



28th February 2020

Dear Cllr Domby, Cllr McCoy, Amanda Cherrington and Mandar Puranik,

Please find attached **24 responses** from businesses received in the last 14 days in relation to the possible HGV restriction on Beddington Lane.

The objections received are from:
(in alphabetical order)

1. 777
2. Ami Pak
3. Bestway Cash & Carry
4. Boyden Tiles
5. Bromley Timber
6. Capital Concrete
7. Capitol Carpets
8. CCF
9. Chelsea Artisans Ltd
10. CPMS
11. EWTS
12. FM Conway
13. GAP
14. Holland Bazaar
15. HTC
16. Little Babes Ltd
17. Mitcham Builders
18. Pearroc
19. PF Whitehead Logistics
20. Phoenix Scaffolding
21. R & H Scaffolding Ltd
22. Richard Russell
23. Tangle Teezer
24. Tillery Valley Foods

In your email to us on 11/02/2020 you stated that the 'statutory consultation' closed last Spring and that we should not have written to businesses to explain that there was a second round of consultation.

However, it was our understanding that the Council officer present in our last BID Board meeting had said the consultation remained open and it was on that basis that

we wrote to all 190 of our members. Whether or not the 'statutory consultation' remains open does not resolve the concerns of businesses. Businesses need to be heard and common sense must prevail in order to have the HGV restriction blocked.

Sutton Council are pursuing the HGV restriction and as a Business Improvement District (BID), the body elected to represent local companies, we have a duty to represent 190 businesses, raise objections on their behalf and do all that we can to have this proposal stopped!

Sutton Council also state that they wrote to all 'respondents' to the consultation last year and met with 6 of the 20+ businesses who objected in March 2019 but objectors were in our BID Board meeting and they confirmed they had received no invitation to meet. But again, this does not solve or address the issues that the HGV restriction would cause. Businesses have told us there was no follow-up to the one-to-one meeting with a handful of businesses and that they felt the Council were paying lip service rather than truly understanding the irreversible and detrimental impact.

190 businesses within Beddington Industrial Area pay hundreds of thousands of pounds in business rates to Sutton Council every year, yet their views are being ignored in favour of residents. Your ratepayers are also being told that the only Sutton accessway may now be closed to vehicles above 3.5 tonne. Hundreds of vehicles will instead be re-routed to the already congested Coomber Way / Beddington Farm Road / Ampere Way and Purley Way which will in turn affect other areas of the industrial estate creating further traffic for employees and businesses who currently use those routes. This makes the area a less desirable place to work and will affect recruitment.

Whilst we understand that you have quotas to meet to reduce emissions in Sutton, you are simply moving the emissions to Merton and Croydon.

The Sutton entry / exit point is one of the main gateways to our industrial area and to close this access to HGV's permanently will result in a much longer route for those vehicles being diverted, resulting in added cost for those vehicles in fuel and driver time as well as adding to the already congested roads in our BID area. The HGV restriction is simply shifting the high volume of traffic elsewhere to roads that are already congested and already at a standstill; these routes are not currently clear they are already full to capacity and cannot handle the volume of traffic each day, adding hundreds of HGV's to this every day will further exacerbate the issue.

The re-routing will also cost businesses money through additional fuel, driver time, additional waiting time, loss of contracts and loss of efficiency and will undoubtedly have negative consequences on businesses and local employment. Drivers may also exceed their driving time which then causes infringements and fines.

The previous data Sutton Council used to analyse the traffic movements to justify the restriction proposals was taken over a 24-hour period in July 2016 and it stated that 912 HGVs passed through. Whilst I appreciate your comments that this data mistakenly picked up 3.5 tonne vehicles, there are very few vehicles ranging between 3.5 tonne - 7.5 tonne and to re-route this number of vehicles to Coomber Way, Beddington Farm Road, Ampere Way and Purley Way will be horrendous as

these roads are already congested and adding more will further affect businesses and their employees alike. In addition to the 912 HGV movements (in 2016), Sutton Council have granted permission for Suez to operate from Beddington Lane which is an additional 686 movements daily (Council report). Yet you denied Ocado from opening in our BID area on the same basis?

In 2016 Sutton Council stated:

Beddington Industrial Area was identified in the Mayor's London Plan as a Strategic Industrial Location (SIL) and as such is of key importance to the Borough. Beddington's Strategic Industrial Location is one of the largest employment locations in the South East London sub region and the land in the SIL represents 70% of the Borough's employment land and 55% of the total built industrial floor space.

The industrial area which was of 'key importance' just 4 years ago is now not being heard and despite our efforts to represent businesses it seems as though the HGV restriction is inevitable. Sutton Council wanted Beddington Industrial Area to form a Business Improvement District (BID) in order for there to be a strong business voice and lobby on their behalf but when we do the voices of residents are louder and you continue on with this damaging project.

Your email on 17/02/2020 stated that the next steps are:

-Over the past six months, the Council has undertaken further monitoring and testing to help inform the HGV restrictions but also monitor and assess actual impacts by benchmarking.

-The Council will be analysing this evidence in the first quarter of 2020 with a view to formally determining the objections and implementing the TMO (should that be the outcome of the determination) before completion of the remaining Scheme civil works, which is likely to run well into the autumn 2020.

-Once the main works have been satisfactorily completed, and assuming the HGV restriction is to proceed, there will be a 'soft-launch'. In advance of a soft launch, the necessary directional and warning signs will need to be in place. However, no Penalty Charge Notice(PCN) tickets will be issued during this time.

On reading the above and with the knowledge that you intend to put down more double yellow lines along Coomber Way, it seems as though the HGV restriction will continue regardless of the objections from businesses. However, we need Sutton Council to reconsider the proposals to demonstrate that the views and concerns of businesses (your ratepayers) are listened to; there is a distinct feeling of despair and resignation amongst businesses and a growing sense of abandonment to businesses and Beddington BID.

Kind regards

Michelle Baker
Beddington BID Manager on behalf of Beddington BID Board
Michelle@beddingtonforbusiness.co.uk
www.beddingtonforbusiness.co.uk

24 letters of objection attached, received February 2020.

Dear Sirs

We refer to the proposed HGV Ban on Beddington Lane which has now re-surfaced.

We maintain our previously stated grounds of objection to this proposal and those grounds are attached to this letter for ease of reference.

In summary, any such proposal would be bad for local business in every regard negatively impacting on Employers, employees, customer and suppliers alike. It would also impact on business rates and future investment in the area to the detriment of the local authority. It would also seriously impair the local environment by exacerbating an already poor transport route and causing a wider problem along the already over-trafficked Purley Way, which would be directly contradictory to the development and environmental policies and stated initiatives of Sutton Council.

To that end F M Conway, along with the other businesses on the industrial estate sincerely request that Sutton Council does not impose any HGV restrictions and instead allow the area to thrive and continue to serve the community in the way it currently does.

If you have any questions, please do not hesitate to contact me.

Kind regards

Karl Daly
Legal Director
F M Conway



Dear Michelle

Thank you for letting me know council's plan for main route closure for HGV. Being operations manager at Bestway wholesales Ltd of Croydon branch, I am very much concerned for council's this decision as our business will have huge impact in a number of ways:

1. As our business is of wholesale nature, we have a number of deliveries going out to our customers in larger vehicles than 3.5tonne, on daily basis. Having a longer route for delivery will cause delay in goods being delivered on time and also will increase the costs of deliveries, which means loss of customers and profit.
2. Our drivers might, unintentionally, infringe working time directives by sitting in heavy traffic for longer periods of time and for using imposed longer routes. Along with our business and personnel, our drivers' licences will be put under threat too.

3. Having restrictions on HGV at the main gateway to industrial area will not only affect our delivery operations but will also impact our sales by hindering customers to other easy access businesses. Because most of our customers use HGVs to shop from us for their businesses. A longer route with heavy traffic to access Bestway will prevent our customers from shopping with us to save their time, expense and incurred loss of being away from their business for a huge amount of time.
4. We will also suffer with goods-in deliveries which will be an additional cause of loss of business by not having stock being available for sale. Our stock mainly come in through the main entry point to industrial area.

If all the points mentioned above sum up, Bestway Croydon might suffer drastic loss of business Therefore, I strongly object against council's decision for such restriction on the main entry/exit point to industrial area.

Kind Regards

Gaurav Brahmhatt
Operations Manager
Bestway Cash & Carry



Hi Michelle,

I am writing to object the proposal to ban HGV or impose HGV restrictions would cripple our business as a DAF Commercial Vehicle Main Dealer our customers already suffer from continued road works and congestion – we feel this would compound the problem, that this restriction is not a solution and has no business or safety benefit.

We at HTC Croydon have a reputation for the worst traffic however we rely heavily on Commercial Vehicles being able to come in and out freely without restriction otherwise this will have a major negative impact on our business.

Kind Regards

Robert Willoughby
After sales Manager
HTC Croydon



Good Afternoon,

We are completely opposed to these restrictions being put in place, as my previous emails to yourself and Kevin Williams, (from LB Sutton) who we met with last year (18th July 2019), and aired our views of disgust, and submitted various reasons as to why this should not go ahead.

Because of our works, contractual obligations and the materials we work with, we use minimum 18tonne lorries. Our drivers are restricted with driving hours, and any additional disruptions to traffic causes complete mayhem to our company.

An example comes to mind. Last year on August 15th, there was a major gas leak which forced that part of the road to be closed (Near Asda's), at the other end of Beddington Lane, there was a fire that caused major disruption to traffic. At one time the roundabout at Coomber Way/Beddington Lane, was closed off in the afternoon, no traffic could move. (Some of my drivers were forced to use Mitcham Common side of Beddington Lane for entry, adding more traffic to the already congested area).

Later part of the afternoon, on the same day, there was an accident, that involved a 4-wheel drive car and motorbike at the roundabout by The Ravensbury (now a restaurant/club). My drivers could not get our HGV lorries back to the yard within their driving times. If the drivers had just parked up on the roadside, they would have added to the already chaos on the roads, so had no alternative but to stay in the vehicles and drive them back to our yard.

I actually asked the police at the roundabout of Coomber/Beddington Lane roundabout, who would take responsibility for the fines, if they were imposed, for the drivers going over their driving hours. I was met with shrugged shoulders, but this is a costly and major concern for us.

Currently, Beddington Lane is already a major concern, with all the different works going on, and some days the traffic is horrendous, and can easily add 40 minutes at least to a vehicle journey, just getting out of the said road, or coming in. To enter Beddington Lane without using Hillier's Lane as an entry point, for HGV's, will cause total disruption to all adjoining roads that make point of entry to Beddington Lane accessible. We have had yards for the past 25 years in Therapia Lane, (Beddington Lane side) and came here originally as it was an industrial area. I believe this is still the case, as more premises are being built for businesses, and only a minimum of residential properties are in the area.

I await to hear what the outcome will be, but this will have a major impact on our company, if the go ahead is given. I feel at least companies already trading in this area, should be given a permit, or right of way to use said entry area, so at least vehicles cutting through the area can be stopped, which would cut down on hgv vehicle usage.

Kind Regards

Gaye Harding

Phoenix Scaffolding



Dear Michelle

I have just had a letter about the HGV restrictions, in addition to the objections I have put forward I have summarised my objections below, if you need anything else from me please let me know.

- The restriction of HGV will force additional congestion on an already congested route
- The current alternative routes infrastructure is not sufficient to manage the additional volume of traffic
- The residents were always aware of the industrial area when they moved in and have benefitted in kind from it

Kind Regards
Sarah Crow
Capitol Carpets Ltd



Dear Michelle

We are a sheet materials company based in Bath-house road just off Beddington lane and we would be greatly affected if these proposals go ahead as we access and exit from both ends of Beddington lane depending on which direction we are destined for.

We believe it would add at least thirty minutes to most journeys because all traffic is being pushed onto already over congested roads, it will also cause a problem on return where all trucks would be coming back in the same direction would add to the afternoon/early evening congestion

There will be increased fuel costs as well as increased labour costs in an industry that is struggling at the moment.

Regards

John Murphy
Richard Russel Panels
RichardRussell

The logo for RichardRussell features the name 'RichardRussell' in a bold, sans-serif font. The 'Richard' part is in orange and the 'Russell' part is in green. Below the text is a stylized graphic consisting of two parallel lines that curve upwards and then downwards, resembling a checkmark or a stylized 'V' shape.

Good morning Michelle,

We have received your letter regarding the proposal to restrict HGV vehicles from accessing Beddington Lane from Hilliers Lane. We currently run 2/3 26tonne vehicles that will be affected.

This will have a massive detriment to the daily running of our transport. Not only will the restriction force us to add many extra miles per day by re-routing our vehicles on an already overpopulated road network (costing money and time!) It will have a negative effect on the environment with the added diesel pollution.

I am sure that many business in the area will all have the same arguments against the restriction, and we would like to state that we strongly object to the proposed HGV restriction.

Kind Regards

Paul Salvage
Director
Bromley Timber



Dear Michelle

I have just received your letter (and noted the contents of the newspaper you produce) and would like to register my company's concern relating to the proposals by the council.

I did have a meeting (along with Sarah Crowe at Capitol Carpets) with a representative of the council about July last year. It was supposed to be Darren Owusu but he substituted another chap at the last minute. We never heard any conclusions relating to that meeting I recall.

Briefly, our company not only has a significant number of vehicles in our own fleet greater than 3.5 tonnes and is increasing we also receive approx. 10-20 vehicles a day delivering/collecting from us which are greater than 3.5 tonnes, most are 18 tonne plus. We are a significant importer and distributor of ceramic and porcelain products in the region of 40/50 tonnes is despatched from here each day and by implication we must receive that amount inwards also, therefore reduction of road use is of concern to us.

This company specialises in commercial specifications of technical ceramic (mostly technical porcelain) into high profile projects in the Greater London area which means our head office here must have good, speedy access to the city. While our

retail branches and internet business are important the service for those is not so critical where our warehousing is based, for our project delivery location is vital. Beddington Lane is a good location for us.

Yours sincerely

Henry Williamson
Managing Director
Boyden & Co Ltd

BOYDEN TILES
& BATHROOMS

Good afternoon Michelle,

As a manufacturing business that has been operating in the area for over 50 years, we **strongly disagree** with this restriction.

We employ over 45 skilled local residents directly and work with a number of local suppliers and customers in and around Beddington Lane & Sutton. These include logistics companies as well as printers and other manufacturers.

Our business depends entirely on HGVs for goods coming in and going out.

We agree with the BID, that by restricting these movements the overall logistics situation will be compromised. UK businesses need to see facilitation not barriers in now and in future. The type of restriction certainly falls into the category of being a barrier to business.

If the London Borough of Sutton wish to reduce their commercial and residential tax revenue plus see increased unemployment, then this scheme would help enormously.

Kind regards,

Josh Friedler
Commercial Director

amipak 

Good morning,

I have previously submitted emails to you on this subject in March 2019.

We note that the maximum weight for access to Hilliers Lane has been reduced to 3.5T GVW. It is high time the Planning Departments understand that the costs of operating vehicles with only 1250-1500kgs payload is economically inefficient in a ratio of tonnage to cost. The perception that HGV's are a menace is so engrained in general public opinion that their necessity is completely overlooked, from the delivery of heavy materials to the "just in time" supermarket store requirements. We would ask how the infrastructure would survive if ASDA took their deliveries via Marlowe Way.

Should the proposal be ratified then there needs to be no bottlenecks on any of the approach roads and other routes into the BID area. It will also need the co-operation of adjoining Boroughs to assist with the anti-congestion measures caused by this proposal. See below regarding double yellow lines and carriage widths. If this requires re-routing of cycle lanes and re-alignment of pedestrian safety measures then it is of direct consequence as traffic congestion is the very worst option.

We still strongly support a timed HGV traffic exclusion zone.

Another suggestion would be a relief road from the Coomber Way roundabout passed the Viridor complex through to the A237. Then again, if you scrutinise the A237 from the perspective of modern trucks it can only be described as an upgraded country lane.

We will contact our Local Councillor.

Regards, Alicia Hollings,
EWTS (Croydon) Ltd

Hi Michelle,

We have 3 depots located on Beddington lane all of which need to use the top of Beddington lane for entry and exit to our customers and depots respectively. This road is vital to our business, any change to access would seriously impact our ability to operate productively. This would create more traffic to the Croydon road end and force drivers to take a more circuitous route to and from the depots. The knock-on effect would mean less operational time for us and possible infringements for drivers who get caught in the resulting traffic. Not to mention the extra cost in fuel and driver time.

Should you need further support in this matter please feel free to contact us directly.

Kind regards

Chris Randall
Hiredesk Manager
GAP Group



Hi Michelle,

We would like to object to the proposed weight restriction on Hilliers Lane.

The traffic is bad enough at peak times with the 3 entry/exit points. Reducing this to 2 would be a nightmare. Then there is the extra traffic from the Pro Logis units plus Suez due to arrive on Beddington Lane and the occupation of units recently built on the old Superdrug site.

It was also acknowledged during the last BID meeting that Sutton Council are working hard to reduce their emissions from the borough. But this was felt as a great hypocrisy considering the estate is within Sutton but they want all HGV traffic entering and exiting via Croydon and Merton.

It was also noted that Mandar had sadly once again decided NOT to attend this meeting so we could discuss.

Kind Regards,

Peter Whitehead
Managing Director
PF Whitehead



Dear Michelle

Regarding your letter about HGV Restriction for Hilliers Lane, We at Pearroc Ltd strongly disagree with the proposed plan by Sutton Council.

This will cause problems for my drivers, deliveries to us and traffic around us.

The Traffic around us is already a joke, please don't make it worse!!

Many Thanks

Phil Henstock
Pearroc Ltd



Dear Michelle,

TangleTeezer Ltd strongly oppose the potential implementation of any HGV restrictions around Beddington Lane/Hillers Road or elsewhere within an already congested trading area.

TangleTeezer runs an international distribution network out of Bath House Road which would be directly and profoundly affected by this proposal. Timely deliveries of goods in and even timelier collections of goods out are vital to our operations here, some of which are ExWorks collections from foreign drivers or agencies who have to deliver stock within a particular timeframe for boarding on to Aircraft or Container Cargo vessels, should either of these methods of conveyance be missed, the financial ramifications to TangleTeezer could be counted in the thousands of pounds.

Given the above, any restrictions which could in themselves delay these crucial operations can only be considered detrimental to our business. Given the high employment levels in this area generated by the current traffic arrangements I can only consider this proposal to be a risk to those employment opportunities long term was there be any change to the current ease of access to all the local business estates. I do hope this will be reconsidered.

JP Manifrinato
Logistics Manager

**TANGLE
TEEZER**[®]

Hello Michelle Baker

Our only one and the main warehouse unit is located in PF Whitehead Trading Park, 4 Coomber Way, Croydon, CR0 4TQ. On a weekly basis we do employ staff from local staff agency.

The restriction HGV will have huge impact to our business as we receive regular stock deliveries plus, we do send products to our customers with couriers which use various vehicles. This access is vital for our business. In the event when restriction is applied, I must say we will have to move away from the area as to be able to continue to run our business smoothly.

Yours sincerely,
Paul Grabowski
Director of **Little Babes Ltd**



Dear Sirs,

We refer you to the email below from my colleague dated 14/03/19 objecting to the proposed HGV restrictions for Hilliers Lane/Beddington Lane, our views haven't changed and we reiterate our concerns accordingly.

Dear Jayne

We are a member of the Beddington BID and have been made aware of the proposals to prevent HGVs using Hilliers Lane.

Whilst we understand the concerns of the local residents the proposal will effectively close off one of only four access routes into the industrial area. Any vehicles prevented from accessing via Hilliers Lane will have to divert along the A232 west through Hackbridge/Mitcham Common or east to the Purley Way. Both of those routes have considerable residential areas that will be disadvantaged. We understand that a recent traffic study suggests 900 vehicle movements will move from Hilliers Lane to the alternative routes if the proposals are implemented. Both alternative routes are already heavily congested at many times of the day and such additional vehicle movements can only make such congestion worse. The alternative routes will also add significant time and distance to each journey and we cannot see how that can be consistent with current concerns regarding reducing emissions/pollution.

The economic consequences for many businesses in the industrial area will be significant, perhaps to the point of forcing some to relocate. The measure is also likely to affect many businesses (like ourselves) who do not directly operate HGVs. We already experience considerable staff dissatisfaction with the existing level of traffic congestion and anything that adds to that will make attracting and retaining staff much more difficult. The industrial area is surrounded by residential areas and access to it has to pass through those one way or another. If there were many routes in and out then perhaps closing off one of them may be feasible; when there are as few as there are it seems a disproportionate cost to many for the benefit of a limited number of Hilliers Lane residents.

We would like to record our opposition to the proposals and would prefer that Hilliers Lane be kept open for HGV access.

Kind Regards

CLIFF McINTEE

Director



CHELSEA ARTISANS



FUSION GLASS DESIGNS

Good morning Michelle

If the lorry ban takes place on beddington lane it will cause a lot of problems for us as a business due to drivers taking longer to get back to our yard to do second runs based at Beddington farm road. Also, the cost of fuel will have a big impact on us to.

If you need any more information please reply to this email.

Kind Regards,

Wesley Ward
Assistant Branch Manager
Croydon CCF |4814



To whom it may concern,

The company Holland Bazaar Ltd stand strongly behind an objection towards the potential HGV restriction being introduced at the top of Beddington Lane. We, as a large wholesale company can perceive not only the personal restrictions and difficulties this will cause our company, but also the problematic elements that will arise more generally for others. The entirety of this proposed restriction will, we believe, result in unjust situations, like those mentioned in your email; extensive infringements and fines due to exceeded driving times, additional costs for large businesses, and furthermore, creating for a more dangerous road setting with the extra congestion upon roads.

We as Holland Bazaar Ltd strongly object to these proposals and feel strongly, that the HGV ban of vehicles larger than 3.5 tonne will not only affect our business, but other locals also.

Kind regards,

Mrs Pinar Ahmet
Fleet Manager

The logo for Holland Bazaar features the word 'Holland' in a blue, sans-serif font, followed by 'Bazaar' in a red, sans-serif font. A red curved line arches over the top of the 'Bazaar' text.
Holland Bazaar.

Good Morning Michelle,

I work for a distribution company on Beddington farm Road which operates a fleet of HGV's and have been recently informed of the proposed HGV restrictions surrounding our business, could you please forward me any maps or further information you may have that indicates exactly where these restrictions may be put into place as these may have a significant impact on our business.

Kind Regards

Tony

Anthony Smith
Depot Manager, Croydon
Tillery Valley Foods



Dear Sirs,

Beddington North TFL Major scheme – HGV Restriction

We are writing to voice our objection to the proposals of the above scheme whereby businesses with premises on the Beddington Lane Industrial Estate who operate HGV's as part of their business would be prevented from using the entry / exit point at Hillier's Lane and the A232 Croydon Road.

We are an Access Scaffolding company working in London and the South East with a yard on the Beddington Lane Industrial Estate. Our fleet of lorries are all Euro 6 compliant and comply with ULEZ and we are members of TFL's FORS scheme. The proposed closure of the entry and exit point at the junction of Hillier's Lane and Croydon Road will have a huge impact on the profitability of our enterprise and our ability to operate efficiently. HGV's are a necessary form of transport for many businesses and form a large part of the supply chain for the construction industry which contributes £110 billion per annum / 7% of GDP to the UK economy (ref. Government Construction Strategy).

The closure of this entry / exit point and the proposed re-routing will have the following impact:

- An increase of approximately 7 miles to be added to every journey to and from the place of business. For every vehicle operated this equates to an additional 18,200 miles driven per annum with all the associated costs for fuel, wear and tear, more frequent PMI checks not forgetting the impact on driver hours.

- Additional emissions resulting from increased mileage driven will not be restricted to the alternative route but will affect the whole of the area including Beddington Village.
- Moving the traffic to already congested routes is not solving the problem but simply moving it to another area which is also highly populated. According to 'Inside Croydon', The Purley Way's pollution levels are already notorious for being in breach of European Laws on vehicle emissions. Increasing emissions by mandating HGV's to alter existing routes and drive additional miles will only contribute further to this.

We feel that small businesses like ours are already having to deal with the high operational costs of business premises, rates and ever-increasing compliance of all forms. To add this additional burden of increased costs due to re-routing is wrong. Many businesses have committed to leasing premises based on an industrial estate with existing access from Hillier's Lane / Croydon Road.

Residents in and around the surrounding Beddington Lane area are likely to be biased in favour of the proposals despite the industrial estate being in existence for many years. The fact that the

Beddington Residents campaign is being led by a council employee and raises the question of impartiality and clear thinking. Additionally, the decision by Sutton planning for the development of the Beddington ERF has no doubt increased the number of HGV's now using this access route. As a result, LB Sutton is now imposing a blanket ban on all HGV's using the Hillier's Lane / Croydon road entry /exit junction. This does not appear to be a well thought through planning strategy.

We look forward to hearing from you regarding our concerns.
Yours faithfully

Ian Morley
Managing Director

R & H Scaffolding Ltd

Dear Michelle,

Thank you for informing us about the local councils plan to introduce an HGV restriction.

As I'm sure you can imagine, this restriction will have considerable negative impact on our business and the environment.

A major element of our business is Skip Hire deliveries so having to travel further around Hackbridge to get to a customer to deliver a skip hugely increases the carbon impact on the environment.

It simply is counterproductive. Not only is there an environmental issue here but also a commercial impact. The extra cost in making these deliveries will result in a loss of customers and therefore a decline in profitability.

For our Recycling centre alone, again the adverse environmental impact forcing lorries to drive for longer in order to get to our depot surely defeats the object entirely.

Since the traffic lights at the Beddington Junction with Mitcham Common have been altered, it has caused nothing but more delays along Beddington Lane. As a side note, we strongly suggest this is brought back to how it was previously. The traffic issues we already are having to endure is unbelievable.

Having carried out our own in-house survey on Beddington Lane, we have estimated 5 out 50 vehicles are HGV's the remainder are made up of cars/vans.

We object to the introduction of this proposed restriction vehemently.

Kind regards

Daryl Pearce
777 Group



Good Afternoon Michelle,

I write in response to letter dated 12th February 2020 regarding a potential HGV restriction on Beddington Lane. We are a Builder Merchants based at 152 Beddington Lane and we are strongly against this potential restriction and object as this would have a catastrophic effect to our business. We supply building material to the general public and have a fleet of 10 large vehicles (over 10 tonne). If this proposal was to go ahead then we will no longer be able to trade and with over 35 employee and having been established for over 15 years this would be a major loss to all.

Kind Regards
Balvinder Powar
Director



Dear Michelle

I am very surprised to learn that this project is still being considered. CPMS Colourset Litho Ltd is a printing company based off Beddington Farm Road. We have large 7 tonne+ vehicles deliver to us on a daily basis and also collect, however the number of deliveries and collections has greatly been reduced in the last couple of years. Where we used to have between 4-6 deliveries in the morning and afternoon, we generally only have morning deliveries now with considerably less of them.

Manufacturers as are we, are looking to reduce costs and are more aware of our environmental impact locally. I do feel strongly that by having a vehicle restriction in place at Hillier's Lane it will only worsen the environmental impact and not improve it. Vehicles will be forced to drive down Purley Way and then cut through Beddington Farm Road which is already particularly congested. This will lead to further congestion in the surrounding areas, more pollution, frustration and in time lead to businesses moving away from an already over congested area. There are constant traffic issues in this and the surrounding area which should be looked into further, but I believe this proposal only diverts traffic a short distance, creates other more complicated problems and will lead to greater pollution levels locally.

I would be happy to attend a meeting with the sole purpose of discussing this matter further.

Marco Carini
Director



Hi Michelle,

Capital Concrete LTD is a busy ready-mix concrete plant that will be heavily affected by the HGV ban. I would be happy to support any mechanism that you have in mind to overturn the proposed HGV ban, which will have a hugely detrimental effect on our business. Approximately 120 truck movements per day are associated with our site alone, the majority of which would be significantly affected. Concrete is a perishable product with a shelf life of only a few hours, the increased travel time would cut down on our accessible market considerably as well as increasing fuel costs and our carbon footprint. Air quality would be adversely affected by the additional HGV road miles.

I am aware of no serious consultation that has taken place with any business about this issue.

Many thanks,

Luke Smith, Managing Director, **Capital Concrete**

