



17th November 2016

Agenda Item: 7

REPORT OF CORPORATE DIRECTOR - PLACE

THE NOTTINGHAMSHIRE COUNTY COUNCIL (A1133, NOTTINGHAMSHIRE) (WEIGHT RESTRICTION) EXPERIMENTAL ORDER 2016 (3237)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider the objections received in respect of the above Experimental Weight Restriction Order and whether it should be made as advertised.

Scheme Description

2. The Nottinghamshire County Council (A1133, Nottinghamshire) (Weight Restriction) Experimental Order 2016 (3237) proposes to restrict the use of the A1133 by heavy goods vehicles during the hours of 7.00 pm to 7.00 am daily between its junction with Girton Lane, Girton to and including its junction with Sand Lane, Spalford. The restriction also includes the unclassified roads which are accessed from this section of the A1133. Proposals are shown on drawing number 47074367.3237.300.

Information and Advice

3. The A1133 is a non-primary single carriageway 'A' road that connects the primary routes of the A46 at Winthorpe near Newark in Nottinghamshire and the A156 at Torksey Lock in Lincolnshire. The general nature of the road is rural and passes through a number of small villages of which Collingham is the largest. The route is an active HGV route for local farmers and haulage companies travelling north and southbound into and out of Nottinghamshire. It also provides access for vehicles to local businesses and industrial premises.
4. For the majority of the route the width of the carriageway is consistent with a road of this classification and nature. Near the centre of Collingham village the road narrows to such an extent that only a single lane is available. This narrowing occurs where local distributor roads join the A1133 from the east and west. Traffic signals are present to control the flow of traffic through the crossroads.
5. The national speed limit applies along the A1133 outside the village areas, however within the village areas lower speed limits of 40mph in Langford, 30mph in Collingham and 40mph in Besthorpe are in force. Footways are present on one or both sides of the carriageway through the built-up areas. Rural footways are present intermittently along the section of the

route to the south of Tinker's Lane, Girton. Where footways are not present there is, in the majority of locations, a relatively flat grass verge.

6. Improvements to the A46 and junctions along the A1 have resulted in these routes becoming more suitable and attractive routes for long-distance haulage. However, the use of these strategic routes does not remove HGV traffic requiring access to local businesses located just outside the proposed restriction. The nature of the A1133 route through Collingham with properties close to the carriageway concentrated around the traffic signal controlled crossroads, has resulted in reports of noise pollution and adverse impact in terms of road safety and environment by local residents and County Councillor Dobson.
7. A 7.5t Environmental Weight Limit has been proposed with the aim of reducing the concerns raised by residents of Collingham in relation to noise, safety and environment. The restriction is proposed on a section of the A1133 north of Collingham, between Girton and Spalford. This section has been selected as the relatively small number of businesses which may require legitimate access should enable more robust enforcement to be carried out. Journeys by HGVs through the restriction will not be permitted. As the route is a non-primary 'A' road the proposal is to operate the restriction overnight from 7.00 pm to 7.00 am. This will reduce the level of noise pollution during this period but not restrict the use of the route during daytime hours.
8. It is proposed to introduce an Experimental Environmental Weight Restriction (EWR) order rather than a permanent one as this offers the opportunity to assess the impact of the restriction on traffic movements in the area. By having the restriction north of the village it offers protection and severs the through route along the A1133 bringing relief to Collingham. A wider restriction would reduce the impact due to a greater number of businesses being permitted in the area due to access requirements.
9. An experimental order is initially monitored for a period of 6 months to assess its impact during which time representations are invited from interested parties. The monitoring will include surveys of HGV traffic flows in order to determine the impacts on both Collingham and nearby villages, including those in neighbouring Lincolnshire abutting the proposed EWL. This decision was taken in light of concerns expressed by Lincolnshire County Council that trips would increase in other villages as vehicles divert from the A1133. The Experimental Order can be made for a period not greater than 18 months with the potential for review on expiry of the 6 month objection period.
10. An existing 24 hour environmental weight restriction is present on Rabbithill Lane which links Spalford and the county boundary with Lincolnshire. This restriction will be removed as part of this area-wide Experimental Order.
11. Traffic surveys have been carried out to obtain base line information for HGV use and further traffic surveys will be undertaken to assess the impact of the proposals and any displacement onto adjoining routes in Nottinghamshire and Lincolnshire and a future report will be brought to Transport and Highways Committee with details and further recommendations.
12. The surveys indicate that there are currently, on average, 99 HGVs travelling on the A1133 through Collingham between 7pm and 7am. The surveys also show, however, that 58 of the 99 HGVs will legitimately be able to continue to travel along this route following the

implementation of the EWL as they are legally accessing businesses within the EWL. Almost 60% of all of the existing HGVs currently travelling through Collingham on the A1133 will therefore continue to do so following the implementation of the experimental EWL.

13. Consultation on the proposals was carried out between 21st June and 4th August 2016, with an extension to 12th August 2016 provided to those statutory consultees who had not replied. A total of 33 consultation packs were sent out which included Spalford, Girton and Besthorpe Parish Councils, Lincolnshire County Council and other statutory consultees. The scheme layout is shown on the attached drawing number 47074367.3237.300, 400 and 401.

Objections Received

14. During the consultation period three responses were received. Collingham Parish Council welcome the proposals and are in full support of the measures proposed. The two remaining responses from Lincolnshire County Council (LCC) and Nottinghamshire Police are considered to be outstanding objections. After consultation further responses were received from Spalford and South Clifton Parish Council supporting the proposals.

15. Objection – Lincolnshire County Council

LCC object to the proposals and state that it is likely that a weight restriction in this area will result in HGV traffic re-routing onto the minor road network through Lincolnshire, including North Scarle, Swinderby, Eagle, Thorpe on the Hill and Doddington. Concerns have already been reported directly to LCC that HGVs are travelling through these villages and past a school to avoid congestion on the A46. LCC considers that the roads in the villages are a less suitable route than the A1133 in terms of width and alignment and additional traffic would have a significant adverse impact in terms of road safety and environment. Specific reference is also made by LCC over the concern of the direct rerouting of HGV traffic onto Girton Lane at the southernpost start point of the proposed restriction as this road is unclassified of narrow width and poor condition.

The proposed restriction starts part way along the A1133 - LCC refers to a similar situation that already exists on a nearby road (Rabbithill Lane) which was strongly objected to by LCC at the time. LCC feels that our authorities should be working together to achieve a solution that prevents the impracticality and adverse public perception of two different approaches to traffic management on the same stretch of road. LCC further considers that the part-time nature of this restriction and the extensive access required along the route means that it is likely to be unenforceable and difficult to differentiate between legitimate access requirements and through traffic.

LCC states that the proposals to restrict the usage of an A road sets a precedent and considers that it will result in the authority having to defend not taking action with regards to roads of a lower class where similar issues are experienced.

LCC suggests that the correct solution in the long term is the need to by-pass Collingham and that the current proposal transfers the issue elsewhere onto roads and communities in an adjacent Authority.

16. Objection – Nottinghamshire Police

Nottinghamshire Police point out the fact that the A1133 is part of the primary road network intended to provide large scale transport links with other areas, and maintained at a suitable standard for road users to do so safely. The police also point out that the nature of A roads means that businesses and commercial premises of all natures are often located on, or close, to them enabling HGVs to access them without having to travel through villages or other built up residential areas.

The police therefore object to the proposals stating:

“The alternate route for HGV’s if this experimental order was put in is through rural villages and other residential areas along roads that are unsuitable for the type of traffic that uses a primary route.

So in essence, all traffic including HGV’s would be banned from using a road that is suitable for them and displaced onto roads that are not suitable.

The fact that it is a ‘night time’ ban only adds to the potential for collisions to occur as drivers unfamiliar with the rural road network try to make their through [sic].

Therefore Nottinghamshire Police are unable to support this proposal.”

Response

17. It is considered that the proposals should not result in the direct rerouting of HGV traffic onto Girton Lane. The restriction will start south of Girton Lane as this has been identified by both authorities as an unsuitable road. Whilst the restriction in the evening can legally prevent HGVs on this section of the A1133, NCC cannot dictate which route vehicles will take to avoid the restriction. The proposals will be supported by advanced signage on the A1133 aimed at directing HGVs onto the wider strategic network.

The proposals are to introduce the restrictions by using an experimental traffic order. This will enable further assessments, observations and comments to be made in the light of operational experience. The approach is considered appropriate taking into account views received and that the road is a classified principal road. Further representations can be made by affected stakeholders during the experimental period and it is intended that traffic surveys will be carried out after the initial six months to assess the impact and effectiveness. A further report will then be brought to Transport and Highways Committee with the results and any further comments received. At this stage a number of options are available, including:

- Make the experimental Order permanent;
- Amend the extent or operating times of the experimental Order;
- Remove the proposals completely and have no weight restriction (as at present) allowing the experimental order to lapse;
- Allow the Order to continue for a year or 18 months if the results of the monitoring are inconclusive and further assessment is required (a report is still required at the end of this period to make the Order permanent).

Outstanding issues and risks

18. As with other experimental Traffic Regulation Orders, there are a number of outstanding issues and risks highlighted in the report that Committee will need to consider before approving the recommendation below, including the two main issues/risks that may lead to consequent impacts for the County Council:
 - i. The proposed experimental EWL may not meet the local member's nor the local residents' expectations as it may not significantly reduce HGVs travelling along the A1133 through Collingham between 7pm and 7am. As detailed in paragraph 12 above, it is anticipated that almost 60% of the existing HGV traffic will legitimately continue to travel through Collingham on the A1133 during the hours of the experimental EWL. The surveys indicate that after the introduction of the EWL, an HGV will legitimately travel on the A1133 through Collingham on average every 12 minutes between 7pm and 7am
 - ii. Whilst it is hoped that HGVs that do not need to use the A1133 will travel along a suitable alternative route, the County Council is unable to dictate which route HGVs will take to avoid the restriction. There is therefore a level of risk that the proposal could cause HGV traffic to re-route onto minor roads (which is also highlighted in both the police's and Lincolnshire County Council's comments).
19. In light of the outstanding issues and risks outlined above, it is proposed to implement an enhanced level of monitoring for the experimental order.

Other Options Considered

20. Other options considered relate to the extent and timings of the Weight restriction, which could have been greater.

Comments from Local Members

21. County Councillor Maureen Dobson was involved in the development of the proposals and supports the use of an Experimental Order as advertised to assess its impact.

Reason for Recommendation

22. The recommendations are considered to be the minimum required to prevent the use of the A1133 as a through route for HGV's between the hours of 7pm and 7am. The use of an experimental order enables the impacts to be assessed and changes made, if deemed necessary, during the experimental period of up to 18 months.

Statutory and Policy Implications

23. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

24. The scheme is to be funded from the Local Transport Plan budget for 2016/17, the costs of implementing the traffic order and associated works is £12,500.

Crime and Disorder Implications

25. Nottinghamshire Police objected to the proposals and these are detailed in the report.

RECOMMENDATION/S

It is **recommended** that:

- 1) The Nottinghamshire County Council (A1133, Nottinghamshire) (Weight Restriction) Experimental Order 2016 (3237) is made as advertised and objectors notified accordingly.
- 2) That an enhanced level of monitoring is implemented for the experimental order period.

Tim Gregory
Corporate Director – Place

Name and Title of Report Author

Mike Barnett – Team Manager Major Projects and Improvements (Via East Midlands Limited)

Constitutional Comments (SB 09/10/2016)

This decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for the exercise of the Authority's functions relating to traffic management have been delegated.

Financial Comments (RWK 09/10/2016)

The financial implications are set out in paragraph 24 of the report.

Background Papers

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements Team at Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ.

Electoral Division(s) and Member(s) Affected

Collingham ED

County Councillor Maureen Dobson