



## **Request for a Weight Restriction on the A514**

### **RECOMMENDATION**

- 1.1 That a weight restriction on the A514 is not agreed at the moment.
- 1.2 That officers prepare proposals to enable the existing weight restrictions in the area to be amended once the T12 Link Road becomes available.

### **REASONS FOR RECOMMENDATION**

- 2.1 That introducing a restriction on the A514 at the moment would bring about disadvantages which would not be outweighed by the benefits.
- 2.2 Once the T12 Link Road is available, it will be possible to amend existing restrictions to bring relief to the A514 without introducing other problems.

### **SUPPORTING INFORMATION**

- 3.1 At the meeting of Cabinet on the 18 January, I recommended that a weight limit on the A514 was not introduced until the T12 Link Road has been opened. Having considered the issues, Cabinet asked for further investigations to be carried out. I was asked to prepare a further report including more information about the timing of the T12 Road and the financial and legal implications of providing a weight restriction.
- 3.2 For some time, residents have expressed concerns about heavy traffic on the A514 and requested that a weight restriction be imposed. This is a reasonable request but unfortunately there would be downsides to a restriction being introduced. These are not immediately evident and it makes it difficult to explain why officers do not believe a restriction should be introduced at the moment. I will try to explain below and, in my absence have asked the Assistant Director for Highways, Transportation and Waste Management to attend the meeting and explain the issues with the aid of appropriate plans.
- 3.3 As the law stands, the Council, as Highway Authority, must facilitate access by legal vehicles to all property. However, it can place restrictions on sections of road or numbers of roads where certain types of vehicles, for instance heavy goods vehicles, HGVs, are only allowed to enter if they require access to property within the restricted area.

- 3.4 This is a useful tool to protect areas unsuitable for HGVs but where their drivers might otherwise choose to go. Such orders are already in place on all the roads either side of the A514, including areas outside of the City boundary. These orders limit HGV traffic in the areas including numbers of very unsuitable roads.
- 3.5 Should the A514 also be restricted, the best option would result in a very large restricted area and HGVs requiring access would be able to enter and leave the restricted area at any point. Whilst this would reduce the number of HGVs on the A514 passing through the area without stopping it would also undoubtedly result in additional large vehicles travelling on very unsuitable roads. In addition, the very large restricted area would be very difficult for the Police to enforce and it is likely that drivers not requiring access at all would contravene the restriction.
- 3.6 Under these circumstances, I believe it is preferable to retain the existing restrictions until the T12 Link Road is constructed. At that time, it would be possible to amend the existing restrictions to cover the areas either side of the new road and bring relief to the A514 without damaging conditions on other less suitable routes.
- 3.7 Weight restrictions are made under the Road Traffic Regulation Act. In order to introduce a new restriction or amend the existing ones, it would be necessary to carry out consultation, which in this case would include the County Council, the Police and organisations representing the haulage industry. Proposals would need advertising and any objections would need to be considered.
- 3.8 The reasons why residents would like to reduce HGVs is understandable. However, the A514 has been classed as a principle road for many years and is an established main road. Studies have not indicated that the number of HGVs has risen significantly in recent years nor have they been involved in many accidents on the route. During the 36 months (1 January 2002 – 31 December 2004), there were no accidents involving HGVs on the length of A514 from the City boundary to Merrill Way and only one slight accident from there to the A5111. As a result, when considering a restriction, it is important to weigh any benefits against the disadvantages of some vehicles travelling longer distance and others, legally or otherwise, using much less suitable routes.
- 3.9 I estimate that to amend the current restrictions, including carrying out the legal procedures and amending signs, would cost approximately £10,000.
- 3.10 It was always envisaged that the T12 Link Road would be constructed by developers and it is included in the Adopted City of Derby Local Plan and the proposed plan. The first section of road, Homeleigh Way, running from the roundabout forming the junction with the A50 link road has already been built. The remaining section is included in proposals for the Chellaston Park development.
- 3.11 The landowners controlling the Chellaston Business Park site and the line of T12 have agreed heads of terms for a development agreement and there is now more certainty about the development. Whilst I am not in a position to say when the road will become available, it seems likely that developers, with some assistance from EMDA will agree a way forward in the near future.

- 3.12 To summarise, I do not feel that there is an overriding need to introduce a weight limit on the A514 at the moment. To do so would force some vehicles to travel much longer distances and permit more HGVs on very unsuitable routes. On balance, I recommend retaining the existing restrictions.
- 3.13 The completion of the T12 Link Road will enable sensible amendments to be made to the existing orders and I recommend delaying any changes until the T12 road is available.
- 3.14 However, should Cabinet wish to include the A514 in a wider restriction before the new Link Road is available I can arrange for the necessary consultation and the advertising of the order to be carried out.

#### **OTHER OPTIONS CONSIDERED**

- 4.1 None.

**For more information contact:** Pat Ethelston 715043 e-mail [pat.ethelston@derby.gov.uk](mailto:pat.ethelston@derby.gov.uk)  
**Background papers:** None  
**List of appendices:** Appendix 1 – Implications

## IMPLICATIONS

### Financial

- 1.1 It is estimated that the introduction of a weight restriction, including the cost of introducing a Traffic Regulation Order together with appropriate signage would cost around £10,000.

### Legal

- 2.1 The Council, acting as Highway Authority, has the power under the Road Traffic Regulation Act to introduce weight restrictions. However, the Council would need to comply with the requirements of the Act including carrying out consultation, advertising the proposals and considering any objections received.

### Personnel

- 3.1 None arising.

### Equalities impact

- 4.1 None arising.

### Corporate objectives and priorities for change

- 5.1 The issues dealt with in this report relate to a number of objectives and priorities. Amongst the objectives, these include strong and positive neighbourhoods, protecting and supporting people and a healthy environment.
- 5.2 Within the priorities, 'Improve road and other transport links to improve choice' is relevant.