

Appendix B

Councillor Questions / Comments	Officer Response
<p>Vehicles delivering to the Co-op on Brooklands Avenue have a loading bay on Brooklands Avenue. This was moved around the corner a few years ago from Crimicar Lane due to traffic hazard. The bottom of Crimicar Lane is a tight corner and used by a frequent bus service and parked lorries made it very difficult for buses to pass.</p> <p>When the lorries stop to unload in the marked bay on Brooklands Ave they usually turn around by going up Brooklands Avenue and turning at Whitfield Road. Under the proposals I am not sure where they would be expected to turn. I do not want to return to having the lorries unloading on Crimicar Lane.</p>	<p>The position of the start of the weight restriction would be at the junction with Brookhouse Hill, therefore the current loading area would be within the restricted area. This would mean that deliveries to the Co-op would be unaffected as the vehicles would have legitimate reason to enter the restricted area and consequently their route away would not be affected. If the restriction didn't start at the location mentioned this could affect the current protocol you describe as the side roads off Brooklands Avenue, including Whitfield Road, would be included in the restriction and technically vehicles would be in contravention of the restriction if they used the side roads off Brooklands Avenue to turn round or leave the area.</p>
<p>There is already a 7.5 ton restriction on Lodge Lane, not shown on the map.</p>	<p>The existing 7.5 tonne weight restriction has been added to the Traffic regulation Order location plan shown in Appendix A.</p>
<p>The proposed restriction on Blackbrook Rd commences part way along. The only diversionary route then is Rochester Rd which can be heavily parked. I think all of Blackbrook Rd should be restricted.</p>	<p>Weight restriction information signs are to be placed at the junction of Blackbrook Road and Redmires Road to warn of the restriction. Restricting the whole of Blackbrook Road would result in additional illuminated signs on Rochester Road, Rochester Drive and additional weight restriction information signs on Peterborough Road and Worcester Road increasing the cost of the scheme and ongoing maintenance and service costs.</p>
<p>The proposed restriction on Redmires road commences at the bus turnaround. While this is a good place to place a restriction sign, I can see no reason why HGVs would need to access this part of the area, except "for access". I therefore suggest the restricted zone on Redmires Rd commences at the junction with Crimicar Lane. Worcester Rd and Worcester Dr should also be in the zone as they are link roads between Crimicar lane and Redmires Rd. Taking the above three points together I think the zone should include all of Blackbrooks, Lodge Lane, Worcesters, Peterboroughs, Rochesters and Redmires Rd from Crimicar lane junction. This will ensure that HGVs will always make the turn</p>	<p>The turn round point was chosen as a location that HGV's could safely turn around. Restricting Redmires Road from its junction with Crimicar Lane and including Worcester Drive and Worcester Road was felt to be overly restrictive and would incur additional illuminated signs thereby increasing the overall costs of the scheme. It could also result in drivers carrying out unsafe turning manoeuvres or driving along unrestricted residential roads nearby. Restricting at that point would also bring the commercial premises on Rochester Road into the restricted area which would allow servicing vehicles to legitimately continue through the rest of the area. The aim was not to restrict commercial premises on the fringes of the area if possible to limit the number of HGV's that could then legitimately</p>

<p>at Crimicar Lane and Redmires Rd and so keep out of difficulty.</p>	<p>continue through the area.</p>
<p>I have concern over the turning from Brookhouse Hill into Crimicar Lane, which is a tight corner. This is navigable by buses, but longer vehicles may have difficulty here. You could consider taking the following roads out of the zone to facilitate turning of HGVs: Brooklands Avenue, Brooklands Crescent, part of Whitely lane, Moorcroft Rd.</p>	<p>Brooklands Avenue, Brooklands Crescent, Whiteley Lane and Moorcroft Road were included in the restriction to keep through traffic to what was considered the most suitable route through the area to keep quieter residential roads as free of HGV traffic as possible and also to dissuade drivers from “chancing” going through the area. Excluding these roads would increase the number of illuminated restriction signs needed overall, which would increase the cost of the scheme. However I can’t necessarily disagree with the comment about the turn from Brookhouse Hill into Crimicar Lane however we have not had any negative comments about the route from the FTA or any other HGV body. I would therefore recommend that the junction be monitored after implementation to assess whether any problems materialise.</p>
<p>The restriction on Ringinglow Rd commences at a point where there is no diversionary route. I suggest that it should commence at the junction with Bents Drive.</p>	<p>Information signs are to be placed at the junction with Bents Road warning of the restriction on Ringinglow Road. It was felt that the actual restriction should start near common lane so that any vehicle’s servicing the area prior to that point wouldn’t then be allowed to continue through the rest of Mayfield Valley, thereby reducing overall HGV numbers in the area.</p>
<p>The restriction on Trapp lane commences at a point where the only diversionary route is Muskoka Drive, which may be heavily parked. I suggest that all of Trapp Lane and Muskoka Drive should be in the restricted zone.</p>	<p>Trap Lane is an existing no through road westwards from its junction with Muskoka Drive and that section is included for technical enforcement and completeness of the TRO. Including the whole of Trap Lane and Muskoka Drive would require additional illuminated weight restriction signs on Ringinglow Road at junctions with both roads, at the junction with Bents Green Avenue and the link road between Trap Lane and Bents Green Road, which would significantly increase the overall cost of the scheme.</p>