



**SURREY COUNTY COUNCIL'S  
LOCAL COMMITTEE IN  
EPSOM & EWELL**

**HOSPITAL CLUSTER WORKS  
TRAFFIC REGULATION ORDERS**

**18<sup>th</sup> JULY 2005**

**KEY ISSUE:**

The requirement to make two separate Traffic Regulation Orders, for the bus link and gateway on the Manor Estate and secondly changing the speed limit on a small section of Hook Road to incorporate the Brettgrave Link.

**SUMMARY:**

This report seeks approval to advertise the making of two separate Traffic Regulation Orders (TROs) associated with the Hospital Cluster Works. The required TROs are for the bus link on the Manor Estate and to change the speed limit on a section of Hook Road from 40mph to 30mph near the Hook Road / Brettgrave Link junction, as described in Annexe 1.

## **OFFICER RECOMMENDATIONS:**

### **The Committee is asked to agree:**

- (i) That approval is given to advertise the making of a Traffic Regulation Order for a change in speed limit from 40mph to 30mph on the section of Hook Road as described in Annexe 1; and
- (ii) That approval is given to the advertising of the necessary Traffic Regulation Order for the provision of a bus link and rising bollard system on the Manor Estate.

### **1. BUS LINK**

- 1.1 As part of the Hospital Cluster Development a 'bus and cycle only' access link was provided on Alexandra Way on the Manor Estate to prevent through traffic. The link is restricted by a rising bollard to prevent access by cars / HGVs.
- 1.2 At present all the roads on the Manor Estate are unadopted. The Developer is to offer the roads for adoption later this year.
- 1.3 A Traffic Regulation Order has never been made to prohibit vehicles other than buses and cycles from using it, but one will be required when the roads become part of the public highway. The order would be to prevent access except for buses and cycles.
- 1.4 The section of Alexandra Way currently has rising bollards at each end to allow only buses and cycles to pass through. The physical measures would remain the same as existing.

### **2. SPEED LIMIT AMENDMENT**

- 2.1 Phase 5c of the Hospital Cluster Works, the construction of the Brettgrave Link, was completed in April this year.
- 2.2 At present the 30mph speed limit commences just before the Hook Road / Brettgrave junction when heading towards Epsom. This is also the start of the 40mph speed limit section when heading away from Epsom.
- 2.3 In order that the new Brettgrave Link junction is within the 30mph zone, the speed limit needs to be extended to the St Ebbas Hospital entrance. This will encourage vehicles to begin slowing down before reaching the traffic signal controlled junction and the residential section of Hook Road.

- 2.4 The St Ebbas site maybe developed over the next few years and it is likely the Hook Road entrance layout will be revised with possibly a new roundabout junction. The advantage of extending the 30mph speed limit to the St Ebbas Hospital entrance at this time is that there would be no need to make amendments to the speed limit in the future.

### **3 CONSULTATION**

- 3.1 Statutory notices will be posted on site, and in the local press.
- 3.2 The Police have been consulted and are in favour of the new proposed speed limit amendment.

### **4 FINANCIAL IMPLICATIONS**

- 4.1 All costs for making the Traffic Regulation Orders will be met by the Developer.

### **5 SUSTAINABLE DEVELOPMENT IMPLICATIONS**

- 5.1 None for the purpose of this report.

### **6 CRIME & DISORDER IMPLICATIONS**

- 6.1 None for this purpose of this report.

### **7 EQUALITIES IMPLICATIONS**

- 7.1 None for the purpose of this report.

### **8 CONCLUSION AND REASONS FOR RECOMMENDATIONS**

- 8.1 In order to implement a 'no entry except for buses and cycles' on Alexandra Way, when it becomes adopted as public highway, it is necessary to make the appropriate Traffic Regulation Order.
- 8.2 In order to include the new Brettgrave Link / Hook Road junction in the 30mph speed limit it is necessary to extend the speed limit section to the St Ebbas Hospital entrance.
- 8.3 Approval is required to advertise the making of the Traffic Regulation Orders.

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**BACKGROUND PAPERS:** None