

**13 February 2014**

**Agenda Item:12**

## **REPORT OF SERVICE DIRECTOR, HIGHWAYS**

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (SOUTHWELL AREA) (WEIGHT RESTRICTION) TRAFFIC REGULATION ORDER 2013 (3199)**

#### **CONSIDERATION OF OBJECTIONS**

##### **Purpose of the Report**

1. To consider the objections received in respect of the above Traffic Regulation Order.

##### **Information and Advice**

2. The County Council is implementing a programme of environmental weight limits (EWLs) to remove Heavy Goods Vehicle (HGV) traffic from inappropriate routes, therefore reducing damage to the County road network and improving the environment for residents in towns and villages.
3. The area-wide proposal for Southwell follows long standing concerns about the negative impact of HGVs travelling through Southwell; these concerns have been increased as the prospects of constructing a bypass around Southwell recede. The area-wide proposals are roughly bounded by the A6097, A614, A617 and the River Trent. Originally concerns were raised about the introduction of a weight limit on 'A' and 'B' class roads, however the proposals include the declassifications of the A612 between the A6097 and the A617 and the B6386 between the A6097 and the A617.
4. The boundary of the EWL is set to exclude the large generators of HGV trips (such as Staythorpe Power Station and the gravel extraction site at Thurgarton) whilst protecting the nearby villages of Fiskerton, Bleasby, Rolleston and Morton from the possible re-routing of HGVs to avoid Southwell. The villages of Edingley, Hallam and Farnsfield were also included due to similar concerns raised by the local member.
5. The environmental weight limit and the declassification of the A612 and the B6386 were sent out for initial consultation on 30 August 2013. This proposed a 7.5 Tonne weight limit allowing only access for vehicles if they need access to service land or property within the weight limit area boundary. The initial proposal would not allow any vehicle over 7.5 Tonnes to drive through the area to reach destinations located outside the weight limit area, including agricultural vehicles. However, the initial consultation raised seven objections

from local farmers located just outside the weight limit boundary and one from a local district councillor. These objections to the scheme were on the grounds that they would not be able to drive their farm vehicles through the weight limit area. Alternative routes being substantially longer and meaning an increase of slow farm vehicles on the busier routes in the area including the A617, A6097 and A46.

6. The weight limit order was revised to include an exemption for the passage of agricultural vehicles which is shown on the enclosed drawing H/04078/1932/01 and was publicly advertised and consulted on between 5th December 2013 and 13<sup>th</sup> January 2014. The exemption (allowing agricultural vehicles unlimited access) was included following further discussions and agreement with the local County Councillors Roger Jackson, Bruce Laughton and Sue Saddington.
7. Nineteen responses were received during the initial consultation period which included nine objections to the scheme. Eight of these objections were subsequently resolved by including the exemption for agricultural vehicles. The one outstanding objection was from Kirklington Parish Council and this was resubmitted during the public advertisement period. The remaining responses included comments that have been replied to as well as responses in support of the proposals received from Southwell Town Council and the Parish Councils of Caythorpe, Farnsfield, Lowdham, Upton, Rolleston, Wellow and Fiskerton cum Morton.

## **Objections Received**

### 8. Objections 1

Kirklington Parish Council is objecting as members feel the increased traffic on the A617 would be unacceptable and the proposals will move the problem to other villages. The council states that the A617 is already a busy road and the number of vehicles from extra schemes (such as Southwell EWL and proposed Recycling Plan in Bilsthorpe) will cumulatively increase the traffic flow on an already large number.

#### Response

The village of Kirklington is situated on the A617 that runs along the northern edge of the proposed EWL and currently the average HGV movement per day in each direction along this road is 950. In comparison the HGV movements in the proposed Southwell area EWL is 307, this is based on an origin and destination survey of HGV movements (excluding tractors and horseboxes) carried out on 28<sup>th</sup> February 2013. Of these 307 movements, 110 were along the A612 through Southwell itself and based on the traffic information, these are predominately vehicles servicing premises within the weight limit boundary. Overall, the origin and destination survey showed 33 movements in the Southwell area that could not be validated as legitimately servicing the area. These can therefore be considered as using the roads to travel through the area and would in the future be contravening the EWL.

Assuming these 33 HGV trips all adhere to the EWL and disperse onto the A617 then this would see an increase of 3% compared to a decrease of 11% in the Southwell area. Whilst it is acknowledged there is an increase on the A617 this

road is considered a Primary route to the network and provides better links to the wider strategic network.

The proposals will limit future HGV movements in the Southwell and wider area to those generated by businesses in the local area whilst preventing HGV trips using the roads as a cut through when larger more suitable routes are available.

## **Other Options Considered**

9. The original proposals for the proposed 7.5 Tonne weight limit allowing only access for vehicles if they need access to service land or property within the weight limit area boundary was the only other option considered.

## **Comments from Local Members**

10. The County Councillors affected support the proposals.

## **Reasons for Recommendations**

11. The EWL is being proposed to stop vehicles over 7.5 tonnes from driving through the area to reach a destination outside the environmental weight limit boundary. Any overweight vehicle requiring access to a residential property or business within the area will be exempt from the restriction. The main areas, within the weight limit boundary, where overweight vehicles are likely to travel to are the industrial areas of Crew Lane and Mill Park in Southwell, the shops in Southwell and Farnsfield and any of the farms located within the weight limit boundary, these trips will remain unaffected. All agricultural vehicles are exempt from the Order, meaning that agricultural vehicles will be able to drive through the area to reach destinations outside the weight limit boundary.

## **Statutory and Policy Implications**

12. 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**

13. The scheme is being funded by the Integrated Transport Measures – Environmental Weight Limit budget for 2013-14. The cost of implementing the scheme and associated works will be in the region of £70,000.

## **Crime and Disorder Implications**

14. Nottinghamshire Police raised no objections to the proposal.

## **RECOMMENDATION/S**

It is recommended that

The Nottinghamshire County Council (Southwell Area) (Weight Restriction) Traffic Regulation Order 2013 (3199) is made as advertised and the objectors informed accordingly.

**Andrew Warrington**  
**Service Director (Highways)**

### **Name of Report Author**

Mike Barnett

### **Title of Report Author**

Team Manager (Major Projects and Improvements)

### **For any enquiries about this report please contact:**

Mike Barnett - Team Manager (Major Projects and Improvements) Tel: 0115 97 73118

### **Constitutional Comments (SHB 20/01/2014)**

15. Committee have power to decide the Recommendation.

### **Financial Comments (TMR 20/01/2014)**

16. The financial implications are set out in paragraph 13 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 Bevercotes House, Ollerton.

### **Electoral Division(s) and Member(s) Affected**

Farnsfield and Lowdham	Councillor Roger Jackson
Southwell and Caunton	Councillor Bruce Laughton
Farndon and Muskham	Councillor Sue Saddington