

# HGV BEING DIRECTED THROUGH WEST END ON A322

Dear resident of Guildford Road,

Before Christmas I spoke with a number of residents that had concerns about the sign installed on the Lightwater Bypass approaching West End. This large blue sign directs HGV to use the A322 through West End to access Woking, and has been done to deter HGV taking the A319 passing through Chobham High Street. Whilst every sympathy is with Chobham to alleviate the impact of imposing HGV rumbling through a village high street, I would suggest it is no reason to increase the burden on West End, Bisley, Knaphill and Brookwood. Having canvassed and delivered leaflets many times along the Guildford Road the impact of HGV noise, vibrations and pollution is considerable; in fact it's hard to speak to people on their doorstep.

I had made the suggestion to Surrey County Council Highways that any HGV coming up the M3 or across from Bracknell should be directed down the M3, M25 and A320 to access Woking. The environmental, fuel efficiency and quality of life case for this measure far outweighs the need to use A322 for through access and perceived convenience. There are significantly less residential built up settlements on the suggested motorway route, HGV can travel at efficient speeds, and the journey time difference is negligible. As a West End councillor I have raised the issue with Highways who have replied and kindly agreed that I can share their response with residents of A322.

*Extract from Highways response who disagree with the proposed alternative route:*

As the highway authority for Surrey, part of our responsibilities are to maintain access across the county whilst minimising congestion. The A322 is part of the primary network within the county and is expected to manage a high level of traffic, including significant numbers of HGVs. Many of these roads take traffic through built up areas and near to schools.

We appreciate the intention of the suggestion is to reduce the environmental impact on those within West End that live along the A322. However, the alternative route encourages traffic along the A320 in Ottershaw and Woking. This particular route from the M3 to Woking centre is approximately 21km long, 8km longer than the route via the A322 and A324. In addition, the A320 has similar features to the A322 and also passes through built up areas. The proposal would not only have a detrimental impact on the environment, but also exacerbate residents concerns about traffic using the A320.

It is also worth noting that HGV drivers often rely on technology to manage their journeys and use SatNavs to use the most appropriate route at that time. As new technology is constantly advancing, newer versions take into consideration congestion and route suitability when determining route times. As a result, it is highly likely that drivers will ignore the signage and follow the instructions from the Sat Nav.

Given the available data, we cannot justify installing signage to encourage HGV traffic to use alternative routes. Even if signage was installed and followed, the alternative would direct traffic along a longer route and potentially exacerbate issues already experienced on other routes.

With regards to vibrations from the highway, in some instances this can be as a result of a defect or loose manhole cover in the carriageway. If residents feel that this is the case then we encourage them to contact us via our website or via the phone (0300 2001003). Once it has been reported then we will be able to investigate and hopefully resolve the issue.

I strongly believe the policy of diverting HGV through West End is inappropriate and should be re-visited. The Motorway option is more appropriate for the benefit of the greater number of villages and built up residential areas along A322, A324, and Chobham High Street. If you would like me to pursue this option I would be grateful if you could complete my e-petition at <http://petitions.surreycc.gov.uk/HGVA322-A324> , and feedback your views to me at [graham.alleway@ntlworld.com](mailto:graham.alleway@ntlworld.com)

Thank you for taking the time to read and hopefully support a better deal for West End and affected villages.

Best Regards,

Graham Alleway,

West End Parish Councillor

074225 12171

## Reasons for HGV to use Motorways instead of routes through built up residential areas

Extract from department of transport best practice for freight operators.

### MOTORWAYS AND DUAL CARRIAGEWAYS

Optimum use of motorways and dual carriageways will result in a safer, more consistent and more economical drive. Wear and tear on the engine and running gear will be reduced and the vehicle will be able to run at its most economical rate.

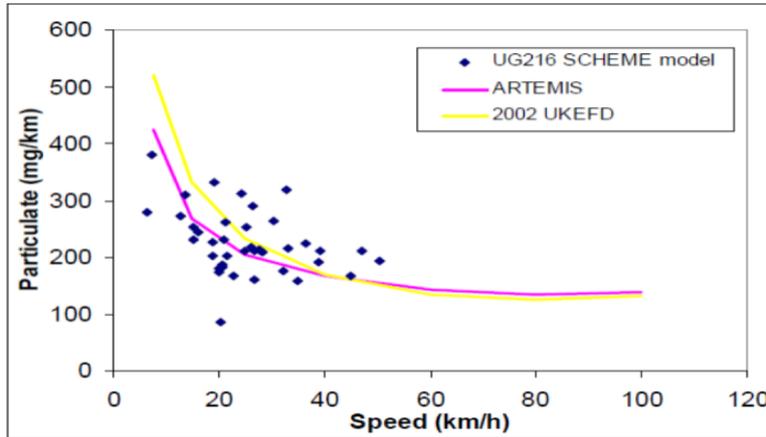
**FACT!** Use of constant speeds on motorways and dual carriageways will enable full use of cruise control, leading to less gear changes.

### LOW REVS, LOW NOISE, LOW EMISSIONS

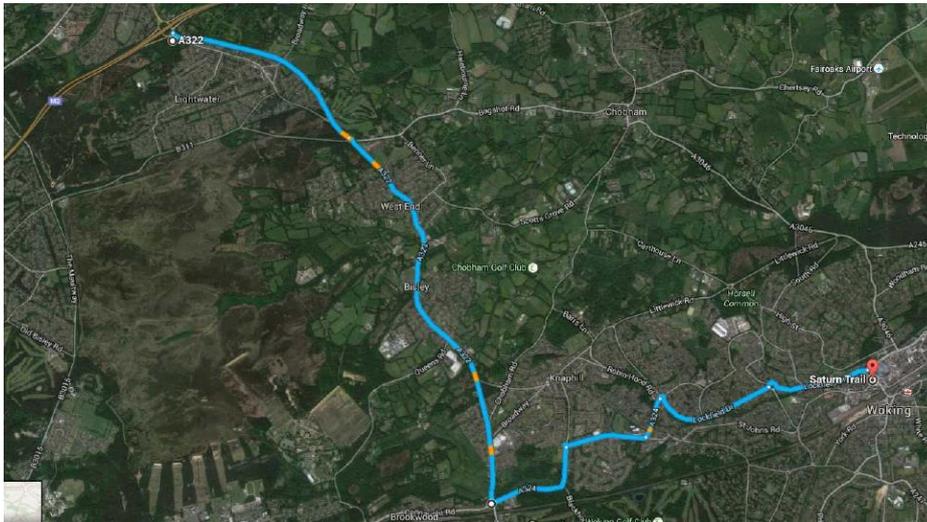
Lower revs give higher levels of fuel economy. The use of appropriate horsepower engines (to avoid engine strain) and computer controlled engine management systems reduces noise levels and assists in maximising fuel economy.

**FACT!** Quiet operations produce less air pollution.

Extract from recent particulate emissions study for rigid HGV (not articulated). Contant speed = lower emissions.



Built up area route comparison. **A322/A324** through heavily populated residential areas.



Alternative route **M3/M25/A320** with significantly less built up residential areas.

