



**11<sup>th</sup> September 2014**

**Agenda Item: 8**

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

**THE NOTTINGHAMSHIRE COUNTY COUNCIL  
(ALVERTON, ASLOCKTON, BALDERTON, COTHAM, ELTON ON THE HILL,  
FLAWBOROUGH, HAWTON, KILVINGTON, OSTON, SHELTON, STAUNTON  
IN THE VALE AND THOROTON, NOTTINGHAMSHIRE)  
(WEIGHT RESTRICTION) TRAFFIC REGULATION ORDER 2014 (3206)**

### **CONSIDERATION OF OBJECTIONS**

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

1. To consider the objections received in respect of the above Environmental Weight Restriction Traffic Regulation Order (TRO) and decide whether it should be made as advertised. Provide Transport and Highways Committee with an update on the review of traffic issues along Boundary Road in Newark.

#### **Background**

2. The C3 route connects the A52 (Trunk Road) in the vicinity of Elton and Bottesford with Newark. The general nature of the road is rural and passes through a number of small villages. The route is considered to be a short-cut for vehicles requiring access to the southern end of Newark and beyond to the wider highway network. The rural nature of the route encourages high traffic speeds and the narrowness and alignment results in significant overrunning of verges and damage by larger vehicles.
3. At the 14<sup>th</sup> March 2012 Transport and Highways Committee it was agreed to introduce an Experimental Environmental Weight Restriction (EWR) order rather than a permanent one as this would offer an opportunity to assess the impact of the restriction on traffic movements in the area. This decision was taken in light of concerns expressed by local Parish Council's that trips would increase in other villages as vehicles divert from the C3.
4. The C3 EWR Experimental Order (3176) came into force on the 6<sup>th</sup> April 2012 with a maximum period of 18 months and was due to expire on the 6<sup>th</sup> October 2013. Transport and Highways Committee of 17<sup>th</sup> September 2013 considered the report reviewing the experimental order and approved the recommendation to make the Experimental Order Permanent. This recommendation included permission to commence a Traffic Regulation Order process to consider an amendment to include Staple Lane and Bowbridge Lane into the permanent order, TRO3176. This followed representations received from British

Gypsum that its operations were compromised by being forced to route HGV's through Newark (via Boundary Road) which British Gypsum considered to be unsuitable due to the route being a residential area with schools and a hospital upon it. This view was supported by County Councillor Stuart Wallace representing the Boundary Road area of Newark. The extents of the current permanent order are shown on the accompanying drawing C3/Dwg/01.

5. The Committee also accepted a proposed amendment to include a review of traffic issues affecting Boundary Road/Bowbridge Road caused by Heavy Goods Vehicles being diverted from the C3 and the dualling of the A46.
6. The statutory consultation and advertisement of the proposed amendment to the EWR was carried out between 5<sup>th</sup> March and 28<sup>th</sup> March 2014, with an extension to 30<sup>th</sup> April 2014 provided to those statutory consultees who had not replied and all parish, town and district councils. A total of 44 consultation packs were sent out which included all those parish, town and district councils included in previous consultations. Additionally, consultation packs were sent to all the businesses located on Bowbridge Lane, Hawton Lane and Staple Lane. The document packages were held at Balderton Library, Bingham Library and County Hall and copies of the notice were erected at a number of locations in the area, which included at least one notice in each village situated within the original order and the proposed extension.
7. The proposed amendment to the C3 EWR is shown on the accompanying drawing 47062300.3206.401.

## **Review of Traffic Issues – Boundary Road, Newark**

8. A review of the traffic issues effecting Boundary Road/Bowbridge Road was completed and discussed with Councillor Stuart Wallace in January 2014. Traffic patterns along Boundary Road after the introduction of the EWR on the C3 demonstrated that 14% of the 100 HGV's were generated from within the C3 area. It is anticipated that by amending the existing Weight Restriction this would potentially reduce HGV activity along Boundary Road.
9. The implementation of a EWR along Boundary Road could not be completed in isolation as alternative routes exit through the housing estate to its south. Therefore an area wide EWR would be required including the area to the north of Boundary Road up to London Road. Any HGV's which currently use Boundary Road as a through route would be prevented with the introduction of a EWR. HGV transference will likely occur as a result and the most likely route for HGV's being to continue north along Bowbridge Road to London Road, then to use the B6166 and into Newark town centre.
10. The issues of routing additional traffic through Newark town centre is acknowledged by the local member, Councillor Wallace and it is considered practical to continue to monitor the situation following the suggested amendment to the extents of the C3 EWR and with the proposed development of the Newark Southern Relief Road.

## **Objections Received**

11. During the consultation and advertisement period the following responses were received either in support or stating no objection, these include:

- Support for the scheme was received from three parish councils (Flawborough, Balderton and Shelton), County Councillor Stuart Wallace and one business;
  - Responses stating no objection were received from five parish councils (Aslockton, Flintham, Hawton, Elston and Whatton) and also from Newark Town Council, Nottinghamshire Constabulary, Leicestershire County Council, Lincolnshire County Council, one business, County Councillor Martin Suthers and Nottinghamshire County Council Trading Standards.
12. In total seven objections were received from four parish councils (Staunton, Orston, Cotham, Alverton and Kilvington), two local businesses and County Councillor Sue Saddington). Newark and Sherwood District Council although not objecting has expressed concern. The reasons for objection are discussed below:

13. Objections – two local businesses

Two local businesses objected replied stating that the Staple Lane and Bowbridge Lane currently form part of the abnormal load route designated by Nottinghamshire County Council and that this is used by abnormal loads to access their business premises.

Response – two local businesses

Confirmation has been received that these two roads do form part of the designated Nottinghamshire County Council abnormal load route. It is therefore proposed to provide an exemption within the order for all abnormal loads on Staple Lane and Bowbridge Lane.

14. Objections

Four parish councils and one county councillor responded with objections raising concerns that including the two additional roads within the restriction is a relaxation of the original C3 restriction. This will allow those businesses situated on Staple Lane and Bowbridge Lane to access and utilise the C3 therefore increase the numbers of HGV's using the C3. It is suggested that the current limits represented a fair balance between all the competing demands and interests.

Response

It is considered that amending the boundary of the existing EWR thus providing access for British Gypsum along the C3 is unlikely to have a significant effect on the numbers of heavy goods vehicles travelling on it, although it is accepted it will increase. The extension of the weight limit will still prevent longer distance, non-local HGV trips to be made between the A52 and the A46 in order to avoid the Saxondale junction.

Correspondence with British Gypsum whose business is accessed from Staple Lane and Bowbridge Lane has indicated that they would prefer to use the C3 rather than the alternative route of Boundary Road which is located in a residential area and has a number of schools and hospitals along its route.

Since the introduction of the C3 Environmental Weight Limit order a business located at Quarry Farm on Bowbridge Lane has ceased trading and this location is currently subject to a planning application for a Materials Recycling Facility. It is proposed to designate an access route to and from the A1 via Staple Lane and Bowbridge to this site which will avoid the C3 to mitigate the effect of heavy goods vehicle trips which may be generated

Newark and Sherwood District Council has raised concerns that the extension of the EWR may well have an adverse effect upon the ability to develop the land South of the town. Whilst it is understood how this conclusion may be reached it is considered that the future development of the area is of such strategic significance that the whole issue of the highway network and routes within it will need to be factored into the future development plans.

Although providing no immediate relief to Newark there is a proposal to develop the Newark Southern Relief Road. Whilst this will be primarily development led the D2N2 Local Enterprise Partnership has committed to contribute £7m over the years 2015-2017 to assist in the delivery of the project. Once constructed the new road it should significantly improve access to the A1 and A46 from the Southern parts of Newark town centre, which will negate the need for the C3 to be used to access the wider highway network.

## **Other Options Considered**

15. Options considered are:-

- a. To withdraw the existing C3 Environmental Weight Limit order.
- b. To withdraw the proposed extension of Staple Lane and Bowbridge Lane and retain the existing extents of the C3 Environmental Weight Limit order.

## **Comments from Local Members**

16. The proposals have had a mixed response with local members. This is expected due to the restrictions affected electoral division in different way. As included in the report County Councillor Stuart Wallace supports the proposals and an objection has been submitted by Councillor Sue Saddington.

17. No comments were received from Councillors Keith Walker, Tony Roberts or Martin Suthers.

## **Reasons for Recommendations**

18. The recommendations represent the most appropriate action to maintain the integrity of the C3 EWR whilst removing a number of locally generated trips from a densely populated residential area.

## **Statutory and Policy Implications**

19. 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**

20. The scheme is to be funded from the Local Transport Plan budget for 2014/15. The cost of implementing this is £4,500.

## **Crime and Disorder Implications**

21. Nottinghamshire Police has raised no objection to the proposals.

## **RECOMMENDATION/S**

It is recommended that:

- a) The Nottinghamshire County Council (Alverton, Aslockton, Balderton, Cotham, Elton on the Hill, Flawborough, Hawton, Kilvington, Oston, Shelton, Staunton in the Vale and Thoroton, Nottinghamshire) (Weight Restriction) Traffic Regulation Order 2014 (3206) be made with the following amendment:
  - Provide an exemption for abnormal loads along Staple Lane and Bowbridge Lane  
And objectors advised accordingly;
- b) Committee note the review of traffic issues along Boundary Road

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

**Name of Report Author**  
Mike Barnett

**Title of Report Author**  
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## **Constitutional Comments (SLB 19/08/14)**

22. Transport and Highways Committee is the appropriate body to consider the content of this report.

## **Financial Comments (GB 20/08/14)**

23. The financial implications are as contained in paragraph 20 of this 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. Specific papers include:

Report to Transport and Highways Committee 17<sup>th</sup> September 2013

Report to Transport and Highways Portfolio 7<sup>TH</sup> February 2012

Report to Transport and Highways Portfolio 14<sup>th</sup> March 2012

## **Electoral Division and Members Affected**

Bingham	Councillor Martin Suthers
Balderton	Councillor Keith Walker
Farndon & Muskham	Councillor Sue Saddington
Newark East	Councillor Stuart Wallace
Newark West	Councillor Tony Roberts