

Agenda item:

Decision maker: Cabinet Member

Subject: Anchorage Road Weight Restriction - 13 March 2015**Report by:** Head of Service for Transport & Environment**Wards affected:** Copnor Ward**Key decision (over £250k):** No
Budget & policy framework decision: No

1. Purpose of report

There have been further representations from residents on the use of HGVs on Anchorage Road between the roundabout of Anchorage Road / Robinson Way / Sywell Crescent and the roundabout of Anchorage Road / Norway Road / Williams Road

The purpose of this report is to review the current status of the road following the installation of improved surfacing and consider installing a full time weight restriction

2. Recommendations

- 2.1 That the proposed Anchorage Road full time weight restriction is implemented with the understanding that enforcement is unlikely and difficult to fulfil.**
- 2.2 Confirm LTP funding can be to be allocated to provide weight restriction signage.**
- 2.2 Monitor the full time weight restriction on Anchorage Road between the roundabout of Anchorage Road / Robinson Way / Sywell Crescent and the roundabout of Anchorage Road / Norway Road / Williams Road to check its effectiveness;**
- 2.3 Monitor the usage before and after the weight restriction is in place and review the performance of HGVS using the alternative routes as a result of installing the full time weight restriction on Anchorage Road between the roundabout of Anchorage Road / Robinson Way / Sywell Crescent and the roundabout of Anchorage Road / Norway Road /**

Williams Road to determine if further improvements need to be made to these roads / junctions.

3. Background

- 3.1 Previous papers have been taken to traffic and transportation meetings on this subject.
- 3.2 To date resurfacing improvements have been completed in Anchorage Road
- 3.3 Representations continue to be received regarding the use of HGVs which residents say are causing an adverse effect to them?

4. Reasons for recommendations

- 4.1 Following the previous consultations with statutory stakeholders, the Police have responded stating that they do not support the proposal of a weight restriction along Anchorage Road. Therefore, it is unlikely that when the weight restriction is implemented it will be enforced. This in turn would lead to further concerns being raised by residents
- 4.2 It is expected that HGVs will continue to use Anchorage Road, even if a weight restriction is implemented. This is due to the road providing the most direct access route to large proportions of the industrial area. It is also a direct route from a major distributor road into the heart of the industrial area. HGVs will also still require access residential roads for deliveries.
- 4.3 The assessment undertaken for traffic noise levels in Anchorage Road indicates that they are within defined acceptable limits and are not within the first priority locations identified across the city. This should now be improved further following the resurfacing works in the area.
- 4.4 If the weight restriction is progressed careful monitoring would be required to assess the impact on the surrounding alternative routes.

5 Equality impact assessment (EIA)

An equality impact assessment is not required as the recommendation does not have a negative impact on any of the protected characteristics as described in the Equality Act 2010.

6. Legal implications

- 6.1 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.

- 6.2 A TRO may include provisions prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles. A TRO may also make a provision prohibiting, restricting or regulating the use of a road or any part of the width of a road by vehicular traffic of a particular class specified in the order subject to such exceptions as may be so specified or determined, either at all times or at times, on days or during periods so specified.
- 6.3 A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support or objections. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account the comments received from the public during the consultation period.
- 6.4 The Traffic Regulation Order includes an exemption for abnormal loads notifiable via the Police, an exception provided for by the Road Traffic Regulation Act 1984, section 2 (subsection 4).
- 6.5 In order to facilitate movement of oversized vehicles that do not fall under the abnormal loads exemption, the Traffic Regulation Order also includes an exemption for HGV's with total lengths exceeding 16.5m and widths exceeding 2.55m under the condition that these loads are notified to the Network Manager at PCC, an exception provided for by the Road Traffic Regulation Act 1984, section 2 (subsection 4).

7. Head of finance's comments

- 7.1 The full-time weight restriction scheme is estimated to cost £40,000 and will be funded from the balance remaining for this scheme within the Local Transport Plan. This estimated sum includes the ongoing maintenance costs for the works to be carried out.
- 7.2 Whilst it is acknowledged that enforcement by the Police is unlikely and would be difficult to fulfill this is the only scheme that is currently affordable and it is hoped that it will have a positive impact.
- 7.3 Once this scheme has been implemented the impact will be monitored as per recommendation 2.2 to evaluate its effectiveness. Additionally the usage of the alternative routes for HGVs as a result of the weight restriction will also be evaluated to establish if further improvements need to be made to these roads and junctions. The cost of this monitoring and evaluation are estimated to cost around £7k will be funded by the scheme budget as set out above.

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Head of Transport and Environment

Appendices:

None

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by Councillor Jones on 13th March 2015.

Signed.....

Leader of the Council