

# SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WAVERLEY)



SURREY

DATE: 22 MARCH 2019

SUBJECT: PETITION FOR 7.5 TONNE WEIGHT RESTRICTION,  
STATION LANE, SALT LANE AND MARKWICK LANE

DIVISION: WAVERLEY EASTERN VILLAGES

## **PETITION DETAILS:**

*A petition has been received from Mr Paul Osborne which contains 250 signatures and reads:*

**“Ratruns: We the undersigned petition Surrey County Council to re-assess the traffic impact on the rural rat-run from Station Lane Milford to Markwick Lane Loxhill, and request a 7.5 tonne HGV restriction is applied to prevent HGV use, and ensure housing developers have enforced construction traffic management schemes in place to prevent construction vehicles using such unsuitable rural routes.**

Residents of Milford, Hambledon, Enton and Loxhill have concerns about the exponential growth of traffic using the West-East rural route from the A3 at Milford to the A281 at Cranleigh – the unclassified rural route Station Lane – Salt Lane - Markwick Lane. This road has in excess of 3000 vehicles per day using it. It is unsuitable for such volumes - it is a poorly maintained 8 mile rural road, single track in places, with blind corners – it is unsuitable for such vehicle numbers, and is dangerous. It’s designated "Unsuitable for HGVs" but signs are ignored by short-cut HGV traffic to building sites to the East. At peak, 45% of vehicles are commercial.

Surrey CC Highways have ignored the cumulative impact of extra traffic generated on this route by construction traffic from 3000 new homes being built now in the Cranleigh area, and proposed at Dunsfold Park, and Milford Golf Course. If Cranleigh tip closes it will create an extra 15% of traffic using this direct route to Witley tip.

This East-West route will suffer a severe environmental and safety impact. This needs to be addressed urgently.”

## **RESPONSE:**

Officers are aware of concerns regarding heavy goods vehicles (HGVs) using the rural network across the whole of the borough. The majority of Parish Councils within Waverley have requested that Surrey County Council consider weight restrictions on the rural areas to prevent heavy good vehicles from using these roads.

Development construction traffic is routed to site, where possible, using the most appropriate classification of road (A, B, and C roads) with routes, where necessary, being agreed as part of the planning conditions. Where conditions have been applied, enforcement action by the Borough Council can be taken on developers whose deliveries do not adhere to the prescribed routes. Rural roads such as Station Lane, Salt Lane and Markwick Lane would not form part of a prescribed route to site unless the development was situated within the area and there were no other alternative routes.

A formal weight restriction will only prevent heavy goods vehicles above 7.5 tonnes from using a route as a cut through between destinations; however, it will not restrict access to any properties or businesses within the restricted area that may require deliveries or services by vehicles exceeding the restriction. A formal restriction will not prevent light goods vehicles (LGVs) below 7.5 tonnes which also may be inappropriate for the area from using the route. Therefore, a total ban on heavy good vehicles cannot be achieved. In addition to this, any formal restriction is likely to displace large vehicles onto neighbouring roads, leading to other requests for those roads to also be restricted.

In order to impose a restriction, diversion routes must be agreed and statutory consultation must be carried out with the Police to obtain their full support for any proposals, as the Police will take over the responsibility for enforcing the restricted area.

The majority of the rural roads in Hambledon, Hydestile and Milford already have 'Unsuitable for HGVs' signs located at key junctions, including Markwick Lane, Salt Lane, Station Lane and Hambledon Road. These signs are purely advisory and are not enforceable, although the rural environment should already indicate to drivers of large vehicles that the area is not suitable for heavy good vehicles.

A freight study was recently completed in August 2017 concentrating on Station Lane, Tuesley Lane and Hydestile crossroads in Milford, looking at freight movements in the area. The report was commissioned by the Waverley Local Committee and instigated by County Councillor Peter Martin, who had received complaints about heavy goods vehicles using Station Lane as a cut through to access other rural areas including the A281 and Dunsfold Park.

Twenty four hour, seven day, automatic traffic counts (ATC) were collected at eight locations, including all four arms of Hydestile crossroads, to assess the volume of vehicles. ATC measures the distance between vehicle axels; however, ATC cannot accurately distinguish between HGVs and light goods vehicles (LGVs) such as transit vans and large box vans and is not able to accurately determine the number of vehicles above 7.5 tonnes. The data can often be misinterpreted that the number of HGVs is artificially higher than is the reality. Therefore, additional video surveys and manual classified counts were also taken at key junctions, including the Hydestile crossroads, to cross reference the ATC data to accurately record the numbers of heavy goods vehicles above 7.5 tonnes and their destinations.

Manual classified count data taken for one day at Hydestile crossroads shows a total of 1122 vehicles entering Salt Lane from Station Lane and both directions from

Hambledon Road, with the vast majority of vehicles coming from Station Lane. The data shows 215 LGVs with only one HGV above 7.5 tonnes entered Salt Lane from Station Lane, although this does not determine whether the vehicle had legitimate business within Salt Lane. The total number of vehicles exiting Salt Lane was 1000. There were 244 LGVs and only two HGVs above 7.5 tonnes. Again, we were not able to determine whether the vehicles had legitimate business within Salt Lane. This could only be achieved by the Police stopping and interviewing the driver about his route.

The total number of HGVs above 7.5 tonnes (three) is very low when compared to the number of LGVs and other vehicles using the road and it is difficult to identify whether those vehicles were legitimately using the road. Investigation has shown that the Waverley Borough Council website lists fourteen approved planning applications located within Salt Lane, valid from 1 March 2017 to 1 March 2019, which could explain the number of LGVs revealed in the data counts. A proposed 7.5 tonne weight limit would not restrict this type of vehicular usage and this would continue as normal. Any formal restriction would most likely displace HGVs on to other local routes, including Hambledon, Chiddingfold and Dunsfold villages, who have already expressed concerns about HGV usage on their local roads.

The cost to assess and introduce a 7.5 tonne weight restriction for Station Lane, Salt Lane/Markwick Lane is likely to be in excess of £15,000. This figure is based on the total fees incurred to introduce a 7.5 tonne weight restriction on Primrose Ridge Godalming in 2017 which included traffic data surveys, advertising costs, Traffic Regulation Order costs and legal fees, signs, materials, electrical supply and connections, design fees and staff costs.

The data has shown that the actual number of vehicles exceeding 7.5 tonnes is very low in comparison to the total number of vehicles. The number of LGVs, which can be rated up to 7.49 tonnes, is approximately 22% of the total number of vehicles using the road. On this basis there would be very little cost benefit to implementing a 7.5 tonne weight restriction.

Funding for a formal a 7.5 tonne weight restriction would need to be considered by the Waverley Local Committee based on the evidence provided for prioritisation and inclusion on the 2019/20 Highway Works Programme.

#### **RECOMMENDATION:**

The Local Committee is asked to:

- (i) Note the Officer comments.
- (ii) Consider the merits of such a proposal for inclusion in the 2019/20 Highway Works Programme.

#### **Contact Officer:**

Frank Apicella, SCC Area Highway Manager SW. Tel 0300 200 1003

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