

APPENDIX A
Experimental TRO Charlton Lane Swallowfield – COMMENTS & OBJECTIONS SUMMARY

Letter/Email from	Comment/Objection	Officer Comment
<p>Swallowfield Parish Council TENTATIVE SUPPORT</p>	<p>The Parish Council supports the introduction of the experimental signs on the Basingstoke Road and Charlton Lane and very much hope that they have had the desired effect of significantly reducing the likelihood of a serious accident occurring at this junction.</p> <p>Advisory Signs – Basingstoke Road and Odiham Road</p> <p>The advisory signs erected at the same time as the ETRO signs on the Basingstoke and Odiham Roads are misleading, with the potential to cause problems across a wide area of country lanes. Apart from lorries getting lost because the signs only direct traffic onto the Odiham Road, the lanes (Part Lane and Trowes Lane) they then have to negotiate to reach the businesses are totally inappropriate for large vehicles. The result of these large vehicles being directed onto these lanes has had a serious negative impact on residents and on the condition of the lanes. In particular:</p> <ul style="list-style-type: none"> • The surface of the lanes has been seriously degraded and there is evidence that the foundations of the lanes are breaking up under the weight of these vehicles. • Damage is already being done to the verges • There is a strong possibility that the weight of passing trucks will start to damage the ditches on either side of the lanes. • The size of the trucks means that cyclists, horse riders and pedestrians have to climb onto the verges to let them pass. Even when on the verge other road users are very close to the trucks, which is intimidating and potentially dangerous. • If two trucks meet on parts of Trowes lane/Part Lane, one of them has to reverse some distance to get to a point where they can pass <p>The Parish Council would like the advisory signs to be removed.</p>	<p>All comments received during the consultation period will be reviewed after the closing date. Your comments regarding the temporary signs have been noted, and it is proposed to remove these signs when the Traffic Order is made permanent.</p>
<p>Resident Riseley TENTATIVE</p>	<p>I understand WBC are inviting the views of local residents before deciding to make the signs permanent. I fully support the proposal that they should</p>	<p>All comments received during the consultation period will be reviewed after the closing date. Your comments regarding the</p>

<p>SUPPORT</p>	<p>remain in place.</p> <p>All HGVs should access and exit the Valley Produce site in Trowes Lane by using Basingstoke Road, Charlton Lane and the northern section of Trowes Lane (for access) and the northern section of Trowes Lane, Charlton Lane and Basingstoke Road (for exit). Traffic from the north should use the A33, leave at the Riseley roundabout, go north on the Basingstoke Road, turn right into Charlton Lane then right into Trowes Lane. Traffic to the north should follow this route in reverse order.</p> <p>Traffic from the south should also use the A33, leave at the Riseley roundabout, go north on the Basingstoke Road, turn right into Charlton Lane then right into Trowes Lane. Traffic to the south should follow this route in reverse order. The above should ensure that HGVs do not use Part Lane and the southern section of Trowes Lane which are narrow country lanes much used by walkers and horse riders and totally unsuitable.</p> <p>This assumes the black and white advisory signs on the Basingstoke Road/Odiham Road junction and in the region of the Barge Lane junction are removed and either consigned to waste disposal or, preferably, repositioned at the Basingstoke Road/Charlton Lane junction.</p>	<p>temporary signs have been noted, and it is proposed to remove these signs when the Traffic Order is made permanent.</p>
<p>Resident Trowes Lane OBJECTS</p>	<p>First correspondence</p> <p>We live in Trowes Lane (Part Lane end) and we are very concerned and angry that large lorries that go to Springalls Farm are now using the route past our house.</p> <p>We contacted the local council and were told that someone or some people in Charlton Lane have complained about the original route past them. Therefore taxpayer's money and your staff's time has been spent putting up new signs, which now directs traffic past more houses that are much closer to the road than all but one property in Charlton Lane.</p> <p>Can I ask how this makes sense? And how you came up with this decision?</p> <p>We have had nothing in writing, and nobody has spoken to us about this. Would it not be in everyone's interests who live along either route to have a consultation, or is it that the person who complains the loudest just gets what they want, regardless of other people's concerns?</p>	<p>The turning movements that have been prohibited are turning left into Charlton Lane from Basingstoke Road and turning right out of Charlton Lane on to Basingstoke Road, these restrictions only apply to vehicles that are over 7.5 tonnes in weight.</p> <p>These restrictions were put in place in response to safety concerns with these particular movements for large vehicles at this junction and were requested by Thames Valley Police. The restrictions were put in place under an Experimental Traffic Regulation Order (ETRO) and in accordance with statutory process this was advertised by way of a formal notice in the local press and by notices placed on site, all statutory consultees were also written to together with local ward councillors and the Parish Council.</p> <p>The formal consultation upon an ETRO takes place during its first six months of operation. Within these 6 months the public can lodge a formal objection to the ETRO becoming permanent. This objection period ended on 2nd October 2014 and the council is now reviewing the restrictions and signing at this time.</p>

	<p>As the council have not taken the opportunity to have a consultation regarding this, I have no option but to write in with this formal complaint. The main reasons for this is that the new route takes articulated lorries much longer to get to the main road (B3349 Basingstoke road) either going via Part Lane to Riseley, passing two horse stables, with blind corners and other houses that are less than 10 feet from the road. Or going the other way on Part Lane towards Swallowfield, which has a lot of overhanging trees which may cause damage to the lorries, or debris being left in the road.</p> <p>Please could you give this matter your urgent attention. I will of course follow this up shortly with further communications if required.</p> <p>Second correspondence</p> <p>We have recently received more correspondence in relation to the unsuitable vehicles currently using Trowes Lane Swallowfield as a thoroughfare.</p> <p>My house of which part of it is more than 100 years old sits within 4 metres of what once was a quiet country lane. But which is now part of a main road which has articulated lorries very regularly driving up and down. I am pretty sure that the road is not suitable for the sustained heavy traffic using it, as well as my main concern being I am not sure my dwelling can stand it either. If the council agrees to let these behemoths which dwarf all the bungalows which sit close to the road, use it forever more. Will the council be offering repairs to these such dwellings if cracks or worse begin to appear around our properties? I have lived in this house for decades and spent tens of thousands on making it a home for my family and do not want it to become a pile of rubble in my twilight years. Or indeed spend my pension on repairs that articulated lorries may cause. Due to the council's decision to re-route traffic past more dwellings than they were originally using.</p>	<p>The restrictions do not prohibit large vehicles from using Charlton Lane completely, they only restrict turning movements from the directions mentioned above. Advisory lorry route signs were installed to assist HGV drivers, but it is proposed to remove these signs when the Traffic Order is made permanent.</p>
<p>Resident Trowes Lane OBJECTS</p>	<p>I live in Trowes Lane, Swallowfield, (Part Lane end) and I'm angry that the large lorries from Springalls Farm are now using the route past our house.</p> <p>I have noticed new signs have recently been put up outside Springalls Farm that direct traffic past my house, but I received no notification (written or otherwise) about this!</p> <p>Previously the lorries used the much shorter the Charlton Lane route, so</p>	<p>The turning movements that have been prohibited are turning left into Charlton Lane from Basingstoke Road and turning right out of Charlton Lane on to Basingstoke Road, these restrictions only apply to vehicles that are over 7.5 tonnes in weight. The restrictions do not prohibit large vehicles from using Charlton Lane completely, they only restrict turning movements from the directions mentioned above.</p> <p>These restrictions were put in place in response to safety concerns</p>

	<p>I'm bewildered that they are now using the considerably longer route past our house. I am particularly concerned about the closeness of the vehicles to our house, which causes vibrations in the house structure. I also note that there are scant opportunities for vehicles to pass each other along the new route.</p> <p>I have also sent a copy of this letter to Councillor Keith Baker, Councillor Stuart Munro and Swallowfield Parish Council.</p>	<p>with these particular movements for large vehicles at this junction and were requested by Thames Valley Police. The restrictions were put in place under an Experimental Traffic Regulation Order (ETRO) and in accordance with statutory process this was advertised by way of a formal notice in the local press and by notices placed on site, all statutory consultees were also written to together with local ward councillors and the Parish Council.</p> <p>The formal consultation upon an ETRO takes place during its first six months of operation. Within these 6 months the public can lodge a formal objection to the ETRO becoming permanent . This objection period ended on 2nd October 2014 and the council is now reviewing the restrictions and signing at this time.</p>
<p>Resident Trowes Lane OBJECTS</p>	<p>14th May 2014 comments In the past few months very large vehicles have been redirected To travel past the cottages and houses toward the Riseley end of Trowes lane Swallowfield. These vehicles pick up from Springalls Farm . Trowes Lane is narrow and has only one passing place .also the cottages front onto the Lane. We have noticed cracks appearing in the property.as the weight of the lorries Shakes our cottage. We have never had any notification regarding the new signs That were erected outside Springalls Farm and another one further up, directing the Drivers to use our end of the Lane.</p> <p>It seems that shifting the problem out of the other end of this Lane is not a solution. Ideally, Springalls Farm should have a direct access road across their land .leading Out to the old A33.</p> <p>16th September 2014 comments I agree initially with restricting the Heavy Lorries. Yet am concerned that Trowes Lane will be the alternative route. As the five cottages towards the Riseley end of Trowes Lane are very close to the lane and whenever any heavy lorries pass It literally shakes our home a bit frightening in icy weather in case of accident and skidding. This is a very narrow lane not suitable for HGVs.</p>	<p>The turning movements that have been prohibited are turning left into Charlton Lane from Basingstoke Road and turning right out of Charlton Lane on to Basingstoke Road, these restrictions only apply to vehicles that are over 7.5 tonnes in weight.</p> <p>These restrictions were put in place in response to safety concerns with these particular movements for large vehicles at this junction and were requested by Thames Valley Police. The restrictions were put in place under an Experimental Traffic Regulation Order (ETRO) and in accordance with statutory process this was advertised by way of a formal notice in the local press and by notices placed on site, all statutory consultees were also written to together with local ward councillors and the Parish Council.</p> <p>The turning movement restrictions that are in place are not permanent at this time and anyone can lodge a formal objection to the ETRO becoming permanent within a 6 month time period from the date the restrictions became operational. This objection period ends on 4th October 2014 and the council will be reviewing the restrictions and signing at this time. Your email to us can be logged as a formal objection if you would like?</p> <p>The restrictions do not prohibit large vehicles from using Charlton Lane completely, they only restrict turning movements from the directions I have mentioned above.</p> <p>Advisory lorry route signs were installed to assist HGV drivers, but it</p>

		<p>is proposed to remove these signs when the Traffic Order is made permanent.</p>
<p>Resident Swallowfield OBJECTS</p>	<p>28th April correspondence</p> <p>I wish to make a complaint about the HGV traffic that is being sent through Swallowfield village as a result of the new signs prohibiting HGVs from entering Charlton Lane. This policy is taking HGVs (accessing Valley Produce in Trowes Lane) past many more residences, and has increased danger, nuisance and congestion. The residents have not been consulted on this change.</p> <p>7th May correspondence</p> <p>I must say that I am very surprised that the police would have raised any proposal regarding a left turn in to Charlton Lane. Please could you tell me, does my email count as a complaint to the ETRO or do I need to write to someone else?</p>	<p>The turning movements that have been prohibited are turning left into Charlton Lane from Basingstoke Road and turning right out of Charlton Lane on to Basingstoke Road, these restrictions only apply to vehicles that are over 7.5 tonnes in weight.</p> <p>These restrictions were put in place in response to safety concerns with these particular movements for large vehicles and were requested by Thames Valley Police. The restrictions were put in place under an Experimental Traffic Regulation Order (ETRO) and in accordance with statutory process this was advertised by way of a formal notice in the local press and by notices placed on site, all statutory consultees were also written to together with local ward councillors and the Parish Council.</p> <p>The formal consultation upon an ETRO takes place during its first six months of operation. Within these 6 months the public can lodge a formal objection to the ETRO becoming permanent. This objection period ended on 2nd October 2014 and the council is now reviewing the restrictions and signing at this time.</p> <p>The restrictions do not prohibit large vehicles from using Charlton Lane completely, they only restrict turning movements from the directions I have mentioned above.</p>
<p>Resident Trowes Lane OBJECTS</p>	<p>It has been brought to my attention that heavy vehicles have been diverted to Trowes Lane via Part Lane from what was a short run down Charlton Lane, a lane with just five properties situated well off the lane. The run is unimpeded and leads directly to Springalls Farm where the majority of this heavy traffic leads to.</p> <p>I live in Trowes Lane which along with four other cottages were built in 1869, mine apart from some minor alterations is still in its original condition and because of the cottage specifics the bedrooms are at the front facing Trowes Lane which means the bedroom windows are mere 18 ft from the lane, I dread what these huge vehicles are doing to the cottage foundations.</p> <p>I would be hugely interested as to who and why the people responsible managed to have changed what was a short run to Springalls diverted to a</p>	<p>The turning movements that have been prohibited are turning left into Charlton Lane from Basingstoke Road and turning right out of Charlton Lane on to Basingstoke Road, these restrictions only apply to vehicles that are over 7.5 tonnes in weight.</p> <p>These restrictions were put in place in response to safety concerns with these particular movements for large vehicles at this junction and were requested by Thames Valley Police. The restrictions were put in place under an Experimental Traffic Regulation Order (ETRO) and in accordance with statutory process this was advertised by way of a formal notice in the local press and by notices placed on site, all statutory consultees were also written to together with local ward councillors and the Parish Council.</p> <p>The formal consultation upon an ETRO takes place during its first six</p>

	<p>much longer run to Riseley turning left in to Part lane and passing thirty properties including Trowes Lane and have the influence to have the diversions signed on the main highway.</p> <p>Trowes Lane is single track with no passing places and is used mainly by walkers, cyclists and horse riders, it never ceases to amaze me that a winding lane (potholed) blind on bends particularly at this time of year by cowslip that traffic is allowed to travel at 50mph until it comes to a village with two wide lanes when traffic is brought to 30mph.</p> <p>Comments could be made that the turning in to Charlton Lane is difficult coming from the Reading direction, however it has at least a wide road to negotiate as opposed to the very narrow Part Lane turning in to Trowes Lane, it has already been pointed out that the route down Charlton Lane past just five properties is unimpeded whereas Trowes Lane has been badly damaged by the high vehicle cabins breaking trees, the twelve wheelers flattening the grass verges widening the lane, I regularly walk my Labrador dog and am forced by these vehicles on to the verge for my own safety and to allow these vehicles to pass.</p> <p>Once again I reiterate why is it that a short unimpeded run down Charlton Lane has been diverted to a much longer drive by HGVs through Riseley into Part Lane and Trowes Lane.</p>	<p>months of operation. Within these 6 months the public can lodge a formal objection to the ETRO becoming permanent. This objection period ended on 2nd October 2014 and the council is now reviewing the restrictions and signing at this time.</p> <p>The restrictions do not prohibit large vehicles from using Charlton Lane completely they only restrict turning movements from the directions I have mentioned above. Advisory lorry route signs were installed to assist HGV drivers, but it is proposed to remove these signs when the Traffic Order is made permanent.</p>
Resident Trowes Lane OBJECTS	<p>I live in Trowes Lane (Part Lane end), I am concerned the artic lorries that go to Springalls Farm are now using the route past my house. My concern is that as the produce grows in the fields we will have more artic lorries coming past our houses which these lanes were not built for artic lorries to go up and down as they are very narrow also we do not have passing places the only one to get to my house is outside the farm, if you go pass that and meet a artic lorry or lorries in between you have nowhere to go. I do not understand why you the council passed plans for such artic lorries to come up and down country lanes. I see new signs have been put up that direct the artic lorries pass our houses which you the council did not have the decency to inform the people it concerns. The route they take involves more people than it does the old route, there is only five houses it involves and they are laid right back off the lane and there is more passing places for vehicles to pull in to.</p>	<p>The turning movements that have been prohibited are turning left into Charlton Lane from Basingstoke Road and turning right out of Charlton Lane on to Basingstoke Road, these restrictions only apply to vehicles that are over 7.5 tonnes in weight.</p> <p>These restrictions were put in place in response to safety concerns with these particular movements for large vehicles at this junction and were requested by Thames Valley Police. The restrictions were put in place under an Experimental Traffic Regulation Order (ETRO) and in accordance with statutory process this was advertised by way of a formal notice in the local press and by notices placed on site, all statutory consultees were also written to together with local ward councillors and the Parish Council.</p> <p>The formal consultation upon an ETRO takes place during its first six months of operation. Within these 6 months the public can lodge a formal objection to the ETRO becoming permanent. This objection period ended on 2nd October 2014 and the council is now reviewing</p>

		<p>the restrictions and signing at this time.</p> <p>The restrictions do not prohibit large vehicles from using Charlton Lane completely, they only restrict turning movements from the directions I have mentioned above. Advisory lorry route signs were installed to assist HGV drivers, but it is proposed to remove these signs when the Traffic Order is made permanent.</p>
<p>Resident Part Lane OBJECTS</p>	<p>I am writing to you to seek clarification and understanding about the signs that have recently been erected to prevent trucks going to Valley farm from using Charlton Lane. Specifically we now register concern about the action that has been taken apparently without consultation to others in surrounding roads and consideration for the implications of that action.</p> <p>We had been following the discussions taking place in the Parish meetings and were increasingly concerned at the range of inappropriate solution being floated. However this action has been implemented before any further discussions and before we could make comment.</p> <p>To make some immediate specific observations now that trucks are being forced to avoid Charlton Lane:</p> <ul style="list-style-type: none"> • Trucks are now being forced either through the centre of Swallowfield, the which is totally inappropriate, or are being directed round Part lane and Trowes Lane. Both of these latter roads are very narrow and have a high level of usage be pedestrians, horses and cyclists which are now being put at risk. • Even in this short period the verges have been messed up by the trucks. • We have never heard of Trowes Lane Industries, do trucks looking for Valley Produce know what it is. • The exit for trucks coming down from Trowes Lane back out in to Part Lane towards Riseley is on a virtually blind corner with minimal visibility to traffic coming from the left so the odds of an accident must be pretty high. • Because there are no signs for either Trowes Lane or Trowes Lane Industries as the road passed the junction with Trowes Lane some trucks are now blundering further round into Part lane and School Lane. These then have to run round in very difficult circumstances and damage the narrow verges. The triangle of green grass at the junction of these two roads has already been churned up as trucks try to turn round and or reverse and the road name sign for School lane has been knocked over. 	<p>The turning movements that have been prohibited are turning left into Charlton from Basingstoke Road and turning right out of Charlton Lane on to Basingstoke Road, these restrictions only apply to vehicles that are over 7.5 tonnes in weight.</p> <p>These restrictions were put in place in response to safety concerns with these particular movements for large vehicles at this junction and were requested by Thames Valley Police. The restrictions were put in place under an Experimental Traffic Regulation Order (ETRO) and in accordance with statutory process this was advertised by way of a formal notice in the local press and by notices placed on site, all statutory consultees were also written to together with local ward councillors and the Parish Council.</p> <p>The formal consultation upon an ETRO takes place during its first six months of operation. Within these 6 months the public can lodge a formal objection to the ETRO becoming permanent. This objection period ended on 2nd October 2014 and the council is now reviewing the restrictions and signing at this time.</p> <p>The restrictions do not prohibit large vehicles from using Charlton Lane completely they only restrict turning movements from the directions I have mentioned above. Advisory lorry route signs were installed to assist HGV drivers, but it is proposed to remove these signs when the Traffic Order is made permanent.</p> <p>There has been some deterioration in the road surface and overrun of the verge at the Trowes Lane and School Lane junctions with Part Lane and so it is intended to fund some minor repairs once the advisory lorry route signs are removed. The damaged School Lane road nameplate has been reported and will be repaired.</p>

	<p>We would be grateful for your explanation and request that the present situation is reversed. We do understand that there is an underlying issue, but this solution appears to create more problems than it solves.</p>	
<p>Resident Part Lane OBJECTS</p>	<p>As a resident in Part Lane I would like to take this opportunity to raise concerns and object to the Advisory Signs that have been placed directing heavy goods traffic down Part Lane then into Trowes Lane.</p> <p>Part Lane is mainly a single track road that cannot cope with large heavy goods traffic without causing damage to either the grass verges or increasing the risk of a major accident taking place.</p> <p>My property is located near to the entrance of Trowes Lane and over the past few years the grass verges have been driven over several times by impatient lorry drives causing damage, this has been raised as an issue to Valley Produce previously.</p> <p>In addition, properties that are relatively close to Part Lane shake when these Lorries drive past, of which is extremely concerning and unacceptable.</p> <p>By implementing the Advisory Signs, along with imposing a blanket 7.5 tonne weight limit on Charlton Lane does not resolve the issue, all this does is move it across a wide area of country lanes and to another part of Riseley.</p> <p>Surely it would make complete sense for a direct entrance to be placed onto the Basingstoke Road, this would then resolve the impact of the lorry routes to both Charlton Lane, Part Lane and Trowes Lane.</p>	<p>All comments received during the consultation period will be reviewed after the closing date. Your comments regarding the temporary signs have been noted, and consideration is being given to altering these signs to provide a more appropriate route for the diverted traffic to follow.</p> <p>The restrictions do not prohibit large vehicles from using Charlton Lane completely they only restrict turning movements from the directions I have mentioned above. Advisory lorry route signs were installed to assist HGV drivers, it is proposed to remove these signs when the Traffic Order is made permanent.</p> <p>The council do not own the land behind Valley Produce and therefore have no say on whether it becomes a route from the Basingstoke Road removing the need for HGVs to use the surrounding roads to gain access to Valley Produce and other companies in the area.</p>
<p>Resident Swallowfield 20133016 TENTATIVE SUPPORT</p>	<p>We are today in receipt of "Your Chance To Have A Say" on Experimental Traffic Signs Notice for Charlton Lane and Basingstoke Road in order to reduce a serious incident caused by HGVs turning in to or on to Basingstoke Road.</p> <p>Current restriction signs used on the Basingstoke Road at the junction with Charlton Lane are very confusing with "Except Vehicles under 7.5t", as a Driver of both Standard Vehicle and HGV Vehicles, I find the current signs very confusing as they appear to only apply to vehicles travelling south on the Basingstoke Road i.e. towards Basingstoke or Hook for the M3.</p> <p>As residents living on the Basingstoke Road for the past 40 years we have</p>	<p>The signs placed on the highway have been specially authorized by the Department of Transport and are appropriate for the turning movements which are being restricted which are turning left into Charlton Lane from Basingstoke Road and turning right out of Charlton Lane on to Basingstoke Road, these restrictions only apply to vehicles that are <u>over</u> 7.5 tonnes in weight, as it is only these vehicles that are causing the safety issues raised by the police.</p> <p>The signs have not been placed to reduce the number of HGVs using the Basingstoke Road, or with regards to speed limits, and only restrict the turning movements mentioned above.</p>

	<p>noticed a significant increase in traffic despite the villages being serviced by the Swallowfield Bypass. More Noticeable is the increase in late evening and nighttime traffic starting at 9:00pm until the start of early commute at 5:00am.</p> <p>After many years of living along the Basingstoke Road we look forward to the contribution of appropriate Traffic Signs reducing noisy HGV and Speeding commuter Traffic.</p>	
<p>Resident Swallowfield OBJECTS</p>	<p>I would like to comment on the introduction of advisory signs in Riseley for lorries to the Trowe's Lane businesses.</p> <p>Since the introduction of these signs, heavy goods vehicle traffic has greatly increased in Riseley, causing disruption and nuisance.</p> <p>HGV traffic is all day and all night, especially disruptive when they go through Basingstoke Road at 2 or 3 am.</p> <p>The roads in Riseley are not suited to HGV use, as they are solely residential.</p> <p>The advisory signs direct HGV traffic to an impossibly tight turnings by The Bull into Odiham Road and then into Part Lane.</p> <p>It is even more difficult to get HGV lorries out of Part Lane onto Odiham Road.</p> <p>I have observed HGV traffic taking up the whole of the road in order to turn, going over the kerb and wrecking fences.</p> <p>Once into Part Lane, the lorries need to negotiate a country lane past houses and equestrian property, but more importantly, they immediately go past a recreation field, where children play.</p> <p>This cannot be safe.</p> <p>In Trowe's Lane off Part Lane, as it is so narrow, the lorries pass within 1 foot of people's property, there is no pavement or verge to separate the two.</p>	<p>Your comments regarding the use of other roads in Swallowfield have been noted. It would be inappropriate to place a HGV 7.5T ban on the area as any vehicle needing access, either for deliveries or for farm vehicles for example, would still be able to use the road.</p> <p>We have noted your comments regarding HGVs after a certain time of the day, but again the legal procedures for introducing such restrictions are such that vehicles delivering would be exempt. Unless there are extenuating reasons for considering such a restriction, due to structural damage to the highway or to adjacent buildings, then the highway authority cannot prevent HGV access. Even then, we would have to consider a suitable alternative route for local HGV traffic and the local roads do not offer such a solution at the present time.</p>

	<p>I suggest advising HGV traffic down this route is wrong and an alternative route should replace.</p> <p>I also suggest there should be in Riseley Basingstoke Road and Odiham Road:</p> <ul style="list-style-type: none"> - a lorry weight limit of 7.5 tonnes - a daytime only restriction on HGV traffic so nothing after 6pm or before 7 am. 	
<p>Resident Basingstoke Road TENTATIVE SUPPORT</p>	<p>Our property has gates onto both the B3349 and Charlton Lane. We have 2 young school age children who use both roads under adult supervision. We have for many years found the B3349 becoming increasingly busy with many cars travelling at unacceptable speeds and so have preferred to use Charlton Lane. However, the sheer number and frequency of HGVs that have been using Charlton Lane has made that an increasingly unsafe road.</p> <p>Too many HGVs using a single track road, which has virtually no passing places, make it unsafe in a vehicle and actually dangerous as a pedestrian or cyclist. To this end we have welcomed the ETRO signs which appear to have somewhat reduced the number of HGVs using this route, although there is still a larger number of them than compared to say 3-5years ago. Nonetheless, the problem of vehicles getting stuck and blocking the B3349 as they try and make unachievable turns has definitely been improved by the signage. This has to be to the benefit of all local road users, not merely those on Charlton Lane because as I mention there is a constant flow of traffic along the B3349 and any disruption to this flow immediately impacts all the surrounding areas.</p> <p>So whilst the ETRO has not solved all of the problems associated with HGVs using Charlton Lane, we would welcome it becoming permanent because it has had the following positive effects:</p> <ul style="list-style-type: none"> • The majority of HGVs using Charlton Lane no longer turn left into the lane, or right out of the lane, although there are still a small number of contraventions; • Regular visiting HGVs from other companies e.g. Reynolds, which tend to be smaller vehicles, are obeying the signage and are complying with the spirit of the intended lorry routing; • We have not had any incidences of foreign HGVs becoming lost and being abandoned on the B3349. 	<p>The experimental Traffic Regulation Order has been promoted to ban certain turning movements of HGV traffic on safety grounds. It is not intended to address the overall number of vehicles which are gaining access to this area, which is a more strategic issue with no appropriate solution currently available .</p> <p>Licences to operate HGVs are regulated by the Vehicle and Operator Services Agency (VOSA) and not the Council and so any comments made regarding the number of HGVs needs to be discussed with that organisation. However, the Traffic Management team have forwarded these comments regarding the application for additional vehicles and regarding the cultivation of an additional field on the corner of Charlton Lane and Trowes Lane to the council's planning department for them to consider any appropriate action.</p>

However, we still believe that there are significant issues still faced by those that use Charlton Lane, and for the avoidance of doubt, this is a far greater number of people than merely those that have properties bordering that road.

- A large number of HGVs and farm vehicles still frequently use Charlton Lane to an extent that is inappropriate for a residential lane of this type. As stated previously, it is effectively a single track road without passing places. The few private driveways that exist are used as passing places causing damage, verges are eroded, soil migrates into drainage ditches in an area prone to flood. Pedestrians and other vulnerable road users like cyclists are forced to remove themselves from the road by mounting high uneven, unmaintained verges covered in nettles to avoid lorries - and when you have a pram, the verges themselves are too high to even get on to:

- Backing up of vehicles along the lane still occurs, although it is perhaps less dangerous than that which happened on the worst corner. All of this disturbance takes place on top of the more typical nuisance of more traditional tractor, trailer and other farm machinery combinations which similarly use the lane at all hours;

- Some of the reduction in HGV numbers has been offset by a more general increase in traffic levels, which is the result of further expansion of the business. An additional large field on the corner of Charlton Lane and Trowes Lane has recently been cultivated, bringing more traffic to these road, which as stated are unsuitable for this level of traffic; Whilst we appreciate that directing some of the HGV traffic to use other routes will have increased usage of the alternative routes, most of these at the very least have proper passing places reducing the danger to pedestrians, cyclists and car users.

The current situation is an attempt by WBC to provide the best compromise for all residents in Charlton Lane, Trowes Lane, Part Lane, Odiham Road, and The Street, without overly affecting the functioning of the Valley Produce business. Therefore we **strongly support keeping the ETRO signage**, which the police maintain provides the best solution in terms of public safety. However, we also believe that there remains much to be gained by pressing for direct access to the site to be made using the existing double gateway and dropped pavement onto the Basingstoke Road, near Taylor's Lane, to avoid any HGVs having to use any of the local lanes, all of which are not well-suited for traffic of this type and frequency.

	<p>This is of particular relevance given that an application has recently been made to increase the number of permitted HGVs legally authorised at the site further. Bearing in mind that each additional licensed HGV brings with it an associated array of visiting HGV vehicles licensed elsewhere, and often from abroad, as part of the supply and distribution chain, permitting this change will only compound matters further. Consequently, we would also urge WBC to object on this point, if it does not wish to see the number of lorries on all of the affected roads increase even more substantially, exacerbating the current problem.</p> <p>We ask WBC to note, too, that a further large field on the corner of Charlton Lane and Trowes Lane is now being cultivated. Unchecked business expansion, attracting additional lorries in this way, will be difficult to reverse, once the situation has become intolerable for everybody everywhere.</p> <p>We would very much appreciate WBCs help in attempting to improve the situation further for everyone. If we can help with any further information, please do not hesitate to contact us.</p>	
<p>Resident Charlton Lane TENTATIVE SUPPORT</p>	<p>I apologise in advance for repeating myself as, I am sure, that none of the following comments will be news to WBC, after our many correspondences and meetings over the past year, concerning this matter. However, prompted by Swallowfield Parish Council's public consultation, for the sake of completeness, I shall provide a brief summary of the effects of the ETRO, from our point of view.</p> <p>Whilst the ETRO has not solved all of the problems associated with HGVs using Charlton Lane, we would welcome it becoming permanent because it has had the following positive effects:</p> <ul style="list-style-type: none"> • The majority of HGVs using Charlton Lane no longer turn left into the lane, or right out of the lane, although there are still a small number of contraventions, notably, we believe, from vehicles licensed to Valley Produce Ltd., particularly early in the mornings; • Regular visiting HGVs from other companies e.g. Reynolds, which tend to be smaller vehicles, are obeying the signage and are complying with the spirit of the intended lorry routing; • We have not had any incidences of foreign HGVs becoming lost and being abandoned on the B3349 since the introduction of the ETRO signage. It is difficult to tell whether this is because the ETRO signage 	<p>The experimental Traffic Regulation Order has been promoted to ban certain turning movements of HGV traffic on safety grounds. It is not intended to address the overall number of vehicles which are gaining access to this area, which is a more strategic issue with no appropriate solution currently available.</p> <p>Licences to operate HGVs are regulated by the Vehicle and Operator Services Agency (VOSA) and not the Council and so any comments made regarding the number of HGVs needs to be discussed with that organisation. However, the Traffic Management team have forwarded these comments regarding the application for additional vehicles and regarding the cultivation of an additional field on the corner of Charlton Lane and Trowes Lane to the council's planning department for them to consider any appropriate action.</p> <p>Your comments regarding the temporary signs have been noted, it is proposed to remove these signs when the Traffic Order is made permanent.</p>

makes it now clear that they should not turn into Charlton Lane from the left, rather than stopping to consider whether they should make this manoeuvre into such an obviously narrow and unsuitable lane (as they did previously in the absence of prohibitory signage), or whether they are making this decision based additionally on the presence of advisory lorry route signage, directing them further along the B3349. We suspect the former scenario, because the advisory signs were implemented some weeks before the regulatory signs, when there was an obvious readjustment period, with lorries turning up everywhere, and because the advisory sign close to our house has always been difficult to see, and remains obscured from view by vegetation, and is, in our opinion, placed on the wrong side of the road for drivers not familiar with the area to see it, and most particularly, for the foreign left-hand drive vehicles which have always been the worst offenders in the past;

- Some lorries (although it is impossible for us to tell how many because we obviously can't simultaneously observe where they are going when they pass by the Charlton Lane junction), are undoubtedly using alternative routes, which has reduced the number of lorries in Charlton Lane by this corresponding, but indeterminate, number;

The following problems, however, remain unaddressed:

- A large number of HGVs still use Charlton Lane, and we still feel that this is inappropriate for a residential lane of this type. This is because it is effectively a single track road without passing places. Private driveways are used as passing places causing damage, verges are eroded, soil migrates into drainage ditches in an area prone to flood, and pedestrians and other vulnerable road users are forced to leap, in the dark, onto uncut and often waterlogged verges to avoid lorries. All of this affects our lives in terms of safety and inconvenience , especially when regularly walking our dog, and affects the enjoyment of our property, particularly with regard to noise, vibration, fumes etc. especially from refrigerated vehicles. Backing up of vehicles along the lane still occurs, although it is perhaps less dangerous than that which happened on the worst corner. All of this disturbance takes place on top of the more typical nuisance of more traditional tractor, trailer and other farm machinery combinations which similarly use the lane at all hours;
- Some of the reduction in HGV numbers has been offset by a more general increase in traffic levels, which is the result of further expansion of the business. An additional large field on the corner of Charlton Lane and Trowes Lane has recently been cultivated, bringing more traffic to these roads;
- Similar problems occur as a result of HGVs using the other local lanes

and roads which are either official, or unofficial alternatives. Again we feel that these other lanes are generally inappropriate for HGV traffic too. Whilst they may be marginally more suitable in terms of safety, because they do not have the junction wedging and backing out effects we see in Charlton Lane, you only have to drive them, or walk a dog there, as we regularly do, to realise that they are far from ideal alternatives, and we have much sympathy with residents living there.

Finally, whilst we hope that a decision will be made where public safety is paramount, and we believe that the safety effects on the B3349 are more significant than any arising elsewhere, for the reason that an accident blocking the Basingstoke Road could prevent emergency vehicles from reaching many areas further afield, we are aware that it may boil down to a numbers game between residents for, or against, the ETRO being made permanent.

We are aware that there have been some complaints from residents in other areas, whose perception, after seeing HGVs in their locality, is that all HGVs which used to use Charlton Lane, are now coming down their roads instead, because of the ETRO signs. This is erroneous for several reasons, and we would like WBC to note the following considerations:

- There is confusion over the two types of signage and their purposes. The yellow or blue ETRO signs restrict turning, whilst the black and white advisory signs are intended to suggest an alternative lorry route, which is advisory, and NOT part of the ETRO;
- Most of the licensed HGVs from Valley Produce continue to use Charlton Lane as before, but approach the junction from the opposite hand, making non-prohibited turns instead, so that the majority of Valley Produce traffic is still using the lane as before;
- There are now more lorries on the roads anyway, due both to Valley Produce expansion and to that of other businesses in the area, such that all our local roads are busier than they used to be;
- Many people in a variety of locations experienced the teething problems some 6 months ago, when the advisory signs (which are not part of the ETRO) went up, confusing drivers as to where they were supposed to be directed to, because of the less than helpful wording used. " Trowes Lane Businesses" was not understood by foreign drivers with little English who were looking for "Springalls Farm" or "Valley Produce" and, the fact that these signs do not comprise a complete circuit, made them misleading and resulted in stray lorries appearing all over the place. Signs directing lorries down Odiham Road resulted in some lorries making it into Part Lane, for example, but lack of a sign to direct them into Trowes Lane then

left them lost in the vicinity of School Lane. The advisory sign at the Charlton Lane junction was, and remains, obscured by vegetation. Consequentially, it is doubtful what purpose, if any, these advisory signs actually do serve;

- The presence, at various times, of CTR traffic monitoring loops placed across the road at various locations in several of the approach roads has, in itself, caused lorries to behave differently. This, coupled with the appearance and disappearance of CCTV cameras, erected by WBC, has, to some extent, distorted a meaningful picture of events, when vehicles back up to avoid loops, or take an alternative course, u-turning elsewhere, to avoid being seen making a prohibited turn on camera.

To be clear, those who are not intimately involved with the original problem are often unaware that traffic to, and from, Valley Produce uses many of the local lanes, in both directions, because vehicles come and go along the Basingstoke Road (B3349) from both the Risely and Reading directions, as part of the supply and distribution chain, depending on their origins and the direction of destination. Many people do not realise that Odiham Road, for example, is regularly used for vehicles travelling to and from another Valley Produce site in Hampshire. The ETRO signage has not caused this effect.

Also, the advisory lorry routing signage (not part of the ETRO) need not, necessarily, have been responsible for sending lorries where lorries have been observed. Any danger to children using the recreational ground in Risely, has, for example, always been there, because there are no restrictions to prevent HGVs using either Part Lane, or Odiham Road, which it abuts. Whether the ETRO signs stay or go, will not affect this position. To some extent, there is also an element of stubborn drivers simply not wishing to comply with any prescribed choice other than their own.

The current situation is an attempt by WBC to provide the best compromise for all residents in Charlton Lane, Trowes Lane, Part Lane, Odiham Road, and The Street, without overly affecting the functioning of the Valley Produce business.

Whilst we obviously vote to retain the ETRO, and it should be remembered that the police maintain that the intended lorry routes provide the best solution in terms of public safety, to our mind, there remains much

to be gained by pressing for direct access to the site to be made using the existing double gateway and dropped pavement onto the Basingstoke Road, near Taylor's Lane, to avoid HGVs having to use any of the local lanes, all of which are not well-suited for traffic of this type and frequency. This could either be achieved voluntarily, by cooperation of Valley Produce, or be instigated through the imposition of public pressure on WBC for the introduction of further TROs to prohibit HGVs from using some, or all, of the local approach roads, or else be addressed through the Office of the Traffic Commissioner who controls licensing of HGVs at the Springalls site.

Finally, we would point out that an application has recently been made to vary the current Valley Produce Operators Licence to increase the number of permitted HGVs legally authorised at the site, still further. Bearing in mind that each additional licensed HGV brings with it an associated array of visiting HGV vehicles licensed elsewhere, and often from abroad, as part of the supply and distribution chain, permitting this change, by failing to address it, will only compound matters still further. Consequently, we would also urge WBC to object on this point, if it does not wish to see the number of lorries on all of the affected roads increase even more substantially.

We ask WBC to note, too, that a further large field on the corner of Charlton Lane and Trowes Lane is also now being cultivated. Unchecked business expansion, attracting additional lorries in this way, will be difficult to reverse, once the situation has become intolerable for everybody everywhere.

We are not convinced that, the fact Valley Produce do not own the land in question, makes using an alternative access to the site impossible, as they suggest. If the terms of its lease make the site unsuitable now for the business to expand any more, then perhaps it should operate elsewhere, where the local road infrastructure is more suitable, or else renegotiate the terms of the lease accordingly. A new access need not be expensive, and Valley Produce have recently improved internal roads and facilities on the leased land when it has suited them. We are unsure whether the possibility has even been investigated with the land owner. In any event, the public will have an opportunity to question the continued suitability of the site when a review is made, scheduled for April 2015, when the continuation of the operators licence can be challenged by objectors, and conditions could be placed on it. Valley Produce could be encouraged, by

	<p>both WBC and local people, to adapt, rather than face such a challenge.</p> <p>Alternatively, WBC could be encouraged to place traffic regulation orders on each of the local approach roads to prohibit HGVs, forcing use of such an alternative access, or forcing relocation of the business, in this way too. A combined approach could improve the situation for everyone.</p> <p>We would very much appreciate WBCs help in attempting to improve the situation further for everyone. If we can help with any further information, please do not hesitate to contact us.</p>	
Resident Swallowfield SUPPORT	<p>There are currently experimental traffic signs at the junction of Charlton Lane, Swallowfield which limit lorries to 7.5 ton.</p> <p>Although I disagree with these huge lorries using any of the country lanes around this area, I am in total agreement with the restriction remaining down Charlton lane. This is the narrowest of lanes, used not only for local residents but also for the pleasure of just walking, cycling or riding. It is a long single track lane and trying to get out of the way of a huge juggernaut whilst walking with a dog and pushchair is impossible! These oversized vehicles have already damaged a resident's gateway trying to turn into the lane on several occasions.</p> <p>At least, if the lorries use the alternative road through the village, the road has room enough for two vehicles and there are pavements for a good part of the route.</p> <p>I regularly walk down Charlton Road and have been a local resident for over 35 years. The increase in this type of traffic is very obvious and I have seen the drivers of these vehicles on several occasions ignore the signs and proceed down Charlton Lane.</p>	The experimental Traffic Regulation Order has been promoted to ban certain turning movements of HGV traffic on safety grounds. It is not intended to address the overall number of vehicles which are gaining access to this area, which is a more strategic issue with no appropriate solution currently available.
Resident Basingstoke Road TENTATIVE SUPPORT	<p>Thank you for giving us an opportunity to comment on these restriction signs.</p> <p>We very much approve of them. Although there is still a considerable amount of heavy traffic using this lane, there has been a discernible cutback. Without the signs, drivers of huge trucks were cutting corners at the junction, putting home owners, other drivers and pedestrians in danger.</p> <p>There should, indeed, be a blanket 7.5 tonne weight limit on Charlton</p>	The experimental Traffic Regulation Order has been promoted to ban certain turning movements of HGV traffic on safety grounds. It is not intended to address the overall number of vehicles which are gaining access to this area, which is a more strategic issue with no appropriate solution currently available. The council does not own the land where it is suggested a road be constructed to provide access via the Basingstoke Road and therefore have no direct influence over whether it is built or not, and it is only appropriate to direct HGVs to use alternative turning manouvres into/from to Charlton Lane as significant safety issues

	<p>Lane. I am a little perplexed at the observation that, if this went ahead, large lorries would have to be “diverted along much longer routes.”</p> <p>If lorries are coming in from the north, in the direction of Reading, the shorter route is either along Swallowfield Street OR The Street and Trowes Lane.</p> <p>If lorries are heading from the south, in the direction of Hook and Basingstoke, the shorter route is obviously Part Lane, Riseley.</p> <p>Charlton Lane is not shorter, safer or more convenient for any heavy transport.</p> <p>Can I add one more observation, since these huge lorries have added both road hazard and noise - plus danger to pedestrians - in front of our house.</p> <p>There is an obvious route for ALL vehicles across the land from which they come and cause such daily inconvenience. There is a gateway directly on to Basingstoke Road near the Swallowfield-Riseley border with pavement already lowered to take such vehicles.</p> <p>Since we are told that this site, sandwiched along narrow lanes, will obviously be increasing its work and lorry-load, it is high time a permanent solution was found by the owners.</p> <p>Profits from the business should be used to convert what is a very wide farm track across the land to this effect. It would solve all problems and give them instant, easy and convenient main road access.</p> <p>Local residents cannot be expected to suffer the unnecessary volume, which can be heard and observed through the early hours (1 a.m. to 5 a.m.) on a daily basis.</p>	<p>arose and were drawn to the council’s attention by the police for these turns.</p>
<p>Resident Riseley OBJECTS</p>	<p>I am writing to complain about the experimental traffic signs at the end of Charlton Lane, Swallowfield.</p> <p>The signs look ridiculous. They are much too big. We live in a village and we are being swamped by signage.</p> <p>We should be using less signs not more. They are ruining the villages.</p>	<p>These signs are a regulatory requirement and have been placed to prevent illegal movements of larger vehicles which were causing a road safety issue and which the police requested the council to take action. They have been designed and approved in accordance with the Department for Transport. The Council are committed to remove unnecessary signs wherever they are able to, but in this instance the signs are necessary on safety grounds,</p>

	<p>Everywhere we go there are more and more signs so they become irrelevant and are not read.</p> <p>Please stop putting up signs and start taking them away!</p>	
Resident Swallowfield VEXATIOUS COMMENT	<p>Priorities all wrong stuff Charlton lane where all the big POSH houses stand well back from the road with very few houses what about The STREET where traffic is horrendous, speeding 24hrs a day what's the point of silly little 30 mile signs something needs to be done and as for Charlton lane well why is this being prioritised waste of time.!</p>	<p>These comments do not relate to the Experimental TRO and as mentioned in all of the Traffic Order documentation the restriction is proposed on safety grounds..</p>
Resident Swallowfield OBJECTS	<p>Charlton Lane is a straight road with clear views presenting the minimum of hazards unlike the alternative routes which are twisting with minimal sight lines creating many more sites for significant serious incidents. Part Lane is a highly dangerous road of minimal width without the addition of large lorries. Accepting that turning left into or right out of Charlton Lane is a hazard for traffic on the Basingstoke Road raises two other solutions. Realignment of the junction of Charlton Lane and Spring Lane with the Basingstoke Road to allow large vehicles to turn more easily. Asking the Trowes Lane business to relocate their Goods Inward and Despatch operations across their field to be adjacent to the Basingstoke Road.</p> <p>I appreciate either is far more expensive but fiddling about with a few signs is not the answer to what will progress into a major incident.</p>	<p>The ETRO has been consulted on to remove two movements on the Basingstoke Road by larger vehicles which were causing a road safety issue. It is appropriate that the police and the council find a quick solution to stop these illegal movements which may cause further safety issues. Any further junction improvement works is likely to be more costly, time consuming and may involve legal procedures to compulsory purchase private land.</p> <p>The signs are in place as a requirement to enable the banned movements to be enforced by the police, and have been approved by the Department of Transport and therefore are appropriate for the scheme.</p>
Resident Swallowfield TENTATIVE SUPPORT	<p>Thank you for your letter regards the experimental traffic signs. I appreciate the need to address traffic issues to reduce large lorries turning into Charlton lane and reducing the likelihood of a serious accident at this junction.</p> <p>I just wanted to raise a concern I have regards the signs. These signs are now directing large lorries through Riseley village which is also busy where lots of children play.</p> <p>I appreciate something needs to be done I'm just concerned the traffic diversions may cause other problems for the safety in Riseley village and Part Lane.</p>	<p>The signs are preventing two turnings by HGVs which the police and the council feel are inappropriate and unsafe. If this entails the HGVs having to find another route then this is acceptable as long as they drive appropriately for the road layout. Your comments regarding the alternative route suggested by the temporary signs have been noted, it is proposed to remove these signs when the Traffic Order is made permanent.</p>

<p>Resident Charlton Lane TENTATIVE SUPPORT</p>	<p>I believe that the current ETRO signs restricting lorry access at the junction of Basingstoke Road and Charlton Lane should become permanent.</p> <p>The WDC should be applauded for introducing these experimental signs since the benefits accruing are that there is a reduction in the vehicles turning left in to Charlton lane from the Basingstoke Road with more vehicles observing and complying with the prohibition signs. I believe that this has significantly reduced the number of potential accidents and damage to properties in Charlton Lane.</p> <p>However, although the problem has reduced, it has not been solved.</p> <p>HGVs are still using the lane defying the prohibition signs Residents of Charlton Lane are having to put stones out to identify their front verges because some HGVs do not care about owners property. The verges on Charlton lane are eroded and roads damaged because of excessive weight and width of the HGVs visiting Valley Produce. Charlton Lane is a country lane designed for pedestrians, cyclists and passenger cars. And what do we see now every day? Articulated vehicles, large trucks, minibuses of workers all heading towards Valley produce.</p> <p>They enter from the Basingstoke Road which is a dangerous corner in itself, taking out the gate at Hackthorne Cottage, knocking down the Charlton Lane sign, knocking over verge boundary markers, and encroaching on to our verges. This surely cannot be socially acceptable. In order to try and prevent encroachment on to residents verges, rocks and marker posts have had to be placed by residents to try and prevent damage.</p> <p>As a pensioner I often walk down the lane to the local shops, and I can stay on the lane if a car passes by. But when a huge truck beans down on me I have to mount the verge (avoiding the ditches) and feel terribly frightened by the proximity of such trucks. There is erosion in the lane cause by heavy vehicles, so even walking needs to be taken carefully. There are a few passing places in the lane, so faced with a monster truck, there is no option for a car but to back up and give way.</p> <p>I welcome Thames Valley police involvement in this situation because it might bring home to everyone the seriousness of our situation and the potential for accidents to happen in the lane. Their recommendation is</p>	<p>The experimental Traffic Regulation Order has been promoted to ban certain turning movements of HGV traffic on safety grounds. It is not intended to address the overall number of vehicles which are gaining access to this area, which is a more strategic issue with no appropriate solution currently available.</p> <p>Information regarding the turnings of HGVs during the consultation period has been received and are being analysed and this will provide us with evidence on whether the banned movements are being adhered to or not. This information will then be provided to the police and they will be asked to carry out enforcement on an ad hoc basis.</p> <p>The council does not own the land where it is suggested a road be constructed to provide access via the Basingstoke Road and therefore have no direct influence over whether it is built or not, and it is only appropriate to direct HGVs to use alternative turning manouvres into/from Charlton Lane as significant safety issues arose and were drawn to the council's attention by the police for these turns.</p>
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that something should be done by WDCs highways department to address the problem. Surely theirs is the voice of experience and reason, and that parishioners and the WDC should take full notice of their opinion and just do something about this problem.

As WDC is a listening organisation, it will be aware of the recommendations of Swallowfield Parish Council and the Thames Valley Police and the ETRO signs should become permanent.

I would suggest that because of the intrusion that Valley Produce inflict upon the community that they construct their own access from the Basingstoke Road. Now is that not a sensible answer to the whole problem.

If Valley Produce is intent on expansion which is experienced by their occupation of land south of Charlton lane and adjacent to Part Lane, surely they can afford to ensure access to their own lands via Basingstoke Road, and thus avoid confrontation and aggravation with the citizens of the surrounding parishes.

I would like to feel that WDC is favouring Valley Produce in front of the residents of the surrounding areas since that would be an admission of:

Let's allow gross weight HGVs trundle down our single lane lanes
Let's forget about pedestrians and dog walkers using the lane because HGVs have more right.
Let's not worry about the fact that WDC had had to resurface the lane because of HGV road damage.
Let's not worry about verge damage and the fact the pedestrians have to jump out of the way to avoid a collision.

In fact, if we close our eyes to the problems here, we are closing our eyes to a local problem that people feel very strongly about. You must take notice of this opinion, and as such I suggest that you enter a dialogue with local residents to ensure a satisfactory solution.

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