

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (GUILDFORD)**

**DATE: Tuesday 19 September 2017**



**LEAD OFFICER: Jeffrey Wilson, Graduate Transport Planner**

**SUBJECT: Shere Rural Area HGV review**

**DIVISION(S): Shere and Shalford (Guildford)**

**Also Dorking Hills (Mole Valley), Cranleigh & Ewhurst and Waverley Eastern Villages (Waverley)**

**SUMMARY OF ISSUES:**

This report summarises the feasibility work and further consultation carried out during the review of Heavy Goods Vehicle (HGV) movements through the study area (Annex A).

The report also outlines the proposed measures for HGV management within the area that have been considered during this process and puts forward a recommended concept for Local Committee approval.

**RECOMMENDATIONS:**

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

- (i) Acknowledge the outcome of continued dialogue with local parish councils regarding the development of HGV interventions in the area.
- (ii) Agree the concept of a proposed 'Quiet Lane / Unsuitable for HGV' pilot zone to cover a defined area of the Surrey Hills (as set out in Annex C) within the wider study area.

**REASONS FOR RECOMMENDATIONS:**

To ensure that Members are kept informed of the outcome of local stakeholder engagement regarding HGV management measures.

To enable the proposed concept to be brought to the Local Committees of neighbouring boroughs and districts (Mole Valley and Waverley) for agreement and subsequently included in a future Local Transport Strategy forward programme of transport measures for implementation via appropriate funding streams.

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

- 1.1 In response to requests from the parishes within the Surrey Hills, the Surrey County Council Local Highways Team agreed to carry out a review of HGV routes through the area with the aim of understanding the current levels of HGV demand on the local network and to establish a consensus on routes or zones that might be particularly unsuitable for HGVs.
- 1.2 Given an overlap in geographical and topical areas of concern, it was agreed to combine the HGV review with an ongoing 'decluttering' initiative undertaken by the Surrey Hills Area of Outstanding Natural Beauty (AONB) office. In doing so this enabled consultations to be streamlined and help ensure the following AONB aims for the area are met:
  - Discourage through traffic and inappropriate use by HGVs.
  - Conserve and enhance the rural and historic character of country lanes and villages
  - Reduce traffic speeds and make lanes safer, quieter and help to enhance accessibility for walkers, cyclists and equestrians.
- 1.3 Parish councils in this area, and the wider study area bounded by the A25/A29/A281/A248 (Annex A) have been central in developing proposals to reduce and manage HGV activity and identify and reduce superfluous road signs and roadside clutter.
- 1.4 A proposal for a 'Quiet Lane / Unsuitable for HGV' zone was established and recommended through a 2016 feasibility study, however a previous report intended for the June 2016 Local Committee was deferred pending further consultation between parish councils and Surrey Police regarding the feasibility of HGV restrictions (details of background papers are available at the end of this report).
- 1.5 Some legal width restrictions do currently exist on isolated roads within the study area, mainly within the Holmbury St Mary/Peaslake area.

## **2. ANALYSIS:**

### **Shere and Ewhurst HGV Feasibility Study**

- 2.1 A Surrey County Council feasibility study report on the area was produced in early 2016 to both assess the current traffic flows and consider options for management of HGV traffic (available as Annex B).
- 2.2 As part of the study, both manual and automatic traffic counts were conducted in March 2015 on Houndhouse Road, Barhatch Road and Shere Road to quantify the number of 7.5 tonne HGVs using these roads to travel through the area to/from Shere and Ewhurst (see appendices to Annex B for detail). The manual count was located at the junction of the three roads whilst automatic counters were located on each of the roads. A summary of the observed data is as follows:

	HGV manual count (3 Mar 2015, 7am-6pm)		HGV typical automatic count (9-15 Mar 2015, 24hr)	
	Northbound	Southbound	Northbound	Southbound
<b>Houndhouse Road</b>	7	4	6	6
<b>Barhatch Road</b>	4	1	3	9
<b>Shere Road*</b>	3	3	22	16

\*The report accounted for the difference in manual and automatic counts on Shere Road based on additional HGVs using Shere Road to/from Peaslake.

- 2.3 Due to the low number of observed HGVs, the report concluded with a recommendation for the introduction of advisory signage that would designate roads as being unsuitable for HGVs and divert traffic around the periphery of the area onto the A road network as soon as possible.
- 2.4 The report indicated that a Traffic Regulation Order (TRO) to introduce a legal 7.5 tonne HGV ban in either a localised or wider area would not be appropriate due to the possibility of diverting large vehicles onto even more restricted areas, a difficulty of police enforcement and ascertaining whether identified HGVs were legitimately entering the area for access or as a through-route.

#### **‘Quiet Lane / Unsuitable for HGV’ Pilot Zone**

- 2.5 Subsequent to the feasibility study, further work was conducted to develop the report’s recommended proposal for advisory ‘Unsuitable for HGV’ signage and enhanced directional signage located on the periphery of a pilot zone. Such signage would aim to encourage HGVs to remain on larger roads and reduce the likelihood of displacement onto others less suitable in the area (Annex C). This proposal has been termed a ‘Quiet Lane / Unsuitable for HGV’ zone.
- 2.6 Surrey Police have expressed their support for this proposal.
- 2.7 As part of a scheme for any ‘Quiet Lane / Unsuitable for HGV’ pilot zone it would be necessary to consider a monitoring regime to be put in place which would allow the comparison of HGV flows before and after scheme implementation. This would enable the effectiveness of the scheme to be analysed and inform future proposals for similar zones.

#### **Further consultation with parish councils on a 7.5 tonne weight restriction**

- 2.8 Shere, Albury and Ewhurst Parish Councils have indicated that they feel an advisory zone would not go far enough in addressing current HGV issues and have expressed a preference for a legal 7.5 tonne HGV ban to be implemented throughout the area.
- 2.9 Councillors Roy Davey and John Brockwell of Shere and Albury Parishes met with a representative from Surrey Police in May 2017 to discuss their proposal for a legal ban to cover the village of Shere. The restriction would extend from the A25 to the junction where Sandy Lane meets Park Road (via Little London).
- 2.10 In a response from Surrey Police dated 16 May 2017, they advised that they would not object to this proposal “as long as it had the support of Albury Parish council”.

## ITEM 12

- 2.11 Within this response, Surrey Police also stated that a ban “would not be seen as an enforcement priority”.
- 2.12 In a letter from Albury Parish Council to the Guildford Local Committee dated 20 June 2017 (Annex D), it was stated that they would not oppose a ban covering Shere village on the condition that a series of traffic management and maintenance ‘mitigation measures’ were implemented within the Albury area prior to a ban coming into effect.
- 2.13 Albury Parish Council’s letter also requested that the proposed ban cover an additional length of Little London and Brook Lane. This has not been consulted on with Surrey Police or Surrey County Council Highways officers.
- 2.14 The proposed ‘mitigation measures’ requested by Albury Parish Council are not achievable within the council’s agreed maintenance budget and schedules.
- 2.15 When considering a localised HGV ban, potential wider impacts should also be taken into account. An HGV ban may displace traffic to other areas, and an unenforced ban could undermine the credibility of other traffic restrictions.

### **3. OPTIONS:**

- 3.1 During the HGV review, a number of concepts have been raised to potentially solve the issue of HGVs using unsuitable roads when travelling through the area. These have been narrowed down to the following option:

**The introduction of a ‘Quiet Lane / Unsuitable for HGV’ zone to cover the pilot area shown in Annex C. The scheme would consist of additional advisory signage located on the periphery of the zone to inform HGV drivers travelling through the area of unsuitable roads within the zone and direct them on to the nearest suitable roads.**

- 3.2 This option is recommended to address the perceived issue of HGV traffic using unsuitable roads within the area based on the recommendations of the Surrey County Council feasibility report, and a consensus of support from Surrey Police and Surrey Hills AONB. Given the feasibility issues surrounding a legal 7.5 tonne HGV ban outlined within Section 2, this option has not been recommended within this report.
- 3.3 It should be noted that implementation of a ‘Quiet Lane / Unsuitable for HGV’ zone would not inherently prevent the implementation of a legal 7.5 tonne HGV ban should this be pursued in future.

### **4. CONSULTATIONS:**

- 4.1 The project is being delivered in collaboration with the Local Highways Team and the Surrey Hills AONB Quiet Lanes and Decluttering Working Group.
- 4.2 Consultation has taken place with parish councils and local district and county members.
- 4.3 Consultation has taken place with Surrey Police to establish their position regarding the proposed ‘Quiet Lane / Unsuitable for HGV’ zone. Further

discussion has also taken place between Surrey Police and Albury and Shere Parish Councils regarding the introduction of a legal 7.5 tonne weight restriction to cover Shere village.

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

- 5.1 Initial costs for the feasibility study and further review have been absorbed through existing revenue budgets.
- 5.2 The work required to install the proposed signage identified in the feasibility report around the periphery of the 'Quiet Lane / Unsuitable for HGV' pilot zone is estimated to cost approximately £8,000. Any further signage requirements identified would be additional to this.
- 5.3 Further budget should also be considered to cover future monitoring of HGV flows within the zone to establish the success of the scheme.
- 5.4 No current funding streams have been confirmed to cover the scheme implementation. It is therefore proposed that the scheme be included on a future Local Transport Strategy Forward Programme so that it may be considered for future funding opportunities once they become available.

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

- 6.1 No significant implications from this project.

#### **7. LOCALISM:**

- 7.1 Parish councils have been central in the identification of issues and development of potential solutions with the project.

#### **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
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	No significant implications arising from this report

#### **Sustainability implications**

- 8.1 The overall aim of the project is to conserve and enhance country lanes by reducing the number of unnecessary large goods vehicles movements through the area so that they are more suitable for use by sustainable transport modes (walking, cycling, and horse riding).

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

Given the outcome of the analysis and consultation, it is recommended to proceed with a 'Quiet Lane / Unsuitable for HGV' pilot zone.

**The Local Committee (Guildford) are therefore asked to:**

- (i) Acknowledge the outcome of continued dialogue with local parish councils regarding the development of HGV interventions in the area.
- (ii) Agree the concept of a proposed 'Quiet Lane / Unsuitable for HGV' pilot zone to cover a defined area of the Surrey Hills (as set out in Annex C) within the wider study area.

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

- 10.1 The proposed 'Unsuitable for HGV' pilot zone will be taken to the Local Committee of neighbouring boroughs/districts (Waverley and Mole Valley) for approval.
- 10.2 The proposed measures will be included within a future Local Transport Strategy Forward Programme to enable consideration for design and implementation when appropriate funding streams become available.

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### **Contact Officer:**

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### **Consulted:**

The project has been developed through consultation with:

Rob Fairbanks (Surrey Hills AONB office)  
Graham Cannon (Surrey Police)  
Local Area Highways office for south west Surrey (Surrey County Council)  
Systems and Services Improvement Team (Surrey County Council)

County and district council members and parish councils within the study area.

### **Annexes:**

Annex A – Wider Surrey Hills AONB study area map  
Annex B – Shere Road – 7.5t ban feasibility study  
Annex C – 'Quiet Lane / Unsuitable for HGV' pilot zone map  
Annex D – Letter from Albury Parish Council to Guildford Local Committee

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

- SHERE AREA RURAL HEAVY GOODS VEHICLE REVIEW, Guildford Local Committee 25 March 2015.
- SHERE RURAL AREA HGV REVIEW AND DE-CLUTTERING PROJECT, Guildford Local Committee 22 June 2016