

## SHERE ROAD, EWHURST, WAVERLEY (9/2/16)

### Scheme Ref: PC0540 - 7.5 T Lorry Ban Feasibility Study

The brief for this scheme was to investigate the problem of Heavy Goods Vehicles (HGVs) using Shere Road, Ewhurst travelling between Ewhurst and Shere and to consider what measures may help reduce or remove HGV use.

Shere Road is a narrow country lane that connects Ewhurst to both Shere and Peaslake. The majority of roads that are contained within the area bordered by the A25 to the north, B2126 to the east, B2127 to the south and B2128 to the west are all of a similar nature, consisting of varying narrow widths with passing places, frequent bends and steep gradients. All these roads are unsuitable for large vehicles and such vehicles should be using the perimeter roads listed above where possible. There will be occasions when large vehicles of any category may use these roads for access despite their restrictive nature. Shere Road and all the adjacent roads within the perimeter listed above, have frequent natural restrictions on traffic flow and speed.

To gauge the frequency with which various vehicles are using Shere Road traffic counts were undertaken to assess the scale of the perceived problem. A manual count was undertaken on the 3rd March 2015 between 7am and 6pm, at the junction of Ride Way (north of Shere Road) and Barhatch Road. This initial count gave an indication of traffic volumes and category heading to/from Shere/Ewhurst. This count did not include traffic that may have been using the Peaslake alternative route but it would be reasonable to assume this would not have been the route of choice due to its more winding nature, parking and village centre.

An automatic count was undertaken w/c 9th March for 24hs/day for 7 days. HGV use was negligible in the evening and weekends. Typical day time figures (7am-7pm) are shown on the plan PC0540/2. This count included all traffic using Shere road.

In summary the manual counts (shown on plan PC0540/1) indicated that during the day flows were as follows:

Houndhouse Road	North 1085 (HGV 7)	South 927 (HGV 4)
Barhatch Road	North 572 (HGV 4)	South 769 (HGV 1)
Ride Way (Shere Road)	North 791 (HGV 3)	South 713 (HGV 3)

In summary the automated counts (shown on plan PC0540/2) indicated that during a typical day flows were as follows:

Houndhouse Road	North 1378 (HGV 6)	South 1263 (HGV 6)
Barhatch Road	North 979 (HGV 3)	South 952 (HGV 9)
Shere Road	North 1216 (HGV 22)	South 1182 (HGV 16)

During the manual count the type of vehicles were also visually monitored. There were very few large commercial vehicles and no buses of any kind. The type of commercial vehicles was predominantly transit vans and a very small number of small cabbled lorries that fell below the 7.5T threshold.

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The volume of HGVs monitored during the manual count is considered very low, with the HGVs to/from Ewhurst amounting to only 3 in each direction (0.4%) which would be expected to fall further during the remainder of the evening/night.

Observed vehicles that exceeded 7.5T during the visual count, included those carrying logs, small tankers, DIY deliveries for construction. These types of vehicles could be expected to be operating in connection with access to properties within the area under consideration. The surrounding roads are rural and may require agricultural deliveries or collections. Gas deliveries will not be uncommon to rural properties so will require tanker supplies. In addition these same businesses and residential properties will require normal deliveries by HGVs that go un-noticed in other locations. It is therefore likely the majority of the HGVs noted are using the local road network to gain access rather than through choice to shorten travel time or distance.

The automated seven day count indicated similar flows to the manual account, approximately 0.5% on Houndhouse Road and Barhatch Road. The results showed some addition HGVs using Shere Road to/from Peaslake, approximately 1-2%. However over the course of the day these numbers are still considered low.

Due to the low number of HGVs using Shere Road, and similarly low figures for the other roads monitored, it is not considered appropriate to introduce a mandatory Traffic Regulation Order (TRO) 7.5 Tonne lorry ban. This is because it will have an effect on such a small number of vehicles, that some of these vehicles would be exempt from the restriction for access or loading reasons, and enforcement would be difficult due to the low numbers and police priorities. It may be perceived that larger numbers of HGVs are using the local roads, however many of these may appear 'large' but they fall below the 7.5 tonne threshold and would be unaffected by any mandatory 7.5 Tonne restriction. Examples of vehicles below the 7.5T threshold are shown on Annex A.

Were a mandatory 7.5T limit be introduced the terminal points will need to be at a point where HGVs can take an alternative route to avoid the restriction. Options 2 and 3 show alternative areas that could be included.

Rather than the use the 7.5T lorry ban signing (lorry with 7.5T symbol), the alternative gross weight signing (Weak Road 3T) has been considered. However this signing does not allow any exceptions so would prohibit all vehicles, including access for residents and businesses. In addition there are no external vehicle markings to indicate whether a vehicle exceeds 3 tonnes so would prove extremely difficult for enforcement.

Regulatory signing should include periodic police enforcement. The rural nature of the area and low numbers that would be affected by a Prohibition is likely to receive low priority. The affect may therefore be minimal.

HGVs can cause damage to verges and embankments, increasing debris and blockages in drainage and increasing maintenance and disruption on the highway network. In narrow lanes this can also add to the incidents of congestion caused by larger vehicles unable to pass oncoming traffic. Encouraging HGVs to use the B2127 may assist reducing these incidents but the change will still remain small.

Accidents - Over the preceding 3 year period only one accident is recorded, involving an HGV in Houndhouse Road. A car travelling in the opposite direction skidded on a bend. The severity is recorded as slight. This would indicate that HGV accidents do not make a contributory case for restricting HGV usage.

There is not a regular bus service that uses Shere Road / Houndhouse Road but occasional other buses may use this route. They would be unaffected by any lorry weight restriction.

All options will require additional signing at various locations. In view of the low number of HGVs that may be affected and the level of compliance, consideration needs to be made as to the balance between the visual intrusion of additional signing against HGV usage.

Shere already has some advisory lorry restriction signing on the A25. Should it be felt that Shere village needs consideration, further restrictions could be investigated here. However, similar issues will apply, in particular exceptions to any mandatory restrictions and placement of signs in the historical village.

Surrey Police have been consulted on all three options below. Their preferred option is Option 1 as this is more proportional to the perceived problems of HGVs using Shere Road and should be self enforcing. Surrey Police would not object to Option 2 if Houndhouse Road were included to extend as far as Shere. However, due to the low level of existing HGV use and the difficulty identifying which vehicles are entering legally, it is unlikely to be a priority for enforcement. Option 3 was felt to be too large an area for drivers to know the restriction limits and authorised vehicles numbers would be much larger. Such an area would require considerable police resources to police only to ascertain HGVs had entered legitimately. This option would not be supported.

### Option 1

Option 1 consists of a series of additional advisory signs located along the roads between Shere and Ewhurst, particularly at Shere Road. The approach to Shere Road from Ewhurst village is not clearly signed that the B2127 heads to the east (and not straight ahead) or that the B2127 is more suitable for large vehicles. Shere is only signed via Shere Road. Enhanced signing for the B2127 east bound would assist in encouraging vehicles to use the higher category road. An additional supplementary white on black ‘lorry direction sign’ would further assist drivers to consider the signed route. This single black sign should be sufficient in this direction and would not require further direction signing as Abinger Hammer is signed at Forest Green. Plan PC0540/04 shows the suggested direction signing at this junction.



Shere Road (B2127 Ockley Road jnc) looking north



Houndhouse Road (Hook Lane jnc) looking south

Option 1 also includes additional white/blue advisory ‘unsuitable for HGVs’ and ‘Single Track Road’ signs located to further discourage HGVs approaching from Shere at the railway bridge at the northern end of Houndhouse Road and discourage vehicles from continuing south at the Barhatch Road junction. Additional white/blue signs are shown to discourage vehicles from Ewhurst village entering Shere Road (Ride Way and Houndhouse Road) from the village, as this length of road currently has no signing of this nature at the village end, and only one at the northern end of Houndhouse Road.

For consistency, additional white/blue signing is proposed at the southern end of Barhatch Road. An additional roundabout warning sign on Shere Road is proposed on the southbound approach in order

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to warn drivers of the mini-roundabout and assist in encouraging lower approach speeds to the junction.

It appears a proportion of HGVs are using Peaslake, with access to the village likely to be from Gomshall or B3126 Horsham Road. Additional blue/white signing is also proposed here. Likewise to capture vehicles from Albury an additional sign is shown here.

Existing direction signing from the A25 Shere Road includes direction signing to Ewhurst via Shere. It would be more appropriate that Ewhurst is signed south via B3126 at Abinger Hammer. However, as the existing signing already includes HGV warning signs it is recommended that these are not altered. Blanking plates could be applied at a later date. Additional 'Ewhurst' signs are proposed at Abinger Hammer to the B2126. These will need to be smaller scale and can be erected away from the junction so as not to affect the character of the existing historical direction sign (shown on plan PC0540/03).

The estimated cost of a signing scheme similar to that shown is approximately £8,000.

### **Option 2**

Option 2 shows the smallest area that could be considered within a TRO, however the alternative routes an HGV would be forced to take around Peaslake are more restrictive than Shere Road itself. If the length is reduced further this may imply that Peaslake is a suitable route. Whether a junction is signed with either the beginning of a 7.5T restriction, or advance notice of the restriction, the driver will need to have a suitable alternative at that point. Terminal points within Peaslake village will leave drivers little alternatives with all roads narrow, winding and little space to turn. It would be preferable that HGVs did not travel through Peaslake in the first instance.

Reducing the length further to just Shere Road would then require advance signing in Peaslake that may exacerbate the situation in this village. In view of the similar nature of all the local roads it is difficult to justify isolating Shere Road over and above the other roads such as Barhatch Road with its steep inclines, Houndhouse Road with its minimal passing places or Peaslake Road through the village, particularly as Shere Road has better alignment and width compared to these roads.

Option 2 will require numerous signs at all the terminal points, together with supplementary plates. In some locations these will be needed on both side of the road. This may be considered visually intrusive and excessive sign clutter, particularly around the village of Peaslake. To improve the effectiveness, advance signing of the restriction will be needed together with the some additional direction signing.

The estimated cost to provide a mandatory scheme is estimated at £10,000 and would require further formal consultation.

### **Option 3**

Option 3 indicates treating a larger area within the perimeters of the A25, B2126, B2127 and B2128. This would contain all the roads of similar nature in the area. However, due to the low percentage of HGVs counted, this would appear to be an excessive area to treat. In addition the larger the area, the more likely the vehicles using these roads are seeking 'access' because of the area contained within is greater, thus making enforcement less viable. This will also require further Committee Approval from the Guildford Committee and additional signing at every terminal point which some residents may feel is additional and unnecessary clutter. In view of the rural nature of the roads and low numbers involved it is likely that police enforcement would be a low priority.

The estimated cost of Option 3 is estimated at £12,000 and would require additional consultation.

**Recommendation**

Signing as shown in Option 1, PC0540/04 is considered more appropriate. This signing more accurately conveys the nature of the roads character and difficulties that may be encountered. Furthermore it is relevant to any large vehicle whether it exceeds 7.5 Tonnes or not, so is more likely to deter a wider range of drivers than a mandatory 7.5T lorry ban. As these signs are advisory there is no need to erect large numbers of additional posts and terminal signs at every junction around the surrounding roads. The enhanced direction signing should further assist drivers from Ewhurst village and potentially reduce the overall use of the road by larger vehicles.

It is recommended that Option 1 is taken forward for implementation. As overall HGV movements are very low and enforcement a low priority this is likely to be more effective. This will not require a Traffic Regulation Order and can be incorporated into our contractors programme for the next financial year. A more detailed plan will be prepared for the signing for the contractor.

Some northerly signing is located within the Guildford Borough so consultation with Shere Parish Council is recommended.

Feasibility plans attached:

PC00540/01 Manual traffic count

PC0540/02 Automatic traffic count

PC0540/03 Existing signs

PC0540/04 Option 1 Advisory signage

PC0540/05 Option 2 Lorry Ban

PC0540/06 Option 3 Lorry ban

Seven day automated count

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### Annex A



Examples of goods vehicles up to 7.5T gross weight that may enter roads signed with the above prohibition.



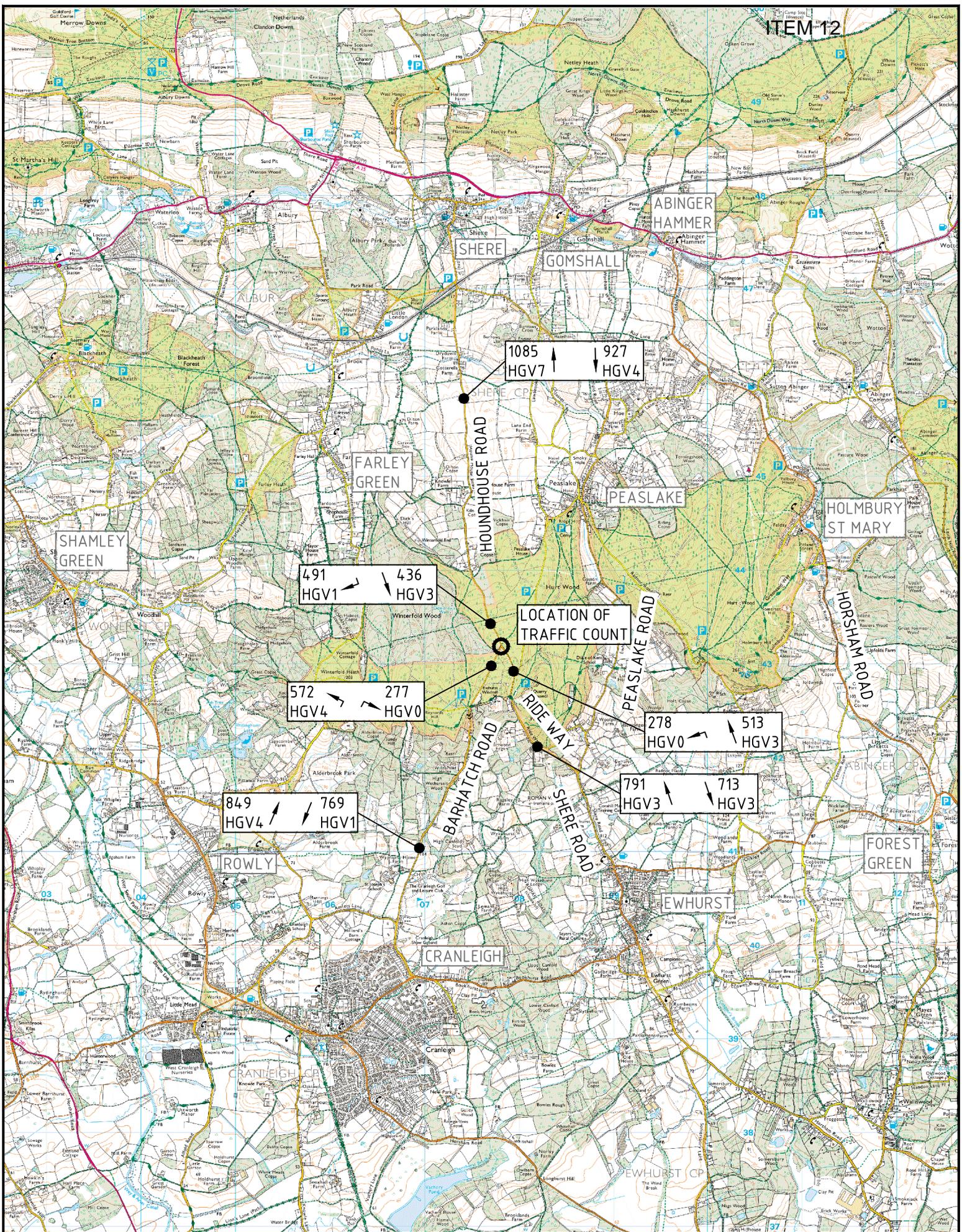
Examples of buses and coaches that are not prohibited by a 7.5T HGV weight limit.



Vehicles over 7.5T that may enter a 7.5T HGV restriction for access. These vehicle restrictions do not apply to vehicles requiring access to any road length within the restriction.

End

12 March 2015



North Point

Scale NTS

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Checked by	ML	Sig.	ML	Date	11/03/15
Approved by		Sig.		Date	

Project  
**SHERE ROAD, EWHURST**  
**EWHURST TO SHERE HG7 RESTRICTION**

Drawing  
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**MANUAL TRAFFIC COUNT**  
**7am TO 6pm 3rd MARCH 2015**

SURREY COUNTY COUNCIL  
 Strong Growth  
 Smart for Surrey

Project No.	PC0540
Contract Sheet No.	PC0540/01
Rev.	-
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TYPICAL 6am - 7pm RESULTS

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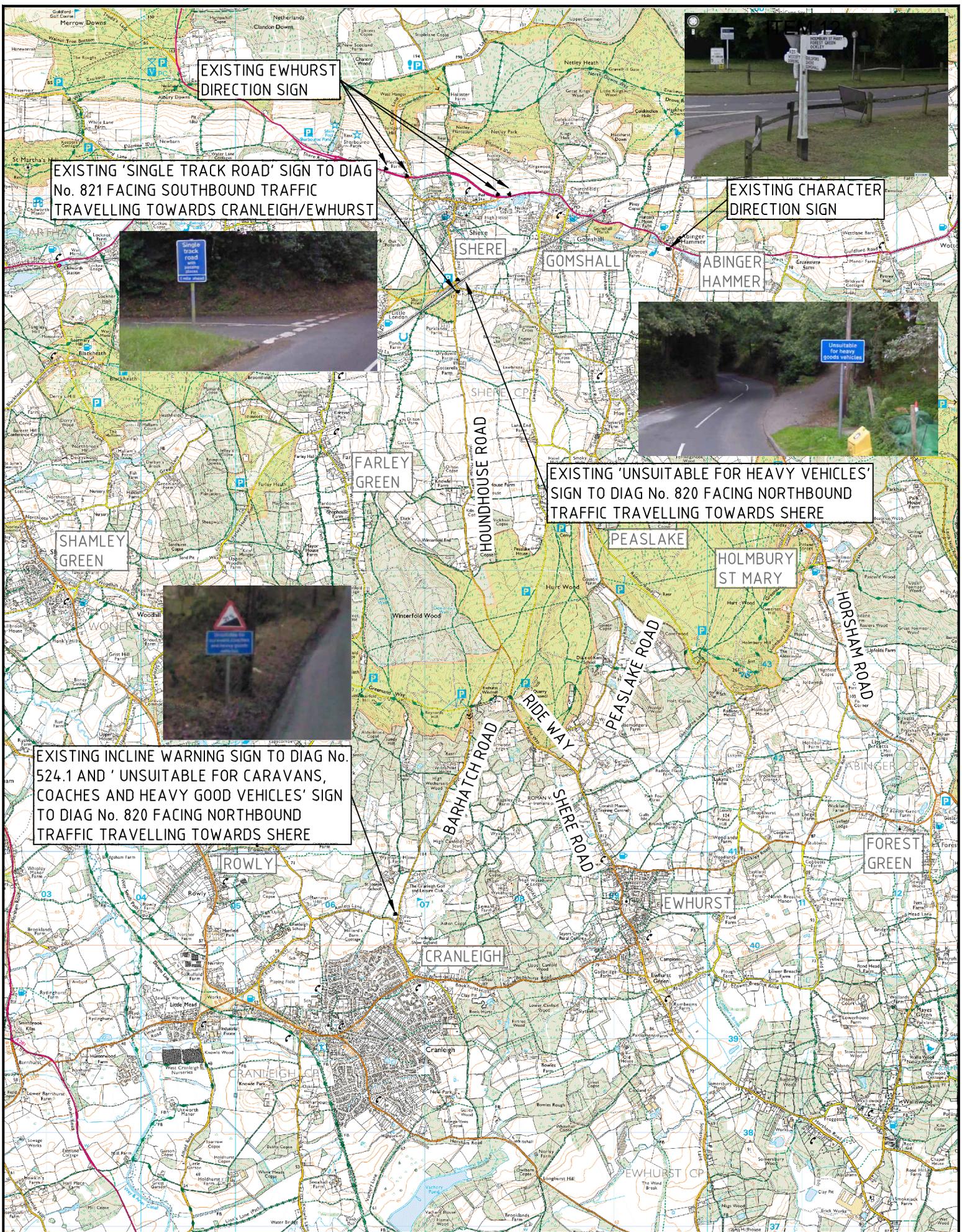
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Project  
**SHERE ROAD, EWHURST**  
**EWHURST TO SHERE HGV RESTRICTION**

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**AUTOMATIC TRAFFIC COUNT**  
**WEDNESDAY 11th MARCH 2015**

Surrey County Council  
 1000 High Street  
 Guildford GU1 2AA

Project No.	PC0540
Contract Sheet No.	PC0540/02
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SHERE ROAD, EWHURST  
EWHURST TO SHERE HGV RESTRICTION

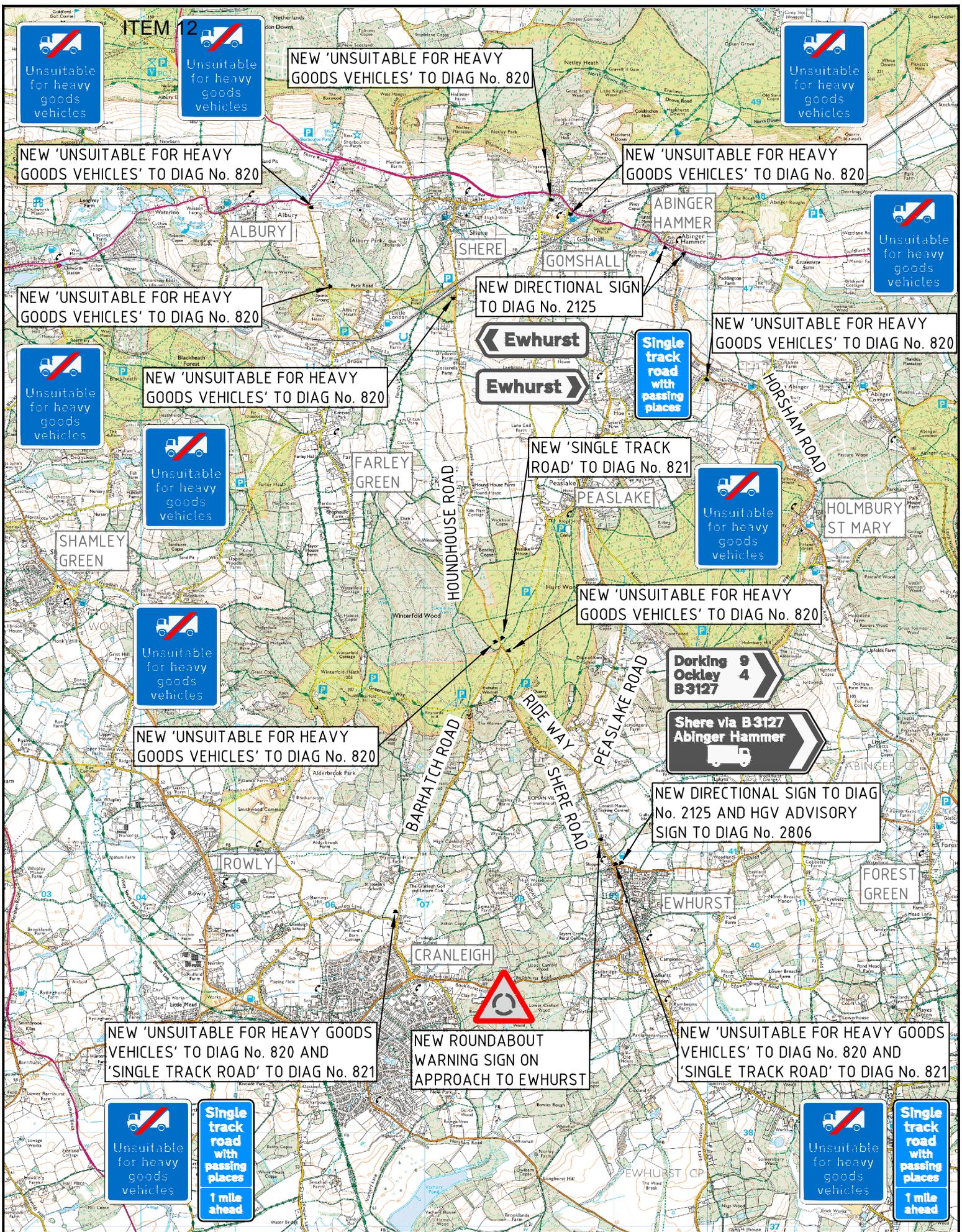
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Drawing

EXISTING SIGNS LAYOUT

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**SHERE ROAD, EWHURST**

**EWHURST TO SHERE HGV RESTRICTION**

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**PROPOSED ADVISORY SIGNAGE**

**OPTION 1**

Project No.

**PC0540**

Contract Sheet No.

**PC0540/04**

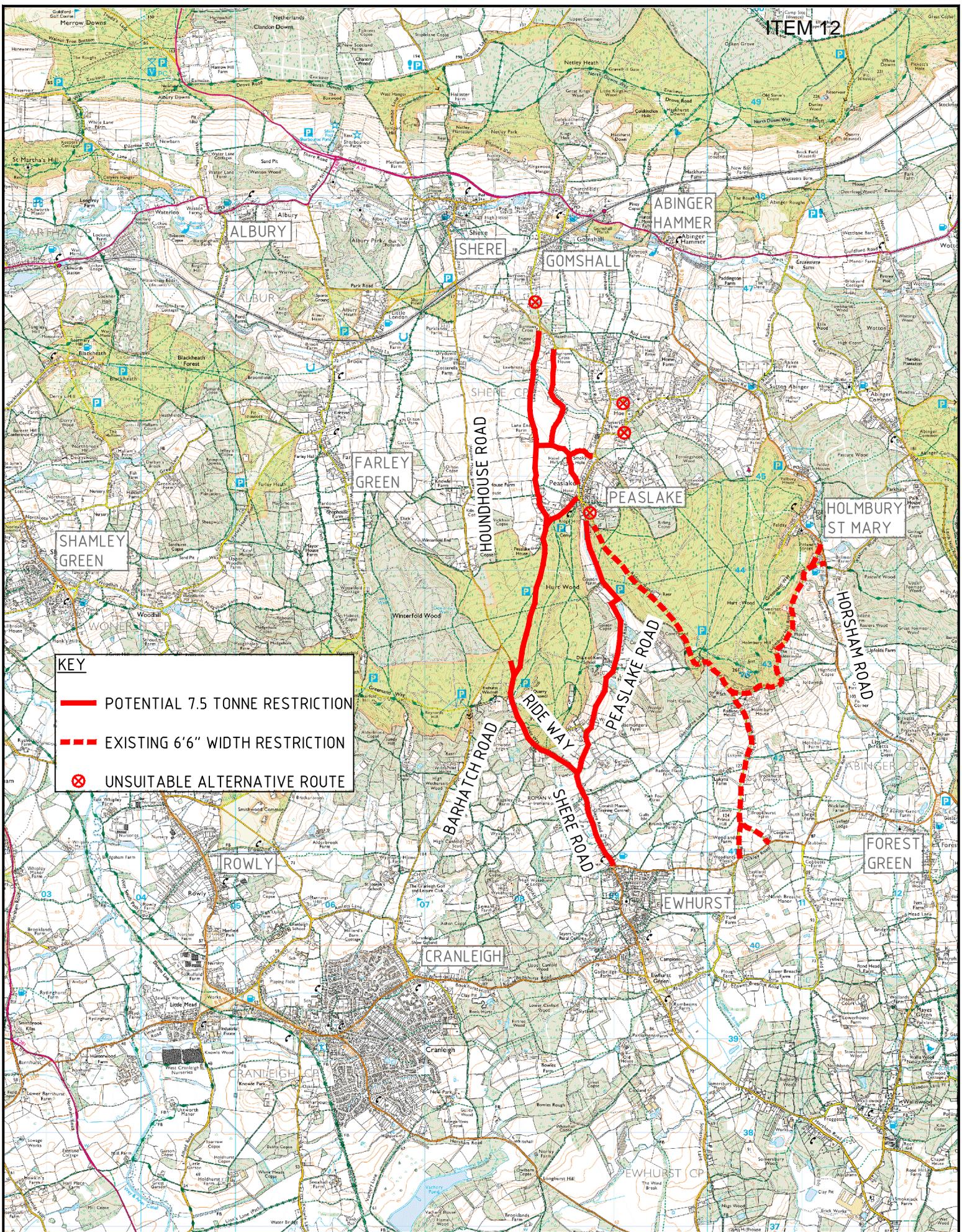
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Classification

**FEASIBILITY**

**SURREY COUNTY COUNCIL**  
Surrey's Best Value Council



**KEY**

- POTENTIAL 7.5 TONNE RESTRICTION
- - - EXISTING 6'6" WIDTH RESTRICTION
- ⊗ UNSUITABLE ALTERNATIVE ROUTE

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Project

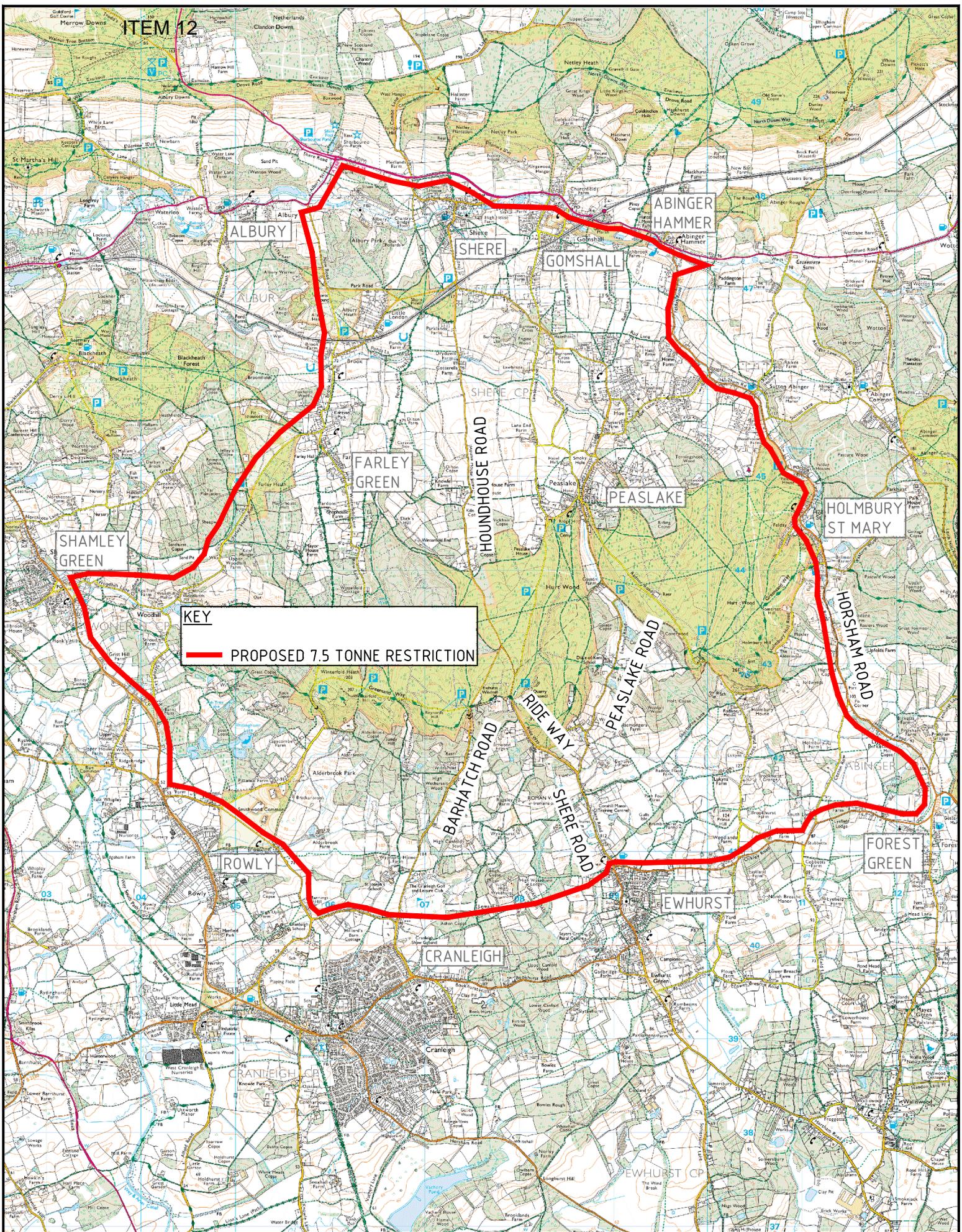
**SHERE ROAD, EWHURST  
EWHURST TO SHERE HGV RESTRICTION**

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**POTENTIAL 7.5T LORRY BAN  
OPTION 2**

Drawing

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SHERE ROAD, EWHURST  
EWHURST TO SHERE HGV RESTRICTION

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PROPOSED LIMITS OF 7.5T LORRY BAN  
OPTION 3

Drawing

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