4	54	13	1	1	2	71	3-4	69	22	1			92	163	39	3-4	24%	23%	25%
4-5	84	30			1	115	4-5	78	37				115	230	68	4-5	30%	27%	32%
5-6	112	19		1	1	133	5-6	97	21		4		122	255	45	5-6	18%	15%	20%
6-7	97	13				110	6-7	75	14		1		90	200	27	6-7	14%	12%	16%
7-8	48	6				54	7-8	37					37	91	6	7-8	7%	11%	0%
8-9*	35	4				39	8-9	14	1				15	54	5	8-9	9%	10%	7%
9-10	22					22	9-10	28					28	50		9-10	0%	0%	0%
10-11pm	22					22	10-11pm	23					23	45		10-11pm	0%	0%	0%
11- 0:00	12					12	11- 0:00	7					7	19		11- 0:00	0%	0%	0%
TOTALS:	1086	300	16	4	16	1422		1034	240	10	1	9	1294	2716	540		20%	22%	19%
	Cars	LGVs	Rigid	HGV	Trailer	Totals		Cars	LGVs	Rigid	HC	Trail	Totals	Grand Totals	LGVs		%LGVs	LGVs E	LGV W





