



**OFFICER REPORT TO LOCAL COMMITTEE
REIGATE AND BANSTEAD**

**LINKFIELD LANE, REDHILL
HEAVY GOODS VEHICLE RESTRICTION
8 DECEMBER 2008**

KEY ISSUE

To approve a 7.5 tonne Weight Restriction along Linkfield Lane in Redhill.

SUMMARY

In 1998 a 7.5 tonne weight restriction was implemented in various roads in Redhill in order to deter heavy goods vehicles from using specific residential roads. At that time Linkfield Lane was excluded as it was the most used route for HGV's leaving the Holmethorpe Industrial Estate and progressing to the M25 via Reigate.

Now that the Holmethorpe Relief Road has been constructed and HGV's are directed to the M25 via A23 London Road South, London Road North and Gatton Bottom it is no longer necessary to allow HGV's to use Linkfield Lane except for access purposes.

On 3 December 2007 a further report was presented to the Local Committee to include Linkfield Lane within the Traffic Regulation Order (TRO). It was noticed when the TRO was to be advertised that various cul-de-sacs within the area had been omitted from the 1998 Order. These need to be included within the TRO otherwise many additional terminal signs will be required at the start of each cul-de-sac

OFFICER RECOMMENDATIONS

The Local Committee (Reigate and Banstead) is asked to agree that:

- (i) subject to the Legal Procedure and consultation process a 7.5 tonne vehicle weight restriction is implemented on Linkfield Lane from its junction with the A23 London Road to its junction with the A25 Station Road. (Already approved).
- (ii) subject to the Legal Procedure and consultation process a 7.5 tonne vehicle weight restriction is implemented in the following roads.

Wilmots Close
 Wrayfield Avenue
 Wraylands Drive
 Windermere Way
 Kendal Close
 Penrith Close
 Cartmel Close
 Daneshill Close
 Woodfield Close
 Woodfield Way
 Brooklands Way
 Green Way
 Colebrooke Road
 Millview Close
 Windmill Way
 Windmill Drive
 Woodcrest Walk
 The Ridings
 Downs Wood
 Carlton Green
 Vandyke Close
 North Mead
 South Mead
 Mead Close
 Lyndale Road
 Copley Close
 Dennis Close
 Fulbourne Close
 Eldersley Close
 Buckhurst Close
 Silverstone Close
 Goodwood Road
 Hurstleigh Close
 Regents Crescent
 Buckhurst Close
 Ravens Close
 North Street
 Rutland Close
 Flint Close

- (iii) Consideration and resolution of any objections received are delegated to the East Area Group Manager in consultation with the Chairman of the Local Committee and Local Elected Member(s).

1. INTRODUCTION AND BACKGROUND

- 1.1 In 1998 a Traffic Regulation Order restricting vehicles over 7.5 tonne from using various residential roads in Redhill was implemented. This was due to the nuisance caused by Heavy Goods Vehicles (HGV's) using these roads to access the M25, The roads concerned were;

Batts Hill, Redhill
 Coniston Way, Redhill
 Daneshill, Redhill
 Carlton Road, Redhill and Reigate
 Colesmead Road, Redhill
 Monson Road, Redhill
 Ringwood Avenue, Redhill
 Hurstleigh Drive, Redhill
 Park Road, Redhill
 Colman Way, Redhill
 Timperley Gardens, Redhill
 Green Lane, Redhill
 Doods Road, Reigate
 Wray Common Road, Reigate

- 1.2 At the time of making the Traffic Regulation Order (TRO), Linkfield Lane was also considered for inclusion, however, due to its use by HGV's entering and exiting the Holmethorpe Industrial Estate via Frenches Road, this road was excluded from the TRO. A decision was taken to review this at a later date once the Holmethorpe Relief Road was built.
- 1.3 The Holmethorpe Relief Road was opened in 2004 and now that the HGV's leaving the estate are signposted to the M25 via London Road South, London Road North and Gatton Bottom, it is now a suitable time to implement a weight restriction on Linkfield Lane.
- 1.4 A report detailing the proposal to include Linkfield Lane within this 7.5 tonne Traffic Regulation Order was presented to the Local Committee on 3 December 2007. The proposal was approved and Surrey County Council's Legal Department requested to advertise the Order.
- 1.5 When the 1998 Traffic Regulation Order was reviewed it was noticed that all the cul-de-sacs off the main through routes had been excluded from the TRO. If these roads were still to be omitted from the TRO additional terminal signs would have to be erected on each side of the road where they joined the through roads included in the TRO. Not only would this be unsightly in a residential area but also require additional funding.

2. PROPOSALS

- 2.1 It is proposed that a 7.5 tonne weight restriction is implemented for the whole length of Linkfield Lane from the junction with the A23 London Road to the A25 Station Road and the cul-de-sacs listed above be included within the Traffic Regulation Order.
- 2.2 North Street, Rutland Close and Flint Close are also to be included in the restriction otherwise HGV's wishing to travel west to Reigate and the M25

from Gloucester Road HGV Car Park may use North Street and then be unable to legally proceed into Linkfield Lane. Their alternative route would be via Gloucester Road, A23 and A25.

3. CONSULTATIONS

- 3.1 Surrey Police have been consulted and have no objection to the proposals and fully support the scheme. As with all new restrictions they will enforce the weight restriction as part of their normal patrols and when duties and other commitments allow. It is unlikely that they would be able to spend any regular periods of time enforcing the bans.
- 3.2 Surrey Police also feel that now that the Holmethorpe Industrial Estate link road is open fewer HGV's use this road so the restriction should not have too much of a detrimental effect on HGV movements. They are also in agreement with the proposed amendments..
- 3.2 Local Councillors were in favour of the original proposal to implement a 7.5 tonne Weight Restriction on Linkfield Lane.

4. OPTIONS

- 4.1 A 7.5tonne weight restriction Traffic Regulation Order could be made, as recommended.
- 4.2 The 7.5 tonne weight restriction Traffic Regulation Order could be made as proposed in the 3 December 2007 report omitting all the cul-de-sacs in the area. However, many additional posts and signs would be required.
- 4.3 The Local Committee could decide that the TRO is not progressed however, this is not recommended as both local residents and local councillors have requested that a weight restriction is implemented in Linkfield Lane.

4. FINANCIAL IMPLICATIONS AND VALUE FOR MONEY

- 4.1 The cost of making the traffic regulation order will be in the region of £2000 there will also be an additional cost for the signs of approximately £1000.

5. EQUALITIES AND DIVERSITY IMPLICATIONS.

- 5.1 There are no equalities and diversity implications.

6 CRIME AND DISORDER IMPLICATIONS

- 6.1 There are no crime and disorder implications.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 Linkfield Lane is a residential road with two primary schools along its length. It can get very congested, particularly at school times. HGV's use the road as a short cut to Reigate and the M25 avoiding Redhill Town Centre.
- 8.2 Now that the Holmethorpe Relief Road is complete HGV's are directed northwards out of the industrial estate, and the signed route for the M25 is via

London Road South, London Road North and Gatton Bottom. Southbound traffic can use the A23 to Redhill and Gatwick.

- 8.3 As there is an alternative route for HGV's accessing the M25 it is proposed that a 7.5 tonne weight restriction is implemented for the whole length of Linkfield Lane.
- 8.4 The additional roads should be included within the Traffic Regulation Order as HGV's would be unable to reach these roads even if they were not included within the TRO due to the main through roads having a 7.5 tonne restriction.

9. REASONS FOR RECOMMENDATIONS

- 9.1 There have been complaints for many years from residents of Linkfield Lane and local Councillors regarding the amount of HGV's using this road. In the interests of road safety particularly with regard to the numbers of children using the road it is proposed that the HGV restriction is progressed.
- 9.2 The additional cost of erecting signs to cover the 27 additional roads if they were to be excluded from the Traffic Regulation would be excessive and also clutter the area with unnecessary signs and posts.

10 WHAT HAPPENS NEXT

- 10.1 If the Local Committee approves the recommendation, Surrey County Council's Legal Department will be asked to progress the Traffic Regulation Order. This will include a consultation with the emergency services.
- 10.2 If no objections are received when the Traffic Regulation Order will be advertised the 7.5 tonne Traffic Regulation will be made.

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BACKGROUND PAPERS:	The report presented to the Local Committee on 3 December 2007