



**OFFICER REPORT TO LOCAL COMMITTEE  
(WOKING)**

**HOOK HILL LANE, MAYFORD – AMENDMENT OF TRAFFIC  
REGULATION ORDER AND RELOCATION OF WIDTH  
RESTRICTION.**

**20 OCTOBER 2010**

**KEY ISSUE**

To consider the need to revoke the existing weight and width restriction in place on Hook Hill Lane, Mayford by virtue of the replacement of the weak bridge structure and to consider the re-imposition of the weight and width limits to continue the exclusion of Heavy Goods Vehicles on environmental grounds.

**SUMMARY**

Network Rail will soon be replacing the railway bridge on Hook Hill Lane, which is subject to weight and width limit due to its structural weakness. The replacement bridge will be strong enough to carry all classes of vehicles and so will no longer need the restrictions. Consequently, the Traffic Regulation Order imposing these structurally required limits needs to be revoked.

However, the infrastructure in the vicinity, particularly to the north of the bridge, is not suited to Heavy Goods Vehicles and it is intended to introduce new, environmental weight and width limits to continue to prohibit heavy goods vehicles from this part of Hook Hill Lane. In addition, it is proposed to move the northern start of these limits approximately 100m further north. This will allow heavy goods vehicles to see the restrictions earlier, if they have ignored the advanced warning signs, and so they will not have to reverse as far along a very narrow road with all its attendant hazards.

## OFFICER RECOMMENDATIONS

**The Local Committee (Woking) is asked to agree that:**

- (i) The Borough Council of Woking (Hook Hill Lane Railway Bridge, Mayford)(Weight and width restriction) Order No. 2 2000 is revoked;
- (ii) A Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984 to impose an environmental 7.5 Tonne weight limit and a 6'6" width restriction over part of Hook Hill Lane, the northern extent to be finalised after further consultation with residents and Mayford Village Society;
- (iii) Any objections received during the statutory consultation process to be reported back to a future meeting of this committee for consideration

### 1 INTRODUCTION AND BACKGROUND

- 1.1 Following a strength assessment, the bridge that carries Hook Hill Lane, Mayford over the Woking to Guildford railway line was found to be severely structurally weak and was closed as an emergency measure in May 1998.
- 1.2 A further strength assessment determined that the road could be re-opened to vehicles not exceeding 3 tonnes maximum gross weight. A temporary traffic regulation order imposing weight and width restrictions was made and the bridge was re-opened, with traffic controlled by traffic signals over the bridge, in December 1998. A permanent traffic order was made in July 2000.
- 1.3 The inclusion of a width restriction in the traffic order permitted the construction of physical width restrictors, which, in turn helped to enforce the 3 tonnes weight limit.

### 2 ANALYSIS

- 2.1 Network Rail are in the process of replacing the weak railway bridge in Hook Hill Lane and the structure is due to be replaced by the end of the year.
- 2.2 The traffic regulation order of July 2000 needs to be revoked because the structural weakness that required its imposition will no longer exist when the bridge is replaced.
- 2.3 It is entirely possible that even without a weight and width limit imposed because of the bridge, such restrictions would have been introduced anyway because of the unsuitability of Hook Hill Lane to accommodate larger vehicles. For this reason, Surrey Highways Officers do not wish to

see the restrictions removed and the road opened up to all classes of vehicles.

- 2.4 Currently, the width restriction to the north of the bridge is only approximately 50m north of the centreline of the railway, which is approximately 275m south of Ridge Close. This means that if any over-size vehicles approach from the north (ie from the St John's direction) and either do not see or choose to ignore the advanced warning signs, they may need to reverse up to 275m back to Ridge Close in order to turn around and seek an alternative route. Over this length, Hook Hill Lane is very narrow and in places, it is difficult for two cars to pass, to say nothing of a Heavy Goods Vehicle. In places, the forward visibility is not good, as a result of the width of the road, its horizontal alignment and the hedgerows on either side. Consequently, there are potential hazards involved in a lorry reversing along this road.

### **3 OPTIONS**

- 3.1 The existing Traffic Regulation Order imposes a 3 tonnes gross weight limit on the railway bridge. This weight limit can be imposed for structural reasons but not for environmental reasons and as a result, the replacement weight limit will have to be 7.5 tonnes.
- 3.2 The width limit is proposed to remain at 6' 6" as a means of physically enforcing the weight limit. The width restriction to the south of the bridge is intended to stay in the same place. However, in order to remove the need for heavy goods vehicles to reverse along Hook Hill Lane it is proposed to re-locate the width restriction to the north of the railway bridge. Clearly, legitimate access is required to the properties to the south of Ridge Close and it is proposed to locate the restriction just beyond the end of these properties. The exact location is still subject to further discussion with the Mayford Village Society and the residents closest to the proposed location. It is entirely likely that some vehicles will still need to reverse but the distance will be considerably less and the visibility is better. Unfortunately, the restriction cannot be moved all the way to Ridge Close because the legitimate access to the properties mentioned above would preclude the use of a physical width restriction. An idea of the proposed location is given on the plan at Annex A.
- 3.3 It is proposed that the length of road covered by the weight and width limits will be the same; the environmental weight limit will cover a longer length of road than the existing structural limit, which covers just the immediate vicinity of the bridge.
- 3.4 The advanced warning signs will need to be replaced to reflect the necessary change in weight limit (7.5T from 3T) and the change in the start of the restrictions to the north of the bridge. It is intended to show the width restriction in metric units as well as imperial. Metric units do not have to be shown but given the increase in the number of foreign vehicles, generally, it would be prudent to include them.

## **4 CONSULTATIONS**

- 4.1 This matter has been discussed with the Mayford Village Society (MVS), which, in turn, has been extremely helpful by consulting with its members. The MVS has already confirmed that its members are of the same opinion as Surrey Highways Officers, i.e. that Hook Hill Lane should not be opened up to use by heavy goods vehicles. The MVS will be discussing the relocation of the width restriction to the north of the bridge with its members at a meeting on 27 September. It is hoped that the results of that meeting can be reported orally to this committee. Formal discussions with Surrey Police are still required but because of the nature of the road and the fact that there is already a weight and physical width restriction in place it is expected that agreement will be forthcoming.

## **5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 5.1 The costs are to be met by Network Rail.

## **6 EQUALITIES AND DIVERSITY IMPLICATIONS**

- 6.1 There are no equality and diversity implications.

## **7 CRIME AND DISORDER IMPLICATIONS**

- 7.1 There are no crime and disorder implications.

## **8 CONCLUSION AND RECOMMENDATIONS**

- 8.1 The structurally weak railway bridge in Hook Hill Lane is to be replaced by Network Rail and the necessary weight and width restriction order will no longer be required and needs to be revoked.
- 8.2 Although the bridge is to be replaced, Hook Hill Lane remains unsuited to heavy goods vehicles, which have been prohibited for 12 years because of the structural weakness of the bridge and it is proposed that the restrictions are re-imposed for environmental reasons.
- 8.3 The weight limit will need to be increased because environmental weight limits are not permitted to be as low as structural weight limits. The width limit will remain the same. The extent of the limits should be changed on the north side of the bridge to lessen the problem of heavy goods vehicles having to back up along Hook Hill Lane, which is wholly unsuited to such manoeuvres.

## 9 REASONS FOR RECOMMENDATIONS

- 9.1 Hook Hill Lane is not suited to use by heavy goods vehicles. Although the upgrading of the railway bridge structure requires the existing weight and width restrictions to be removed they should be re-imposed for environmental reasons.
- 9.2 The proposed environmental restrictions should be extended further north, away from the railway bridge, so that heavy goods vehicles have a shorter distance to reverse, should they miss or ignore the signs giving advanced warning of the restrictions.

## 10 WHAT HAPPENS NEXT

- 10.1 The proposed changes will be advertised and, assuming that no objections are received, it is intended that the changes will be implemented at the same time as the bridge replacement, so that when the bridge re-opens, the restrictions will have been amended.
- 10.2 If objections are received, these will have to be reported to Local Committee in February 2011 for consideration and the changes will have to be implemented after the bridge is opened. It is not the intention to have a period without any restrictions, ie the old restrictions are revoked before the new ones are introduced.

**LEAD OFFICER:** Andrew Milne – Area Highway Manager  
**TELEPHONE NUMBER:** 0845 6 009 009  
**E-MAIL:** wah@surreycc.gov.uk  
**CONTACT OFFICER:** Kevin Patching – Engineer, Surrey Highways  
**TELEPHONE NUMBER:** 0845 6 009 009  
**E-MAIL:** wah@surreycc.gov.uk  
**BACKGROUND PAPERS:**

Version No. 1    Date: 21/09/10    Time: 1200    Initials: KP    No of annexes: 1