

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (SURREY HEATH)****DATE: 8 DECEMBER 2016****LEAD OFFICER: ANDREW MILNE – AREA HIGHWAYS MANAGER (NW)****SUBJECT: HGV REVIEW – CHOBHAM, WINDLESHAM AND LIGHTWATER****DIVISION: BAGSHOT, WINDLESHAM AND CHOBHAM & LIGHTWATER, WEST END AND BISLEY****SUMMARY OF ISSUE:**

The Local Committee received an online petition, signed by 508 local residents on 10 March 2016 requesting the Local Committee to stop the increase of heavy HGV's through the villages Windlesham and Chobham.

The petition read "*The Royal Borough of Windsor and Maidenhead have decided to impose a weight restriction on Chobham road Rail Bridge of 7.5 tonnes. This will have a significant effect on the safety of residents in Windlesham and Chobham and increase the number of heavy goods vehicles using Windlesham and Chobham, diverting away from Chobham Road. This change would not have happened if Windlesham and Chobham had been in the Borough of Windsor and Maidenhead and not in Surrey.*

*We call on SCC to urgently complete a strategic review of the impacts this decision will have on both Windlesham and Chobham, particularly the safety and health of residents and to agree what measures are necessary to protect residents and motorists."*

**RECOMMENDATIONS:**

**The Local Committee (Surrey Heath) is asked to agree:**

- (i) To the progression, design and installation, of a 7.5T weight limit within Windlesham, as per Annex B, as part of the ITS schemes for 2017/18.**
- (ii) To the progression, design and installation, of a lower 7.5T weight limit along High Street (A3046) as part of the ITS schemes for 2017/18.**

**Not to progress with a weight limit on Chertsey Road (A319) and progress with alternative options to improve the junction with High Street (A319) and Windsor Road (B383)**

**REASONS FOR RECOMMENDATIONS:**

The recommendations in this report have been made to reduce the impact of HGV on residents in the identified areas. Consideration has been given to the impact a weight limit would have on the surrounding area.

## **1. INTRODUCTION AND BACKGROUND:**

### 1.1 Sunningdale - Chobham Road weight limit

- I. Chobham Road (B383), Sunningdale, runs north/south between London Road (A30) and Chertsey Road (B386). The road connects the highway network between Royal Borough of Windsor and Maidenhead and Surrey. The boundary between the two authorities is located approximately 1.2km from the junction with London Road.
- II. Approximately 400m from the junction with London Road (A30), the road runs over the railway line between Sunningdale and Longcross Station. In June 2015, Royal Borough of Windsor and Maidenhead installed an 18T Environmental Weight Limit on the bridge due to safety concerns. In April 2016, a 7.5T Environmental Weight Limit was introduced over the same structure.

### 1.2 Windlesham

- I. Windlesham is a village located in the northwest of Surrey Heath, between the M3 and A30. Within the village, there is one major route through the village, with five alternative smaller roads that provide access.
- II. The major route is the B386. The road runs between the northwest of the village, through the centre, and through the northeast of the village. The road provides direct access to the majority of the village.
- III. The B386 runs between the A30 (north east of the junction with A322) and the A320 in Chertsey. East of Windlesham, the B386 connects to the B383 south of Sunningdale and the 7.5T weight limit. From this junction, traffic can also travel south to Chobham along Windsor Road.
- IV. Updown Hill and Chertsey Road (B386) are primarily residential roads with regular on-street parking. The junction between the two roads includes a combination of traffic calming measures to reduce the impact of through traffic on the route and the impact it has on residential properties. The traffic calming measures include apriority give way points on either side of the junction as well as a raised table between the two points.
- V. Besides deliveries and collections from retail properties within the centre of the village, the majority of commercial properties within Windlesham that require HGV access are off the B386.

### 1.3 Chobham

- I. Chobham is a village located in the north of Surrey Heath. The village includes two major roads, A319 and A3046. The two roads serve as access from Lightwater to Ottershaw and Woking respectively.
- II. High Street in Chobham (A3046) runs between two mini roundabout at junctions with Bagshot Road (A319) and Station Road (A3046). This stretch of the A3046 is currently restricted to an 18T weight limit. The High Street predominantly serves retail properties, although it also provides access to a church and a local primary school. Parking in the area is through a car park north of the High Street, or through on street parking bays along the High Street.



Figure 1: Windlesham, Chobham and Chobham Road (B383)

- III. Chertsey Road (A319) is primarily a rural road with few residential properties along the majority. Residential properties are primarily located at either end of the road, in Chobham and Ottershaw. The route provides direct access between the two locations. Outside of the residential groups at either end, the rest of the road is a mixture of residential and commercial properties. Of those commercial properties, a number require regular HGV visits, including Fair Oaks Airport.
- IV. The junction between Chertsey Road (A319) and Windsor Road (B383) has been identified as a difficult junction for HGV traffic with limited carriageway for movement. However, Surrey Heath Local Committee have funded a review of the junction to reduce congestion and improve safety. Funds have also been allocated to consider options to improve speed compliance along Chertsey Road (A319) within the 30mph speed limit.
- V. In addition to the weight limit on High Street, a blanket 7.5T weight has been introduced to the area south of the A3046. An additional section to that order also covers Sandpit Hall Road and Philpot Lane.

## 2. ANALYSIS:

### 2.1 Environmental Weight Limit Traffic Regulation Order

- I. Any weight limit on the public highway requires a legal order to allow enforcement of the restriction. Enforcement of the order requires both a legal order as well as appropriate signage at all extents of the area covered by the legal order. In addition to the regulatory signage, advanced signage is recommended to inform drivers of the restriction before they commit to the route. These signs are not a requirement, but

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do reduce the chance of motorists coming across the restriction unexpected.

- II. An environmental weight limit is specifically to improving the environment for a specific area by encouraging traffic through an area where they would have a reduced impact. An environmental weight limit can be introduced with either a 18T or 7.5T. No other weights are permitted for this type of restriction.
- III. As an environmental weight limit is for the benefit of the area rather than to avoid an unsafe structure, certain exceptions are included within the order that are allowed access irrespective of weight. These exceptions include refuse vehicles, highways maintenance vehicles and emergency services. In addition, exception is included for those seeking access within the boundary of the restriction. This exception is provided to allow deliveries to and from both residential and commercial properties without prosecution.
- IV. As a result of exceptions in the order, enforcement of an environmental weight limit is not permitted through physical features. To do so would obstruct those who would otherwise be seeking legal access to the area and would in turn be illegal. Due to this, enforcement of the weight limit is solely through Surrey Police who are also required to see the offending vehicle enter and exit the regulated area without seeking access.
- V. As part of the notification process, companies who provide maps for Satellite Navigation Devices (SatNavs) are aware of the weight limit and update appropriately. Although restrictions like weight limits do not show up on traditional SatNav devices, specialist devices are available for commercial vehicles to navigate around such restrictions.

### 2.2 Traffic Surveys

In preparation for the review, it was agreed that traffic surveys would be undertaken at locations agreed with the County Councillor. The intention was for the locations to help identify locations where HGV traffic was excessive and support the decision making process.

After agreeing the survey locations, Surrey County Council Officers organised 15 traffic surveys in total over Windlesham and Chobham villages. Due to a combination of the number of locations and budget limitations, traffic surveys were undertaken using traffic loops.

Survey loops are a method of collecting data on the public highway over a full 24 hour day. The survey involves installing two rubber tubes to the road surface with a measured gap between them. The attached device then registers the change in pressure in the tubes caused by traffic. The data is then recorded and provides an indication of HGV traffic at each location.

However, due to the way the devices record data, information collected is most accurate on free flowing roads. Slow moving traffic or parked cars can skew the data collected and give inaccurate numbers of larger vehicles. Every effort was made to minimise the impact of parked and slow moving traffic, but some locations in both Chobham and Windlesham experienced issues with collecting data.

Information on locations within both Chobham and Windlesham have been provided in the sections below.



Figure 2: Example of loop survey equipment

### 2.3 Windlesham

#### I. Proposed Weight limits and locations

Through early discussions, Surrey Highways Officers identified that the concern was with traffic in general rather than along any one particular route. As no particular route was agreed, the proposal was to consider both a weight limit along a particular route as well as over the village in general. The specific weight on the limit would be established following traffic surveys.

#### II. Diversion Route

Due to the class of the B386, a diversion route for HGV traffic from the A30 will require drivers to use the A30 (London Road), A322 (Lightwater By-pass), A319 (Bagshot Road and High Street) and along the B383 (Windsor Road). Traffic in the opposite direction would follow the same route in reverse

#### III. Traffic Survey Data

A total of 12 traffic surveys were undertaken on roads within Windlesham. The locations were designed to best establish the level of traffic along each of the routes within Windlesham and best establish the boundary of any weight limit introduced in Windlesham. A plan of the locations and has been provided in Annex A.

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Surveys along the B386 showed that traffic levels on Chertsey Road, west of the junction with Heathpark Drive, approximately 7500 vehicles a day during the working week. This level fell to approximately 4250 a day during the weekend. Of the traffic on Heathpark Drive during the working week, approximately 100 vehicles a day are over 7.5T. Of the 100 vehicles, it is unknown how many were seeking a location within Windlesham and how many were using the B386 as a through route.

### IV. Review of results

As expected, the data collected showed a clear preference of HGVs to use the B386 from the A30 through to B383. Approximately 100 HGVs a day used Chertsey Road, whilst approximately 130 HGVs a day used Updown Hill. The section of Updown Hill between Chertsey Road and Woodlands Lane recorded an approximately 500 vehicles a day, but this data is expected to have been effected by slow moving traffic as it bears little to no correlation with other data collected in Windlesham.

## 2.4 Chobham

### I. Proposed weight limits and locations

Concerns with HGV traffic through Chobham were clear requesting a lower weight limit on the High Street of Chobham, lowering the 18T weight limit already in place to 7.5T. In addition to lowering the weight limit on High Street, requests were identified for an 18T weight limit to be introduced along Chertsey Road/Chobham Road (A319) between Chobham and Ottershaw. The area of the weight limit would extend from the junction between High Street and Chertsey Road to the 30mph speed limit terminal outside Ottershaw.

### II. Diversion Route

Due to the class of the road, a diversion route for the Chertsey Road (A319) would require HGV traffic to be directed away at the A322 to the junction with A324 at Brookwood and into Woking, then along the A320 to Ottershaw. Should traffic miss the directions at the A322, a weight limit on Chertsey Road would result in HGV traffic using lesser class roads to avoid the weight limit.

Due to the class of the road, a diversion route for the High Street (A3046) would divert traffic along the A319 towards Ottershaw, along the A320 and up the A3046 back to Chobham. Should a weight limit on Chertsey Road be implemented, the diversion route would reflect that mentioned above.

### III. Traffic Survey Data

Three traffic surveys were undertaken within Chobham in June 2016. Two of the surveys were located on Chertsey Road (A319), one in the 30mph section and one at the boundary with Runnymede. The third survey was located on High Street.

Due to on street parking and generally low traffic speeds, data collected on High Street was inaccurate and cannot be used to accurately determine the level of abuse of the weight limit. However, resident complaints suggest that the current 18T weight limit is regularly abused but large vehicles.

Due to the free flowing nature of the road, levels of traffic on Chertsey Road are reasonably accurate.



**Figure 3: High Street (A3046), Chobham**

#### IV. Review of results

The traffic survey data for Chertsey Road shows that less than 100 vehicles over 18T use the route on an average week day. Given that the A319 is a suitable diversion route for the High Street, that level is very low and suggests that

### **3. OPTIONS:**

#### 3.1 Windlesham

- I. Introduce Traffic Regulation Order for 7.5T weight limit (Recommended Option)

The data collected within Windlesham shows a clear priority of HGV traffic along the B386 through the village. HGV vehicles along the B386 causes considerable disruption due to the limited space available along the residential section of Updown Hill and Chertsey Road from on street parking. The result of the disruption causes frustration and distress to both residents and highway users as well as additional noise pollution. Although an Environmental Weight Limit will allow access for those seeking access within the agreed area, it is highly unlikely that all HGVs recorded were all seeking access within the village. Removal of unnecessary HGV traffic from the B386 should reduce the congestion caused by such vehicles along the route and improve the flow of traffic.

However, implementation of a weight limit on any part of the highway network will have an impact on the remaining network. The expected

diversion route for a weight limit in Windlesham would require HGV traffic to travel through the residential section of Bagshot Road (A319) and Windsor Road (B383). Although the majority of the identified route is rural and additional HGV traffic will have a limited impact, additional traffic through at the junction between Bagshot Road (A319) and High Street (A319) will have a significant impact on the congestion in the area in general, and cause additional noise and air pollution through the residential areas.

In addition to the above, as previously mentioned, the restriction will be required to allow access for those seeking a location within the area. As a result, the restriction cannot be enforced through physical features or through technological means. Enforcement of the restriction will only be possible through Surrey Police.

Appropriate signage will need to be installed to both legitimise the restriction for enforcement purposes as well as advanced signage to advise drivers of the presence of a weight limit ahead.

Progressing this option will require public consultation in addition to the required design of the scheme prior to implementation. Should the closure prove ineffective, removal of the order can be implemented through progressing a legal order.

The extent of the proposal has been provided in Annex B.



Figure 4: Windlesham Village centre

- II. Introduce Experimental Traffic Regulation Order for 7.5T weight limit  
Progressing the weight limit through a Experimental Traffic Regulation Order provides the same enforcement ability of a normal Traffic Regulation Order with the opportunity to reduce the area of the

restriction over a 12 month period before the option to make permanent within 18 months of the original introduction. Any alteration to the order will require appropriate alteration to the signage in place to reflect the change and raise the cost of the scheme on each occasion.

As consultation is undertaken during the extent of the experimental order, consultation is not required prior to introduction. However, good practice encourages the prior consultation of the scheme due to the impact it can have on residents outside the area. The order will give the opportunity to assess the impacts of the weight limit and reduce the extent of the order to improve the impact of the restriction.

Enforcement of an Experimental Traffic Regulation Order is no different to the situation explained in the option above.

Progression of this option will require design and installation of the scheme and additional advisory signs prior to implementing the legal order.

It should be noted that Woodlands Lane is currently closed for replacement of the bridge over the M3 and is not expected to be open until Winter 2017. Ideally the Experimental Traffic Regulation Order would be delayed until after the bridge is reopened to give a clearer idea of the impact the restriction has on both Windlesham and the surrounding areas.

### III. No alteration to current arrangement

By not introducing a weight limit through Windlesham the situation will continue as it currently is. The Local Committee are considering parking restrictions along Chertsey Road to reduce the impact parked cars have on the flow of traffic through the village. Replacement of the Woodlands Lane bridge, including the removal of all weight limits on the bridge, will reduce the limitations the previous structure placed on Windlesham. The situation across Windlesham and the surrounding area would continue to be monitored to determine the best means of addressing concerns.

## 3.2 Chobham – High Street (A3046)

### I. Lower current weight limit to 7.5T (Recommended Option)

The majority of large HGV vehicles are already discouraged from the road through the current 18T weight limit. Although lowering the weight limit along High Street, Chobham will not encourage additional enforcement of the weight limit, a reduction in the legal limit will reduce the size of HGV directed along the road by commercial SatNavs.

Lowering the weight limit will require the update of all highway signs indicating the weight limit on High Street. The update can be done via replacement of the original signs or via patching. The necessary action will be identified for each sign should the Local Committee choose to progress this option.

### II. Retain current 18T weight limit

Retaining the current weight limit will require no update or highway signs or the legal costs of replacing the legal order. However, residents and businesses regularly complain about the number of

HGV traffic along the road. Should nothing be done then the level is expected to remain the same and probably increase over time.

### 3.3 Chobham – Chertsey Road (A319)

I. No alteration to current arrangement (Recommended Option)

Chertsey Road is a major route within Chobham and provides HGVs on the A319 with a suitable alternative to the High Street. Retaining the current situation maintains the option for HGV traffic to exit Chobham without using lesser class roads.

II. Introduce Traffic Regulation Order for 18T

The junction between Chertsey Road and High Street (A319) is narrow and restricted. As a result, HGV traffic causes congestion at the entrance and results in some delay to traffic. However, Surrey Heath Local Committee have committed funds during this financial year to look at possible improvements to the junction to minimise the impact of all traffic at the junction, including HGVs. The consultation on the proposals is expected early 2017 for consideration in the 2018/19 financial year.

Chertsey Road is part of the A319 and provides a key part of the highway network in the area. The position of the road allows any HGV unaware of the 18T weight limit on High Street the opportunity to exit Chobham without using less suitable, lower class roads.

In addition, given the status of the road, the amount of HGV traffic recorded on Chertsey Road suggest that average levels are reasonably low. Given the number of commercial properties on the road, and the low level of HGV traffic on average, a weight limit is likely to have a limited impact on the road.

## **4. CONSULTATIONS:**

4.1 Surrey Police have been asked to provide initial comment on the proposals outlined in this report. The responses have been provided below:

- *Windlesham B386 route- I am aware that this route is used by many HGV's and it could be considered as not being suitable for this class of vehicle. However the alternative route is again arduous and either is not likely to be used or if it is this other route could be considered to be equally unsuitable. You will not be able to suggest that the A30/ B383 Windsor Road in the Windsor/ Maidenhead area can be used due to this having a HGV weight restriction on it already. Plus the other ongoing issues with W&M Council on this matter. The other alternative route would be to use A322/ A319/ Chobham High Street/ B393 Windsor Road, however you have already identified this as not being suitable for HGV's in your discussions with W&M on the above. Also I am sure the residents in Chobham will not be pleased with this suggestion.*
- *New Road, Windlesham- I am aware that there is a Motorway Works compound in New Road and I am sure this is the reason why there is such a high level of HGV movements in this road. When the M3 works have finished I am sure that this will subside. Given this I do not feel that this restriction is necessary.*

- *Chertsey Road (A319), Chobham - This road is classified as the A319 and as such forms part of the main road network in the area and indeed it is the main alternative to HGV's using Chobham High Street. I cannot see why there is a need to restrict HGV along this road.*
- High Street, Chobham - The current 18t weight restriction has been in for a number of years and we regularly receive requests for enforcement of this restriction. As you know enforcement of environmental weight restrictions is not a police priority and a lower limit will just attract even more requests for enforcement. A lower limit to 7.5t will also affect many more HGV's and the chances are that many will not use the arduous alternative routes.

4.2 In addition to comments on the specific locations identified, Surrey Police gave the below summary of the proposals:

- *In respect of these suggestions overall, my view would be that they do not actually solve a problem, without creating the same problems elsewhere on your own network. It would really be just a matter of appeasing one group of residents and antagonising another. I note that these restrictions are based on environmental reasons and not as a result of any casualty reduction/ collision saving. As indicated this would not be seen an enforcement priority and therefore it would receive little or no police attention. This, together with the fact that there would be no physical engineering measures to ensure compliance, will result in drivers mostly likely not adhering to the restrictions and so the scheme will never be a success. Therefore I cannot support any of these suggestions.*

4.3 The Local County Councillor was consulted on the proposals and supported the introduction of the new weight limits recommended by Officers within this report.

4.4 Further consultation will be undertaken with all necessary persons should a scheme be progressed.

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

- 5.1 Implementing the weight limit alterations proposed in this report are expected to reach £40,000.
- 5.2 A scheme for the implementation of the proposed outcome of the report has been added for consideration by the Local Committee to fund during the next financial year.

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

- 6.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

**7. LOCALISM:**

- 7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of the consultation and bidding processes for highway-related works.
- 7.2 This report responds to concerns raised by members of the local community in Windlesham and Chobham.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below.

**8.1 Crime and Disorder implications**

With the implementation of an environmental weight limit, enforcement is not possible through physical measures or through technological means. The inclusion of exclusions within the legal order require any enforcement to prove without doubt that the driver in question has driven through the area without seeking access. As a result, enforcement of the weight limit would be sort through physical presence of police officers who would be required to follow the offender from entering the area to the point where they either visit a location or exit the area. As explained above, enforcement of weight limits is not a Surrey Police priority. With the diversion routes being substantial longer than the original lengths, the restrictions are subject to abuse.

**8.2 Sustainability implications**

Any restriction on the public highway has implications on the remaining highway network. Implementation of weight limits on the public highway actively encourage traffic off a desired route and onto an alternative, preferably more desirable route. In the cases covered in the report above , the diversion routes are substantially longer than the route covered and have substantial implications to increase in emissions created by the additional miles required by the traffic.

**8.3 Public Health implications**

HGV traffic in residential areas create a number of concerns for those that live in the area. Avoidance of the area is not always possible, but where HGV traffic is unnecessary, the vehicles can cause considerable noise pollution and result in unnecessary air pollution. However, HGV traffic must be able to use the highway network and restricting movement through one area will

require their movement along another route. Every effort should be made to minimise the impact of HGVs on the public at large, including those that will feel the impact of the diverted traffic.

## **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 The Surrey Heath Local Committee received a petition signed by 184 local residents requesting a stop to the HGVs through the villages of Windlesham and Chobham. The petition included comments on the recent weight limit on Chobham Road (B383) in Sunningdale and the impact it has had on the area.
- 9.2 The Royal Borough of Windsor and Maidenhead have introduced two environmental weight limits on Chobham Road (B383) covering the railway bridge. The first restriction was an 18T limit and was introduced in June 2015. The second restriction was a replacement of the first and reduce the limit to 7.5T. The final weight limit was introduced in April 2016.
- 9.3 Windlesham village is located on the B386 between A30 (London Road) and the junction with Chobham Road (B383). A combination of commercial and residential properties run adjacent to the B386, with on street parking a regular issue through the centre of the village. Traffic calming on the road has been introduced at the junction between Updown Hill (B386) and Chertsey Road (B386) in the form of two priority give way points and a raised junction. Traffic surveys through the village showed the majority of HGV traffic entered and exited the village on the B386.
- 9.4 Chobham village is located on two major roads, the A319 and A3046. The junction between the two is located on High Street, with the A3046 section of the High Street primarily retail properties. An 18T weight limit currently extends along the A3046 section of the High Street. An additional 7.5T weight limit is located on the southern side of the A3046 and along Sandpit Hall Road and Philpot Lane.
- 9.5 Environmental weight limits include general conditions that require access to be maintained. As a result, physical features and electronic monitoring cannot be used to enforce the restriction as they cannot determine whether a vehicle is seeking legitimate access or not.
- 9.6 A meeting with the Local County Councillor identified three areas of concern for the report to concentrate on. These areas were High Street (A3046), reduce to 7.5T limit, along Chertsey Road and Chobham Road (A319), introduce an 18T limit, and a general 7.5T weight limit within Windlesham.
- 9.7 Surrey County Council undertook 15 traffic surveys through the two villages. The surveys were undertaken using a method that uses tubes to establish traffic levels. Due to the nature of the method, data can be distorted through slow moving traffic, but the budget limited more accurate methods of assessment.
- 9.8 Data in Windlesham showed a high proportion of HGVs use B386 as the main route in and out of the village. The diversion route for a closure in Windlesham would require HGV traffic to travel along the A30 (London Road), A322 (Lightwater By-pass), A319 (Bagshot Road) and B386 (Windsor Road) to avoid the proposed weight limit.
- 9.9 Data for High Street, Chobham was distorted due to the level of slow moving traffic over the loops. However, Surrey Police confirmed that residents

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regularly complain about abuse of the 18T weight limit along this section of road. The diversion route for the road would be along the A319 (Chertsey Road), A320 (Guildford Road), A3046 (Station Road).

- 9.10 Data for Chertsey Road/Chobham Road showed a relatively low level of HGV activity compared to the number of commercial properties that require HGV activity along the road. Although the junction with Windsor Road is limiting, Surrey Heath Local Committee are looking at proposals to improve the junction in the future. In addition, the road is part of the diversion route for the earlier mentioned weight limit on High Street.
- 9.11 Surrey Police were asked to comment on the possibility of installing weight limits at the locations identified with the Local County Councillor. In general, Surrey Police would not support the introduction of the proposals, suggesting that the proposals would not resolve the problem but move it to another location. It was also stated that enforcement of such weight limits is not a enforcement priority and would receive little or no policing.
- 9.12 Officer recommendations are to lower the 18T weight limit through Chobham High Street to 7.5T and to introduce a new 7.5T weight limit along a section of the B386 through Windlesham.
- 9.13 It is recommended that no weight limit is introduced on the A319 due to the status and location of the road. Restriction of the road is likely to result in HGVs having to seek access via less suitable roads.

### **10. WHAT HAPPENS NEXT:**

- 10.1 Surrey Officers have provided Surrey Heath Local Committee an option to fund the recommendations in the coming year. Should the Committee agree to the recommendations and to the funding of the scheme, Officers will progress the scheme in the coming financial year.
- 10.2 Public consultation will be undertaken with all statutory consultees prior to implementation of the order. The Chairman of the Committee, the Local County Councillor and the Area Highways Manager will review any objections to the proposals. Only should any objections be insurmountable will a report be presented to the Local Committee for consideration.
- 10.3 Should no insurmountable objections be received, the relevant orders will be progressed and relevant signage be installed and/or altered.

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#### **Contact Officer:**

Peter Orchard (Assistant Engineer – 0300 200 1003)

#### **Consulted:**

Surrey Police

#### **Annexes:**

Annex A - Traffic Survey Locations

Annex B – Extent of proposed HGV weight limit within Windlesham

#### **Sources/background papers:**

- 4/16 – Petitions
- 43/16 – Highways Update