



meeting **HIGHWAYS SELECT COMMITTEE**

date **5 MARCH 2007** agenda item number

Report of the Service Director for Highways

Leicestershire Weight Limits

Purpose of the report

1. To inform Members of the weight limits introduced in Leicestershire and their effect on roads within Nottinghamshire.

Background

2. In 2005 Leicestershire County Council introduced their North Melton Weight Restriction in the Vale of Belvoir. The area involved extends from the A606 at Nether Broughton north eastwards to the A52. As part of the proposals a number of roads in Nottinghamshire were included to complement a similar weight restriction introduced approximately 12 years ago. The introduction of this weight limit diverted a large number of HGV's through Nottinghamshire, via the trunk road network onto the C28 at Bingham. The C28 runs southwards from the A52 at Bingham to the county boundary with Leicestershire. The entrance to the Langar Industrial estate is situated a few hundred metres to the north west of the County Boundary. This effectively meant that vehicles requiring access from Leicestershire to the industrial estate would need to go via the A52 and C28.
3. The County Council objected to the proposed weight limit for a number of reasons, which are summarised below;
 - The current width and horizontal alignment of the C 28 led to concerns of an increase in HGV related accidents if the flow of HGV's were to increase significantly.
 - The potential for additional emissions, noise, traffic intimidation, accidents and impact upon pedestrian safety in the village of Langar.
 - The effects of the additional travel lengths upon the viability of the businesses operating from the Langar Industrial Estate.
 - The fact that despite efforts over a period of time it had not proven possible to find the considerable amounts of money needed to fund improvements to the 9 kilometre length of the C28.

4. The LCC Cabinet report approved the making of the Order on March 8TH 2005. The LCC Cabinet Report was not subject to advance consultation with NCC and was not felt to reflect the perspective and concerns of NCC in some areas. It did however emphasise the NCC objection, and was approved by the LCC Cabinet, in full knowledge of this.
5. Further discussions were held with LCC which, following consultation with the NCC Cabinet Member and Director of Environment, resulted with agreement being reached with LCC that:
 - LCC would contribute £50,000 towards improvement works on the C 28 within Nottinghamshire.
 - NCC would develop a long term strategy for improvements to the Cabinet Member and Director of Environment for approval. (subsequently Director of Communities)
 - LCC would fund all the TRO works within Nottinghamshire.
 - LCC would liaise with the Highways Agency regarding additional signing and other works on the A52 within Nottinghamshire.
 - LCC would provide advance direction and diversion signing to minimise additional flows on the C 28 within Nottinghamshire.
6. Improvement works were carried out on the C28 in March/April 2006 and were funded by LCC. The Vale of Belvoir weight restriction became operative on 23 May 2005.
7. Local authorities are able to introduce Traffic Regulation Orders which are objected to by an adjacent authority. The objection is treated in the same way as any other objection received in that it is reported to a committee/cabinet member for consideration and the decision to be made is based upon the recommendation of officers.
8. On 20th March 2006 LCC introduced another weight restriction which directly affected a number of roads within Nottinghamshire. This restriction extends from the A52 northwards to the A1. As with the Vale of Belvoir weight restriction a number of roads within Nottinghamshire were required to terminate the weight restriction at road junctions. NCC raised no objections to the introduction of this Order, which also included roads within Lincolnshire
9. On 27th November 2006 LCC introduced a weight restriction based around Cotes, near Loughborough. As with the previous two weight restrictions a road within Nottinghamshire was included in order to terminate the weight restriction at a road junction. In this case it is a small length of road in Stanford on Soar.

10. In the 1996 LCC introduced a weight limit on Back Lane, which runs northwards then eastwards from the A6006 in Leicestershire to the crossroads in Willoughby on the Wolds. This weight limit again included a section of road within Nottinghamshire so that the restriction could terminate at a road junction.
11. In early 1990 Leicestershire introduced an area weight restriction bounded by the A60, A6006, A46 and B676. This weight restriction did not include any roads within Nottinghamshire as such, but notionally covers the area to the south of the A6006 in Rempstone.
12. Leicestershire County Council have consulted NCC with regard to each of these weight restrictions and it is only on the one occasion highlighted that an objection was lodged. It should be stressed that with regard to weight limits introduced by LCC, officers from both authorities have discussed issues such as sign placement at an early stage.

R J Hart
Strategic Director (Highways)
22 February 2007

Background papers: nil.