

## Highways Response to Topcliffe PC letter April 2022 and Result of the Consultation on a Revised TRO

26<sup>th</sup> August 2022

Dear Jamie

It is some time since I last updated you on the work we are doing on the current 7.5t weight restriction and I do apologise. However, work has been progressing and since I last communicated with you we have consulted with local businesses within the existing restriction. The conclusion drawn from the consultation is that to amend the existing restriction would be to the detriment of those businesses for the reasons I have previously explained. It has therefore been concluded that no further action will be taken with regard to any changes to the current weight restriction.

Whilst I do appreciate that the Parish Council expressed an interest to be involved in the consultation as the Highway Authority we must to a balanced view based on engineering judgement. We cannot be influenced by other parties and therefore it was appropriate for us to conduct those consultations separately. We also must comply with procedures set out in the Traffic Regulation Act to ensure any possible changes to the current restriction are legal and enforceable. Attached is a brief outline of all the responses received.

Design work and discussions have been ongoing with regard to signage improvements and it is confirmed that;

1. £45,000 in S106 funds is available for signage improvement works; and
2. £50,000 in S106 funds currently sit with Hambleton District Council initially (although that will be transferred to the new North Yorkshire Council on 1 April 2023), to monitor alleged breaches of the approved routing plan, i.e. to ensure that vehicles use the A168 and do not travel through Asenby and/or Topcliffe.

Whilst signage improvements have been designed for all approaches to the restriction the majority of the signage improvements are required on the National Highways/AutoLink network, (A168). Officers are liaising direct with Autolink colleagues to see how best the improvements can be implemented on their network. The funding is limited and from experience the cost of erecting signage on the trunk road network far exceeds the costs on the local network.

Once we are in a position that the additional funding is available to utilise, we will work with Jo and her team to look at what enforcement/monitoring can be carried out.

I do hope this update is helpful to you.

Kind regards

Jayne Charlton

Area Manager (Highways)  
Area 1 Richmondshire and Area2 Hambleton

## Extract of Statutory Consultation responses

### General responses

- The lifting of parts of the existing weight restriction is undesirable and unnecessary due to road widths; possible rat-running/short-cutting by heavy vehicles; heavy traffic transferred to currently quiet routes used by cyclists/walkers and where on-street parking occurs. Comment in summary : “this proposal should be abandoned”
- Separate restrictions may lead to heavy vehicles missing the various legitimate routes then attempting to turn and damaging verges etc or just carrying on along inappropriate or restricted routes, breaching the restriction.
- Support the proposal but concerned about the routes to be excluded from the existing order being narrow country roads and the use of the junction in the vicinity of the Crab and Lobster “which is already a dangerous and semi-blind bend”
- Supports: it addresses fully the road safety and environmental concerns.

### Responses from Businesses (currently within the restriction):

- Significant disruption and financial impact on business. Uneconomic to serve customers in the Dalton/Easingwold area. Travelling through Topcliffe is the quickest and safest route to the A19. Changing the restriction creates more cost, larger carbon emissions, moves traffic to other potentially dangerous routes
- Re-routing vehicles would add extra journey time and mileage (more than double some local journeys). This would be at considerable expense and inconvenience to the business. Wish to retain the “status quo”.
- Strongly oppose any changes to the current weight limit zone and urge it to remain as it is as this is the most logical option. Significant potential for disruption, due to vehicles being unaware of the limits and unable to turn. It also isolates a number of businesses based within the weigh restriction from accessing the A168 - A19 and would have a significant detrimental effect on those businesses. Increased fuel miles at a time of unprecedented fuel costs and would also limit when deliveries could be made due to logistical changes being required. Amending the weight limit would make journeys longer and use more fuel which in turn increases the carbon footprint.

- The proposals are of great concern and would have the potential to impact upon future employment and occupation levels. Strongly object to any proposals which would restrict access from the A168 to the south and that would be likely to impact upon future employment and occupation levels and the viability of the businesses. The additional 15km mileage added to journeys to/from the south would also lead to increased pollution and a higher consumption of fuel.

One business has already engaged the services of a transport consultant to object to the proposal and those comments are included above.