



**NORMANDY VILLAGE SAFETY SCHEME
PROPOSED 7.5 TONNE
HEAVY GOODS VEHICLE BANS**

GUILDFORD LOCAL COMMITTEE

3rd MARCH 2005

KEY ISSUE

This report recommends implementation of 7.5 tonne weight restrictions on School Lane, Hunts Hill Road and Cobbett Hill Road in Normandy during the 2005/06 financial year, subject to funding being made available.

SUMMARY

The report describes an additional proposal following public consultation carried out with residents of Normandy as part of a package of safety-related improvements within the Normandy Village approved on 29th January 2004.

Report by

LOCAL TRANSPORTATION DIRECTOR

Surrey Atlas Ref.

Pages 106 & 107

GUILDFORD B.C. WARD(S)

NORMANDY

COUNTY ELECTORAL DIVISION(S)

WORPLESDON

OFFICER RECOMMENDATIONS

The Committee is asked to agree:

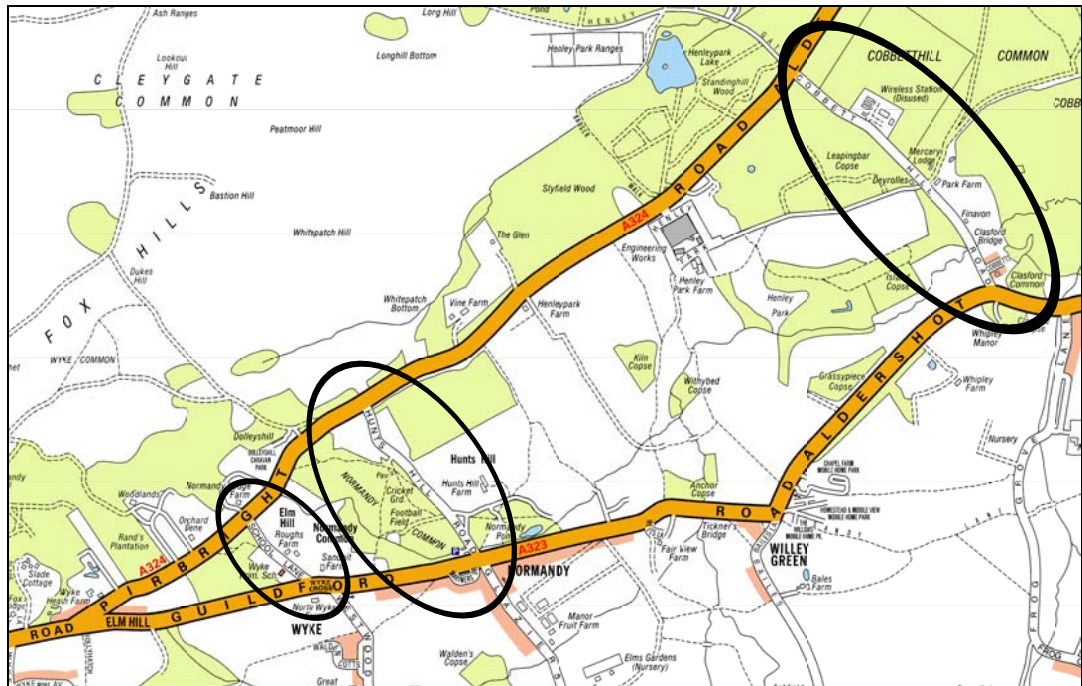
- (i) that the proposals detailed in this report and shown on attached plan number GU0755 be approved for implementation.
- (ii) that the intention of the County Council to make the necessary Weight Restriction Order under Sections 1 and 2 of the Road Traffic Regulation Act 1984 as set out in this report be advertised and, if no objections are received, the orders be made.
- (iii) that following consideration and, where possible, resolution of any objections or representations, the Orders be made.

INTRODUCTION and BACKGROUND

- 1 On 29th January 2004, the Committee approved a package of safety measures for Normandy Village subject to consultation with local residents, Parish Council and all interested parties.
- 2 An evening consultation was held in Normandy on 26 February 2004. This was attended by residents, members of Normandy Parish Council, elected members of County and Borough Councils, Surrey Police and representatives of the Wyke County Primary School. A further meeting was held at the school on 7 June 2004.
- 3 A number of specific additional items were put forward including introduction of 7.5 tonne weight restrictions on School Lane, Hunts Hill Road and Cobbett Hill Road. Further discussion is ongoing with the Parish Council about other aspects of the Village Safety Scheme, and it may be necessary to bring a further report to the Local Committee in due course.
- 4 In the meantime, however, an opportunity has arisen to progress the proposed HGV bans ahead of the remainder of the project, commencing during the current financial year. If approved, officers anticipate that the order could be advertised in March and made by the end of April 2005 provided that no objections are maintained.

THE PROPOSALS

- 5 The proposal is to introduce a 7.5 Tonne weight restriction excluding local buses along the entire lengths of School Lane, Hunts Hill Road and Cobbett Hill Road as shown on attached plan number GU0755. A location plan is shown overleaf.



CONSULTATIONS

- 6 These proposals have been raised as result of consultation and have the support of residents, the Parish Council and both County and Borough members. Surrey Police have been informally consulted and have no objections to the principle of the proposals. They have, however, commented expressing concern regarding the likely demand for enforcement given their limited resources.

FINANCIAL IMPLICATIONS

- 7 The feasibility and outline design of Normandy Safety Study has been funded by the LTP during 2003/04. The order-making can also be funded from this source. Implementation requires signage only; the modest costs of this can be funded from the Village Safety Study, provided that this proceeds during 2005/06. Failing this, the costs will be absorbed by the Aids to Movement budget.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 8 The scheme has no economic implications. It will improve both road safety and the quality of life for residents. This may have the effect of increasing local walking and cycling journeys.

DELIVERY & MONITORING OF LOCAL TRANSPORT PLAN OBJECTIVES

- 9 The effectiveness of the proposal against LTP objectives and strategies, and the monitoring regime planned are as follows:

LTP OBJECTIVES	EFFECT (including delivery of TARGETS)
Safety	Scheme will improve safety and perceived safety of all highway users
Environment	Positive benefits related to health.
Economy	No measurable effect
Integration	No measurable effect
Accessibility	Marginal improved accessibility throughout Normandy area for pedestrians and cyclists.

LTP STRATEGIES	EFFECT
Passenger Transport	No effect
Walking	Marginal positive effect
Cycling	Marginal positive effect
School Travel	Direct positive effects on travel to schools in the vicinity.
Traffic Management	Positive effect by encouragement for traffic to use the most suitable route.
Speed Management	Positive effect on reduction in speed within the village
Transport Telematics	No effect
Parking	No effect
Road Safety	Positive potential benefits to all road users
Travel Awareness	No effect
Highway Maintenance	No effect
Bridge Management	No effect

MONITORING CARRIED OUT OR PLANNED	
'Before' monitoring	Accident records, speed surveys and public consultation.
'After' surveys	Quantitative: Repeat of speed surveys and scrutiny of accident records Qualitative: Canvass views of those who have commented already, notably Normandy Parish Council and Surrey Police.

CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 10 The proposed restriction should improve residents' perception of highway safety and the local environment. It is therefore recommended as an additional element of the Village Safety Scheme.

LEAD OFFICER
TELEPHONE

KAZ BANISAIED, PRINCIPAL ENGINEER
01483 517523

BACKGROUND PAPERS

Normandy Village Safety Scheme consultation responses