



Department
for Transport

Kwasi Kwarteng MP
House of Commons
London
SW1A 0AA

From the Parliamentary
Under Secretary of State
Stephen Hammond MP

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Our Ref: MC/59220

20 NOV 2012

Dear Kwasi

Thank you for your letter of the 30 October to Norman Baker MP enclosing correspondence from Cty Cllr Richard Walsh, Chairman of the Spelthorne Local Committee within Surrey County Council, on the matter of heavy goods vehicles (HGVs). I am replying as Minister responsible for the strategic roads network.

In response to the first point raised concerning the volume and speed of HGVs travelling through Spelthorne, congestion and traffic problems differ greatly across the country. The responsibility for traffic management on local roads rests with the relevant local highway authority as they are best placed to consider how local needs can be effectively met. It is entirely a matter for individual authorities to decide on the nature and scope of their policies and to balance the needs of residents, emergency services, local business and those who work in and visit the areas.

The highway authorities have powers under Sections 1 & 2 of the Road Traffic Regulation Act 1984, to make Traffic Regulation Orders (TROs) designed to regulate, restrict or prohibit the use of a road or any part of the width of a road by vehicular traffic or pedestrians for a wide range of safety and environmental reasons. These powers can be used to exclude specific types of vehicles either generally or at specified times from roads for which they are considered to be unsuitable - but due account must be given to the availability of alternative routes.

In response to the second point raised by Cty Cllr Walsh concerning increasing the power for the County Council to veto operator licensing applications, restrictions can often best be imposed on HGV operating centres as part of the local authority planning processes.

Traffic Commissioners are appointed by the Department as independent office holders to determine operator licensing applications on a case by case basis. I have passed both your and Cty Cllr Walsh's letters on to the Senior Traffic Commissioner who will provide a response on the position of local authorities with regard to operator licensing.

Yours ever

STEPHEN HAMMOND

From: Mrs Beverley Bell LLB (Hons) Solicitor, FCILT, FRSA, FIRTE
Senior Traffic Commissioner



**OFFICE OF THE SENIOR TRAFFIC
COMMISSIONER**

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Kwasi Kwarteng MP
House of Commons
London
SW1A 0AA

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BB/CB

16th November 2012

Dear Mr Kwarteng

Re: Objections to applications for road transport operators' licences

I refer to your letter to Norman Baker MP, sent on behalf of your constituent, Cty Cllr Richard Walsh, and concerning the role of local authorities in opposing applications for operators' licences. Mr Baker has forwarded me a copy of your correspondence in my capacity as Statutory Senior Traffic Commissioner.

Given that the matters raised refer to issues which fall within the South Eastern & Metropolitan Traffic Area, I have passed the correspondence to the traffic commissioner for that area, Nicholas Denton, in order for him to issue a response.

Yours sincerely

Beverley Bell

Beverley Bell
Senior Traffic Commissioner

Cc by email: Mr Denton – traffic commissioner



HOUSE OF COMMONS

LONDON SW1A 0AA

26th November 2012

Cty Cllr Richard Walsh
23 Old Forge Crescent
Shepperton
Middlesex
TW17 9BT

Dear Richard

Further to my letter to you of 19th November about control over the movement of HGV vehicles, I have now received the enclosed letter from Transport Minister Stephen Hammond confirming that, as we know, my letter on behalf of the Spelthorne Local Committee has been passed to the Senior Traffic Commissioner.

As you will see the Minister confirms that the local highway authority is already responsible for traffic management on local roads, and does have the power to exclude specific types of vehicle either generally or at specific times, as long as consideration is given to alternative routes.

I will of course write to you when I have some further news ~~from~~ the Senior Traffic Commissioner.

With best wishes

A handwritten signature in black ink, appearing to be 'Kwasi Kwarteng'.



HOUSE OF COMMONS

LONDON SW1A 0AA

19th November 2012

Cty Cllr Richard Walsh
23 Old Forge Crescent
Shepperton
Middlesex
TW17 9BT

Dear Richard

In my letter to you of 30th October I promised to write to Ministers at the Department of Transport about the meeting of the Spelthorne Local Committee, which was held on 8th October, asking that Ministers consider allowing local authorities to exercise stronger controls on the movement of HGV vehicles.

I have today received the enclosed letter from the Office of the Senior Traffic Commissioner. As you will see, my letter on your behalf to Transport Minister Norman Baker has been forwarded to the Senior Traffic Commissioner, who has passed our correspondence to the traffic commissioner for the South Eastern & Metropolitan Traffic Area. He will respond to us directly.

I will of course write to you when I receive a further reply. In the meantime, I would be very grateful for your response to my letter to you of 23rd October making enquiries about the Spelthorne Local Committee so that I can reply to Ms Errington. I enclose a copy of my original letter for ease of reference.

With best wishes

A handwritten signature in black ink, appearing to be 'Kwasi Kwarteng'.



HOUSE OF COMMONS
LONDON SW1A 0AA

30th October 2012

Cty Cllr Richard Walsh
23 Old Forge Crescent
Shepperton
Middlesex
TW17 9BT

Dear Richard

Thank you for your letter dated 26th October about the meeting of the Spelthorne Local Committee which was held on Monday 8th October.

I was interested to read that at that meeting you discussed residents concerns about the volume and speed of HGVs as they travel through the Borough. As I am sure you can imagine this is an issue which has been raised directly with me by constituents on a number of occasions.

As you ask, I have today written to Ministers at the Department of Transport informing them of the discussions that you had at the Spelthorne Local Committee meeting and asking that consideration be given to allowing local authorities to exercise stronger controls on the movement of HGVs. I have also raised the point that you make about the issuing of 'O' licences in high residential areas.

I will of course write to you again as soon as I receive a response from the Minister.

Yours sincerely

A handwritten signature in black ink, consisting of a stylized 'K' followed by a horizontal line and a large 'S'.

23 Old Forge Crescent
Shepperton
TW17 9BT
25th October 2012

Mr Kwasi Kwarteng
House of Commons,
London
SW1A 0AA

Dear Mr Kwarteng

At the Spelthorne Local Committee meeting held on Monday 8th October 2012, a report entitled the Annual Review of Monitoring of Applications for Goods Vehicle Operators Licences was presented. This report generated a discussion of residents' concerns about the volume and speed of HGVs now travelling through the borough.

As Chairman of the Local Committee, Members asked that I write to you, to make representation to Ministers and the Government to allow Local Authorities, both County and Borough, to be able to exercise stronger controls on the movement of HGVs. In addition Local Committee Members feel that the County Council input into the issuing of 'O' licences is only advisory and they would like the County Council to be able to seek a veto on the issuing of 'O' licences in high residential areas.

We look forward to receiving your response.

Yours sincerely

Richard Walsh
SCC Local Committee (Spelthorne) Chairman

23 Old Forge Crescent
Shepperton
TW17 9BT
17th October 2012

Mr Rikki Hill
Parking Project Team Leader
Morrow Complex
Morrow Lane
Guildford

Dear Rikki

At the Spelthorne Local Committee meeting held on Monday 8th October 2012, there was a discussion regarding the fact that a report reviewing Parking Restrictions had not been brought to the meeting, as had been expected.

As Chairman of the Local Committee, members asked that I write to you, to express how disappointed they were at the situation.

The Local Committee would also like to investigate whether there could be an opportunity to develop a process whereby more urgent requests for parking restrictions, identified by Members and agreed to by Highways Officers could be expedited more quickly.

We look forward to receiving your response.

Yours sincerely

Richard Walsh
SCC Local Committee (Spelthorne) Chairman

To sum up, it is less efficient and more expensive to prioritise parking restrictions in a piecemeal way and our resources are more suited to carrying out regular borough wide parking reviews. I can give you my reassurance that, going forward, we are committed to this process in Spelthorne and elsewhere.

Yours sincerely

David Curl
Parking Team Manager

Tel: 0300 200 1003
Email: parking@surreycc.gov.uk
Web page: www.surreycc.gov.uk/parking/spelthorne

Richard Walsh
Chairman
Spelthorne Local Committee

Parking Team
Surrey Highways
Rowan House
Merrow Lane
Guildford
GU4 7BQ

30 November 2012

Dear Richard

Parking Reviews in Spelthorne

Firstly, I am sorry that we were unable to bring our parking review report to the Spelthorne Local Committee as planned on the 8th October, and secondly for the short notice you were given about this decision.

Our resources have been stretched this year by a high work load (including contributing towards the Olympic preparations) but primarily due to one of our two parking engineers covering the west side of Surrey (includes Spelthorne) breaking his leg and requiring a knee replacement.

The parking team covers the whole of Surrey and we aim to carry out a parking review in each borough within an 18 month time frame. In Spelthorne the last review was implemented in March 2012, however parts of the new residents scheme on the Moormead Estate have only recently been implemented in order to co-ordinate the signing and lining with carriageway resurfacing work in the area.

In addition, at the March Local Committee we were asked to progress parking restrictions at two further locations in Burgess Way and Clarendon Road. Statutory consultation has now been carried out for both, however this drew on the teams resources, particularly Burgess Way, where discussions were held with other nearby users of the parking facilities in this area.

The borough wide parking reviews are intended to make best use of our limited resources and reduce legal and advertising costs. Separating out 'high priority' locations tends to slow the whole review process down, meaning other locations wait longer and the 18 month time table is extended.

In addition, the legal process of changing the Traffic Regulation Orders (TRO's) governing where all the restrictions should be becomes more complicated (and legally questionable) when carrying out simultaneous amendments. The correct process is to carry out sequential amendments rather than concurrent ones.

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