

Minutes of the Shere Traffic Working Group meeting
held on 29th May 2013 in Tanyard Hall, Gomshall

Present: Parish Councillors R Davey (Chairman), C Brooke, B Grover, D Hall and J Hutton; K Berry, M Dodds and the Clerk J Millett.

A draft plan for traffic calming in Shere, together with one way traffic proposals (annexe 1 to these minutes), had been received from Surrey County Council. Comments from the Police on these proposals had also been received (annexe 2 to these minutes).

The Chairman suggested that, to manage the complexity of the proposals, they could be considered using the following questions:

Do we believe the 10 proposals, 'in toto', are likely to make things worse?

Most people felt that some of the proposals would make things worse to some extent, for example the use of stone bollards would cause damage to vehicles. There was general support for the comments made by the police.

Do we believe the 10 proposals 'in toto' may have a positive impact – even if not giving a total solution to the problems?

There was general support for this statement. Concerns raised were that:

- The existing kerb build out in Upper Street should remain
- The stone bollards, especially without lighting, were objected to
- Pedestrian safety might be compromised if a coloured pathway was used

It was suggested that one solution could be to make Upper Street one way and widen the pavements, possibly removing the need for lots of traffic restrictions. Traffic travelling north and approaching Shere via Sandy Lane could be siphoned off at the railway bridge and directed towards Park Road and then down New Lane, Albury.

Are there any of the 10 specific proposals that we believe should be rejected – if so, which?

The use of stone bollards was rejected. See later comments on the proposals for the 10 sites.

Would we view any of the one way options as desirable?

There was general support for a one way system in Upper Street. One member was opposed to one way systems in villages, in principle. It was recognised that parking on Upper Street would have to be prohibited with such a system and that there would have to be some road narrowing to stop traffic speeding. A product called 'ripple strip' might also be used to slow down traffic and there was agreement on the need for a 20 mph speed limit. The Chairman said that the traffic should travel one way down Upper Street. One member cautioned that the one way system would lead to extra traffic going past the nursery and school, in Gomshall Lane. Another member commented that the right turn out of Middle Street into Gomshall Lane was already very dangerous and some lorries could not turn right as there was insufficient space between the buildings to do so. It was suggested that there should be a kerb build-out at this location and that lorries coming into Shere should be directed to turn left at the top of Sandy Lane – see above comment. In this respect, the consultant should be asked to submit a proposal that would force large vehicles travelling northbound towards Shere, on Sandy Lane, to turn left towards Park Road.

Which one way design is considered best suited to improve the situation?

One way, including buses, east down Upper Street. This option:

- would retain the bus service - by establishing a one way 'loop' for buses it would remove the 'legal challenge' of the County and Bus Company of operating an 'unviable route'
- would allow/ require the retention of the current build out in Upper Street, so maintaining the traffic architecture which was a condition of the car park development; this build out could then become the clear and obvious point for the start of the 'no entry' restriction to Upper Street
- would prevent the use of Lower Street and Rectory Lane as a rat-run for avoiding the centre of Shere.
- could cause 'inconvenience' to through commuting traffic, which could mean that these drivers might alter their route and not travel through Shere
- would require restrictions and change in signage at the top of Sandy Lane to prevent HGVs, and articulated vehicles from coming through the centre of Shere. This, together with modifications to either side of the Middle Street junction would increase protection to those houses currently at most risk from being struck by large vehicles currently entering and exiting Shere.

The proposed traffic calming features in Upper Street were considered:

Site 1 – at 30mph entrance to village from west

Traffic needs to be slowed down here – could have a restraint such as rumble strips.

Site 2 – at junction of Upper Street with Chantry Lane

Proposal acceptable.

Site 3 - at junction of Upper Street with Rectory Lane

Proposal acceptable.

Site 4 - at narrow footway opposite car showroom

Could widen pavements or put acceptable bollards in.

Site 5 – at site of demolished footbridge

No stone bollards but widen pavement.

Site 6 - at narrow footway (June Garden)

Proposal unacceptable - there is a blind exit from June Garden; the pavement would have to be widened significantly.

Site 7 - at opposite existing narrowing (indicated by traffic signs)

No comment

Site 8 - at corner of Upper Street and Middle Street

Suggest a build out area, together with a bollard, possibly with a 'run over' area

Site 9 - at west side of Shere Lane

Proposal acceptable if feasible. Continued car parking on Shere Lane unacceptable; need to reconsider double yellow lines for this location.

Site 10 – at 30mph entrance to village from south

Proposal unacceptable as too extensive; one pinch point would suffice, possibly be extending the grass island, as specified.

The working Group **RECOMMENDED** to Shere Parish Council that:

- (i) subject to the following public consultation, a one way system be introduced in Upper Street, Shere, as set out above and
- (ii) a detailed presentation be made to residents of Upper Street, then to residents of Shere Lane and then a general presentation to all residents.