

‘Shere – Slowing traffic through the village’ - Response from Shere Traffic Working group and Shere Parish Council

(including decisions, suggestions, refinements, corrections put forward in relation to the third revision’ documents, as displayed at the village Public Consultation Exhibition and meeting.)

Decision of Shere Parish Council

Shere Parish Council unanimously agreed at the September 6th Parish Council Meeting to accept **the third option** as described in Colin Davis’s presentation – **‘Adopt the traffic calming scheme but consider some form of one way / no entry road system in Upper Street for implementation as a subsequent stage’** - *if these measures proved ineffective or if circumstances changed.*

Detailed responses to Site proposals:

Site 1. - Accepted as your plan – PLUS consideration / request that rather than the road then immediately broadening out for a short stretch, as it would, a black top footway, with grass verge behind, be established on the land / road between the current drive ways to The Manor House and The Lodge, and then, after the Lodge entrance, this be chamfered into the existing footway to form a continuous 5.5m road width, as established on your Site 2 drawings. We see this as offering an enhanced safety and traffic calming feature at this point as well as improved aesthetic appearance to the entrance to the village.

Site 2 and Site 3 - Accepted as your plan.

Site 4. - ALTERNATIVE 3 OF YOUR PROPOSALS IS THE ONLY ACCEPTABLE OPTION – ie a raised pedestrian dedicated pavement is essential but it is accepted that occasionally vehicles may need to use it to pass - but this solution is much welcomed.

However the widened footway needs to be extended beyond the frontage of Hillcrest as shown on your drawings. The second photo used on your plans on page 5 shows the porch of Bignolds – the next but one property further on from Hillcrest. At this point as can be seen, the resident of Bignolds steps from his porch onto a footway that is less than 2ft wide – as the photo shows. The widened 1 metre minimum footway therefore needs to extend past this point so mobility scooters and pushchairs are to be able to safely traverse the length of Upper St.

Site 5, Site 6 and Site 7. - Accepted as your plan.

Site 8. - Accepted as your plan - provided the 1 metre pavement extends past the frontage of Elm Cottage and June Cottage and The Little House.

Also it was accepted that further protection was needed – a bollard or trough? – to prevent the first floor frontage of Vine Cottage, which overhangs the road itself, continually being badly damaged by large lorries turning right out of middle street. Whilst avoiding the lower part of the building they frequently hit the overhanging upper part.

Site 9 - Accepted as your plan – with the following observations / feedback

- 1) the owner of the property on the southern corner of Pilgrims Way believes your corner 'adjustment' impinges on his freehold land. He is not necessarily objecting to this but it does need to be discussed with him directly
- 2) the owner of the property that begins where your proposed new pavement ends – which was Shere Museum – is willing, **subject to discussion, design and materials**, that her flower bed, which immediately borders the road, be paved as far as her stone steps. This would provide a further 10+ metres of pedestrian usable footway and enable the crossing from one side of the road to the other to be made further back from the blind bend.

Site10. – Accepted as your plan. – with the following strong request from residents of Pathfields to be considered

The school bus picks up children who wait for it at the island having crossed the road from Pathfields. The traffic coming out from Shere accelerates sharply on leaving the village and the traffic coming down Sandy lane travels too fast. Why cannot the whole length of Sandy Lane - down to the new 20mph signs be established as a 30 mph limit – and/ or could there be a build out with one directional priority to slow traffic more significantly somewhere south of the Pathfields junction

Shere Improvements to signs

– to encourage motorists to use an alternative route to the A25 avoiding Shere Village.

The improved signage proposal was much welcomed – with most favouring option 1 at Location 1.

Proposals at locations 2-5 were generally approved., but it was also very strongly felt by many residents ,and the traffic Working group, that **the road markings at Location 2** should be such as to show the 'normal / major ' road continuing left around the bend towards Albury, as shown on the new location 1 sign board, with appropriate stop / give way markings relating to traffic coming up Sandy Lane from the village

However of major importance is the demand to impose a 3.5 ton weight restriction on all three roads into and out of Shere.

Such a legal prohibition (except for collection and delivery) would:

1. Reduce substantially the number of totally inappropriate vehicles coming through Shere's narrow and closely populated centre via the three entrance / exit roads, and using a narrow bridge not designed for the weights involved. The New Road /Park Road route is immeasurably safer and less disruptive with only seven residential properties directly bordering this route – all of which are at least 30ft back from the road behind private front drives and hedges.
2. Substantially reduce the number of occasions when cars lorries and buses need to mount pedestrian footways. Even with the narrowed road widths the slowed cars will be able to pass without the need to mount pavements – but this will not be the case when a lorry meets opposing cars, let alone opposing lorries or buses
3. Establishing this internationally recognised prohibition will ensure that satellite navigation systems for lorries will no longer 'declare' the route through the centre of Shere as a viable / recommended route for HGV's – which is currently the case, as confirmed by all the drivers of the articulated trucks we have questioned when negotiating the left turn at Middle Street to head for Ewhurst over Hound House Road

It of course remains a mystery to us all why Hound House Road itself is not closed to such passing HGV's.

4. Reduce the risk of buildings (most of them are Listed Buildings) being hit by HGVs

Additional Community Requests / Ideas arising from the consultation exercise

1. No entry signs at the ford at the bottom of Lower Street and Rectory Lane (subject to consultation with Lower Street residents) – to prevent increasing use of these roads as a rat-run used to avoid the slowed centre of the village.
2. A build-out along Gomshall Lane to force traffic to slow – as per the build out in Upper St near the car park.
3. establish the start of the new 20mph limit along Gomshall lane BEFORE the entrance to the Surgery car park.
4. Establish pedestrian footway opposite the Hop Gardens - and put yellow lines outside Hop Gardens – to provide continuous pavement as far as Knaveshurst, when will be able to cross to new pavement to Pathfields. This would increase safety and further slow traffic through the village