

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (SPELTHORNE)****DATE:** 16 December 2013**LEAD OFFICER:** NICK HEALEY, AREA TEAM MANAGER (NE)**SUBJECT:** HALLIFORD VILLAGE WEIGHT RESTRICTION**DIVISION:** LOWER SUNBURY AND HALLIFORD**SUMMARY OF ISSUE:**

As part of the Divisional Programme for Lower Sunbury and Halliford, the Divisional Member has asked officers to investigate a 7.5t weight restriction in Halliford Village. This report is intended to inform the local committee of the outcome of the public consultation and advertising of the traffic regulation order.

**RECOMMENDATIONS:**

**The Local Committee (Spelthorne) is asked to:**

- (i) Make the traffic regulation order and install the necessary signs.

**REASONS FOR RECOMMENDATIONS:**

The recommendations are intended to assist with the implementation of the proposed new weight restriction. The Area Team Manager will inform the Chairman, Vice Chairman and relevant Divisional Member(s) of any further developments which might impede the progress of the scheme.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 As part of the Divisional Programme for Lower Sunbury and Halliford, the Divisional Member has asked officers to investigate the viability of a new 7.5t weight restriction in Halliford Village. The new restriction would apply to Upper Halliford Road, between Halliford Road towards the southern end of the village, and Gaston Bridge Road towards the northern end of the village (refer to annex A).
- 1.2 It transpired from previous investigations that imposing a new weight restriction would not remove all HGVs from Halliford Village as some would continue to have rightful access for loading and unloading purposes.
- 1.3 If the new weight restriction were to be implemented, we would expect a reduction of HGV journeys through the village, and a corresponding increase in HGV journeys on Gaston Bridge Road, and on the bypass.

**2. ANALYSIS:**

2.1 Consultation letters were sent out to three hundred and forty-two (342) local residents on 5<sup>th</sup> November 2013. By the deadline date of 29<sup>th</sup> November 2013, one hundred and twenty three (123) responses were received of which one hundred and eighteen (118) residents supported the proposed weight restriction, three (3) residents had no opinion and two residents (2) objected to the proposal.

2.2 For ease of reading, the figures above have been interpreted into percentages below.

Total no of letters sent out - 342

Response rate - 36%

Residents who supported proposal - 96%

Residents who had no opinion - 2%

Residents who objected to proposal - 2%

2.3 Based on the above figures, it would appear that the vast majority of the local residents who responded to the consultation are in favour of the proposal.

Comments made by the two (2) residents who objected to the proposal on the consultation response forms are as follows:

This weight restriction must start at where Garston Bridge Road leaves the Halliford bypass, south of the village, not at the junction of the Upper Halliford road with Halliford Road. If the restriction is applied as in the schedule instead of some HGV's coming through the village and some up Gaston Bridge Road, they will all come up the Garston Bridge Road section and then have to stop or turn round at the T junction with Halliford Road. This will cause more noise and pollution at the Halliford Road T junction.

Recently an HGV stopped at the T junction; a man got out and relieved himself in front of my house. If the weight restriction is in place, they will not be able to drive to "The Goat" and use the facilities there.

Having lived in the Halliford village for the past 35 years, I have no objection to HGVs using the Upper Halliford Road. The vast majority use it to park opposite the shops and visit the cafe and also the news agents, cleaners and supermarket. If you stop HGVs using the road, the shops will close down due to lack of customers. I want the business properties to remain.

If you really want to do something productive, I suggest you lower the speed limit along this stretch to 20mph. Now that would be productive. Motorist use this road as a "rat run" during the morning and evening rush hours. They drive down there at 40mph and now that is worth doing something about!

PS – if you ban HGVs over 7.5 tonnes, you will make it easier for cars to travel faster!

2.4 Officers have already received comments from Surrey Police as set out below:

Comments of Graham Cannon, Road Safety & Traffic Management Officer  
 I do not have any objection in principle to this proposal as I am aware that many in the village feel that it is adversely affected by the HGV's that travel through it. However as you will have gathered from the weight restriction in Clockhouse Lane, this type of restriction attracts a high demand of enforcement from local residents that just cannot be sustained. Our main thrust of enforcement is directed to offences that contribute to injury collisions. I have checked the last five years' worth of injury collision stats for this area and there has only been one injury collision and this did not involve a HGV.  
 Therefore given the above we would not routinely enforce the proposed restriction and this fact should be brought to the attention of your local committee.

2.5 The Freight Transport Association and Road Hauliers Association have also been informed of the proposal and to date, we have not had a response.

### **3. OPTIONS:**

3.1 Based on the above figures on the consultation response, officers will advise the committee to proceed with the scheme.

### **4. CONSULTATIONS:**

4.1 As detailed above.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 The cost of implementation of the proposed new restriction is estimated to be £10,000. It is anticipated that this will be funded from the Divisional Allocation for the Lower Sunbury and Halliford Division.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

### **7. LOCALISM:**

7.1 The Local Committee has prioritised its expenditure according to local priorities.

**8. OTHER IMPLICATIONS:**

8.1 A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime.

**9. CONCLUSION AND RECOMMENDATIONS:**

9.1 There is no strong technical justification for a new weight restriction. Furthermore, the number of HGV journeys in Halliford Village is not unreasonably high, when compared to similar areas in Spelthorne. Previous investigations show that most HGVs entering Halliford Village does so to legitimately gain access to local businesses. According to our accident database, there was no pattern of collisions in Halliford Village involving HGVs at the time of writing this report.

9.2 However, the views of the local community are very clear from the response received following the public consultation. This is therefore key to the committee's decision to implement the proposed new weight restriction unless the committee itself decide to use the funding available to support other schemes.

**10. WHAT HAPPENS NEXT:**

10.1 If the committee agree with the recommendations and approve the new 7.5t weight restriction in Halliford Village, the necessary signs will be erected this financial year and the traffic regulation order will be made.

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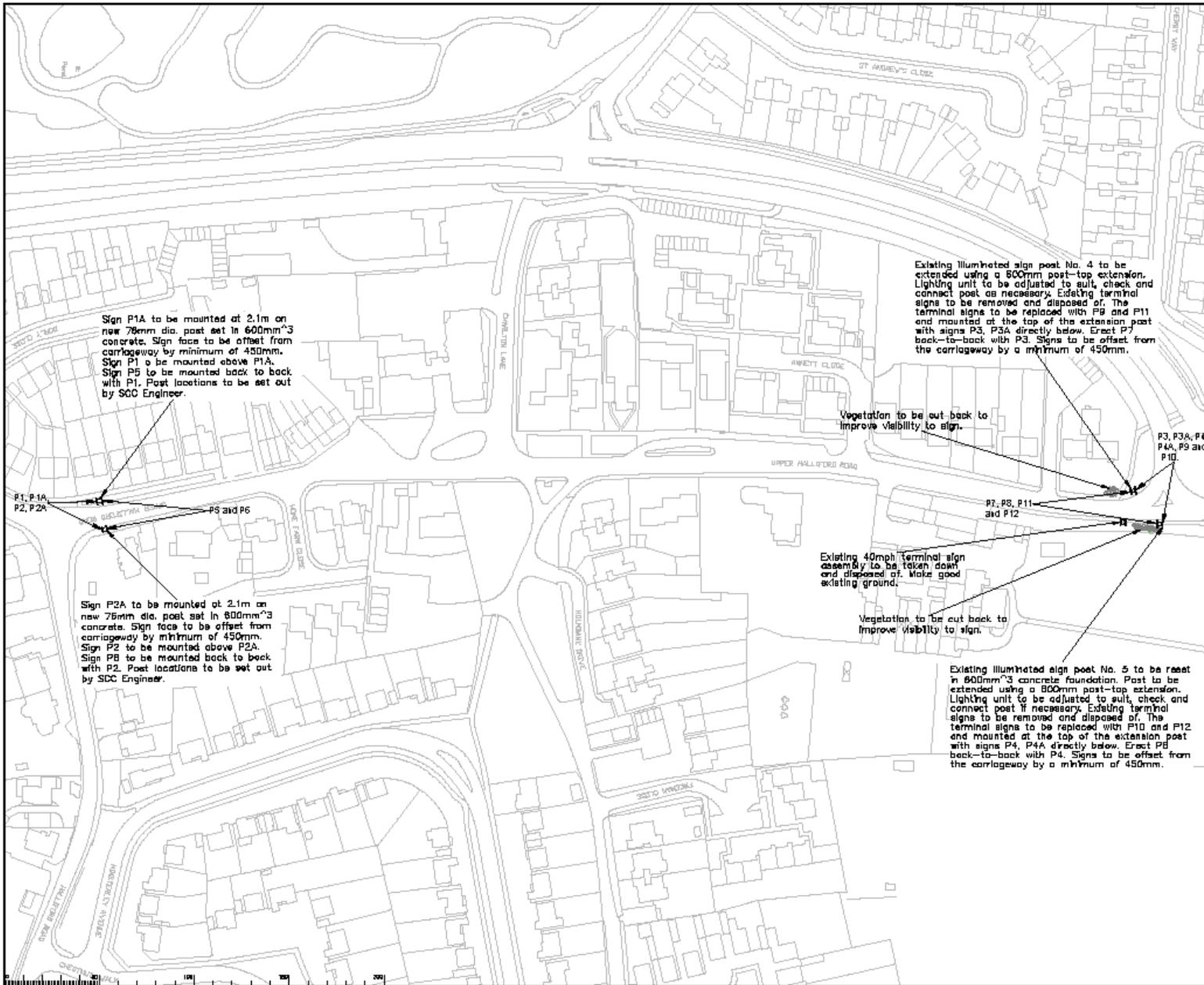
**Contact Officer:** Nick Healey, Area Team Manager (NE)

**Consulted:** Surrey Police, Road Hauliers Association, Freight Transport Association, local residents.

**Annexes:** 1

**Sources/background papers:** None.

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Sign P1A to be mounted at 2.1m on new 76mm dia. post set in 600mm<sup>3</sup> concrete. Sign face to be offset from carriageway by minimum of 450mm. Sign P1 to be mounted above P1A. Sign P5 to be mounted back to back with P1. Post locations to be set out by SGC Engineer.

Sign P2A to be mounted at 2.1m on new 76mm dia. post set in 600mm<sup>3</sup> concrete. Sign face to be offset from carriageway by minimum of 450mm. Sign P2 to be mounted above P2A. Sign P8 to be mounted back to back with P2. Post locations to be set out by SGC Engineer.

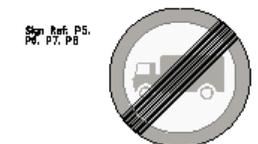
Existing illuminated sign post No. 4 to be extended using a 600mm post-top extension. Lighting unit to be adjusted to suit, check and connect post as necessary. Existing terminal signs to be removed and disposed of. The terminal signs to be replaced with P9 and P11 and mounted at the top of the extension post with signs P3, P3A directly below. Erect P7 back-to-back with P3. Signs to be offset from the carriageway by a minimum of 450mm.

Existing 40mph terminal sign assembly to be taken down and disposed of. Make good existing ground.

Existing illuminated sign post No. 5 to be reset in 600mm<sup>3</sup> concrete foundation. Post to be extended using a 600mm post-top extension. Lighting unit to be adjusted to suit, check and connect post if necessary. Existing terminal signs to be removed and disposed of. The terminal signs to be replaced with P10 and P12 and mounted at the top of the extension post with signs P4, P4A directly below. Erect P8 back-to-back with P4. Signs to be offset from the carriageway by a minimum of 450mm.



| Scheme Ref.                     | Upper Hallford Proposed Weight Restriction |
|---------------------------------|--|
| Sign Ref. Class. R10            | IC-Height 30.0                             |
| Letter colour BLACK             | SIU1 FACE                                  |
| Background WHITE                | Width 600mm                                |
| Circle BLACK                    | Height 200mm                               |
| Mounts Class RAS (12800-1:2007) | Area 0.17sqm                               |



| Sign Reference | Upper Hallford Road      |
|----------------|--------------------------|
| Height         | 600mm                    |
| Width          | 600mm                    |
| Area           | 0.36 sq.m                |
| Material       | Class RAS (12800-1:2007) |
| Mount Height   | Back-to-back as detailed |



| Sign Reference | Class. E70-30            |
|----------------|--------------------------|
| Height         | 600mm                    |
| Width          | 600mm                    |
| Area           | 0.36 sq.m                |
| Material       | Class RAS (12800-1:2007) |
| Mount Height   | At top of PTE            |



| Sign Reference | E70-40                   |
|----------------|--------------------------|
| Height         | 600mm                    |
| Width          | 600mm                    |
| Area           | 0.36 sq.m                |
| Material       | Class RAS (12800-1:2007) |
| Mount Height   | At top of PTE            |

| Rev | Description | Drawn | Sign | Date | Checked | Sign | Date | Approved | Sign | Date |
|-----|-------------|-------|------|------|---------|------|------|----------|------|------|
|     |             |       |      |      |         |      |      |          |      |      |

| Rev | Description | Drawn | Sign | Date | Checked | Sign | Date | Approved | Sign | Date |
|-----|-------------|-------|------|------|---------|------|------|----------|------|------|
|     |             |       |      |      |         |      |      |          |      |      |

| Rev | Description | Drawn | Sign | Date | Checked | Sign | Date | Approved | Sign | Date |
|-----|-------------|-------|------|------|---------|------|------|----------|------|------|
|     |             |       |      |      |         |      |      |          |      |      |

Halliford Village  
Proposed Weight Restriction  
Proposed Signs

Project No. PC0350  
Drawing No. PC0350-01  
Classification CONSULTATION

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