



DIRECTORATE OF CITY STRATEGY

REQUEST FOR DECISION

Decision making level **Officer in Consultation** Date **1st March 2011**

Sutton Bridge, Elvington – Experimental Weight Restriction TRO

Decision Requested

To approve the formal City of York Council response to the experimental weight restriction put in by East Riding of Yorkshire Council.

Reason

To comply with the timescale for making representations on experimental traffic regulation orders.

Background Information

Sutton Bridge is on the B1228 at the boundary of the York and East Riding council areas between Elvington and Sutton on Derwent.

Over the years there have been a number of requests for lorries to be prohibited from using the route through the village. These requests have not been taken forward because:

- The route is an important part of the classified road network,
- There are many units on the industrial estates on the York side of the bridge in Elvington and a weight restriction may make some of the businesses less economically viable due to increased transport costs,
- The use of “access only” type restrictions are no longer actively promoted by City of York because they are routinely abused and largely impractical for the police to enforce, which then leads to public dissatisfaction,
- The traffic prohibited from using the bridge route would likely use less suitable roads to reach their destination.

Due in part to the approach angle to the bridge on the East Yorkshire side, last year a long vehicle struck the bridge parapet wall (the parapet wall has been hit a number of times in the past) causing considerable damage, which resulted in the bridge being shut, or its width restricted, for repairs for several months. In addition to the expense, the closure caused local residents on both sides of the bridge inconvenience. However, the Parish Council welcomed the removal of lorries from the route through Elvington. The duration of the closure also raised concerns over the viability of the local shops due to the considerable reduction in traffic should the bridge be closed again for any length of time.

In response to this latest incident at the bridge and a petition for an environmental weight limit on the B1228 from the A163 Bubwith / Highfield junction to the River Derwent boundary from the village of Sutton on Derwent, East Riding of Yorkshire Council approved the introduction of a temporary weight limit with appropriate exemptions on the bridge once the repair works were completed. This would allow time to undertake a structural assessment of the bridge and assess the effect of

displaced HGV's on the surrounding area. An 18 month experimental traffic regulation order was subsequently introduced covering the bridge deck only.

The load assessment report on the bridge dated July 2010 concluded the bridge is "able to safely carry all vehicles" and "that no weight restriction is required on the bridge".

As part of the repair works changes were also made to the bridge approach aimed at reducing the likelihood of repeat incidents (see photos in Annex A).

The experimental TRO

The experimental TRO is written in the form of an environmental restriction in that it applies to heavy commercial vehicles over 7.5 tonnes maximum gross weight with various exemptions (e.g. buses, permission of a police constable, etc.). However, the signs in place at and in advance of the bridge are for a structural weight restriction for use on weak bridges or roads that applies to all vehicles, including buses (Annex B shows the different signs used).

Because the structural report now shows the bridge capable of carrying lorries future enforcement by the Police based on a structural restriction is compromised. Hence, in terms of taking the experiment forward the City of York Council Network Management view is that the restriction in its current format cannot be supported and this will need to be conveyed to East Yorkshire County Council before March 10th this year.

Options

The options available are:

- A. To object to the experimental order. This is not the recommended option because we need to work with our neighbouring authorities to resolve problems and could potentially face adverse public and press opinion.
- B. To support the experimental order. This is not the recommended option because as outlined above the measures are not legally robust enough to be enforced, potentially disadvantage local industry and increase City of York Council maintenance costs due to less suitable roads (such as Dauby Ln, Elvington and it's right turn at the A1079 junction – Annex C) being used.
- C. To not support the Experimental order and enter into discussions with East Yorkshire County Council on implementing an area wide weight restriction covering Elvington if they wish to pursue an area wide weight restriction on the East Yorkshire side of the bridge. Whilst this goes against current City of York Council practise of not introducing new access only weight restrictions this is the recommended option because:
 - 1. It achieves cross boundary working objectives
 - 2. York's local industry interests are protected
 - 3. The wider through HGV traffic movements will, in theory at least, be removed in line with Parish Council and residents wishes.

Consultation Process

Experimental Traffic Regulation Orders can be put in place for up to 18 months

without any consultation beforehand and are used to assess the impact of proposals where the outcome is unclear. Representations made within the first 6 months of the experiment have to be considered before the experimental order can be made permanent.

In line with City of York Council practise regarding traffic regulation orders letters were delivered to the premises in the industrial estates advising them of the process and who to contact if they had any concerns or wished to make a representation.

If option 3 is approved and an area wide scheme is subsequently approved for taking forward further consultation would have to be carried out in line with national legislation regarding Traffic Regulation Orders.

Statutory Powers

City of York Council is not promoting the proposals; rather it is being consulted on this matter.

If option C is approved City of York Council does have the powers available via the Road Traffic Regulation Act and Highways act to take the matter forward.

Political Party Views

The views of the Parish Council, Ward Members and Political Party representatives for transport matters are in Annex D.

Financial Implications

The cost of any future legal work and work on street for a scheme will be highlighted if a set of proposals is brought forward for consideration in due course.

Level of Risk

1-3 Acceptable	✓	16-20 Action Plan	
4-8 Regular Monitoring		21-25 Registered as a corporate risk	
9-15 Constant Monitoring			

Internal Consultation

There are no HR, Crime and Disorder, Sustainability, Equalities or Property implications.

There are Legal and Financial concerns due to the nature of the current experimental order that have the potential to open City of York Council up to challenge.

Recommendations

That option 3 be approved.

Contact Details

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Manager Responsible for the Report:

Dave Carter

Head of Network Management

Report Approved



Date

Date 17/2/2011

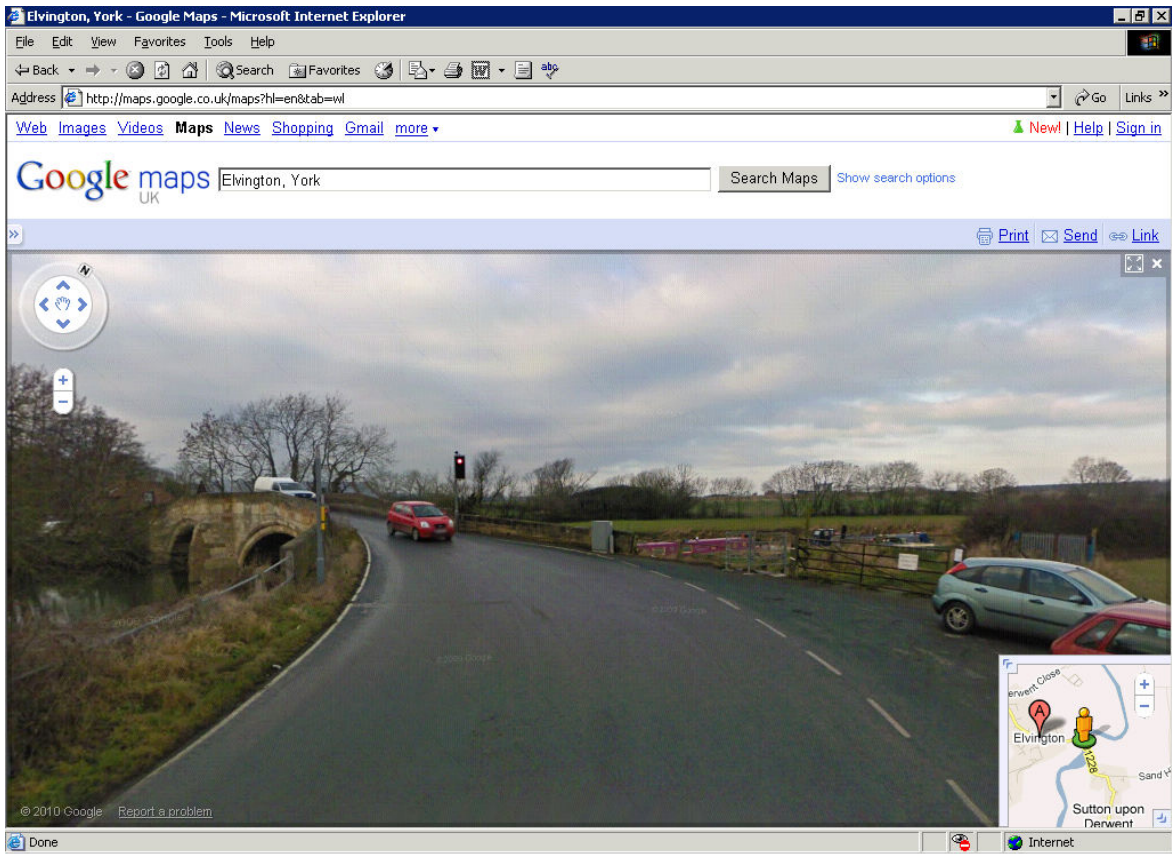
Wards Affected: Derwent and Wheldrake

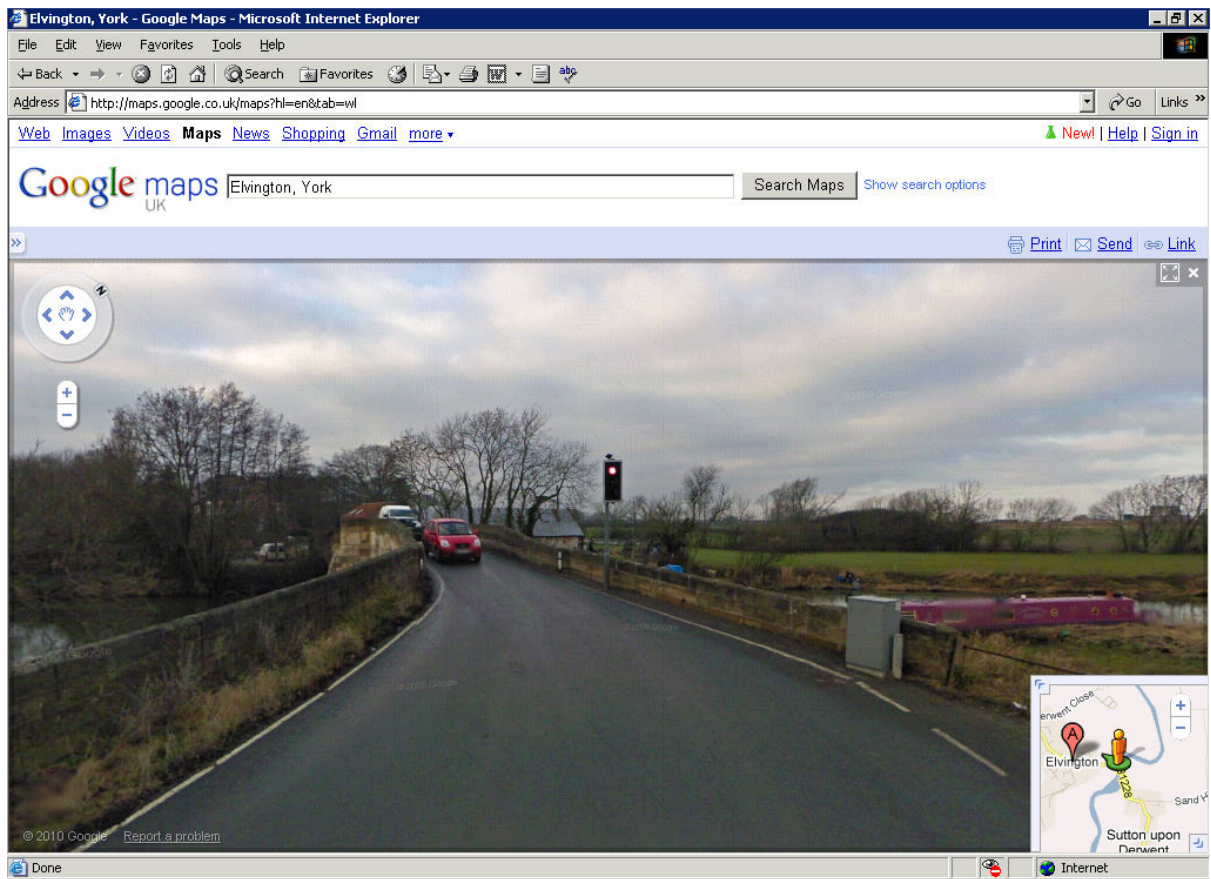
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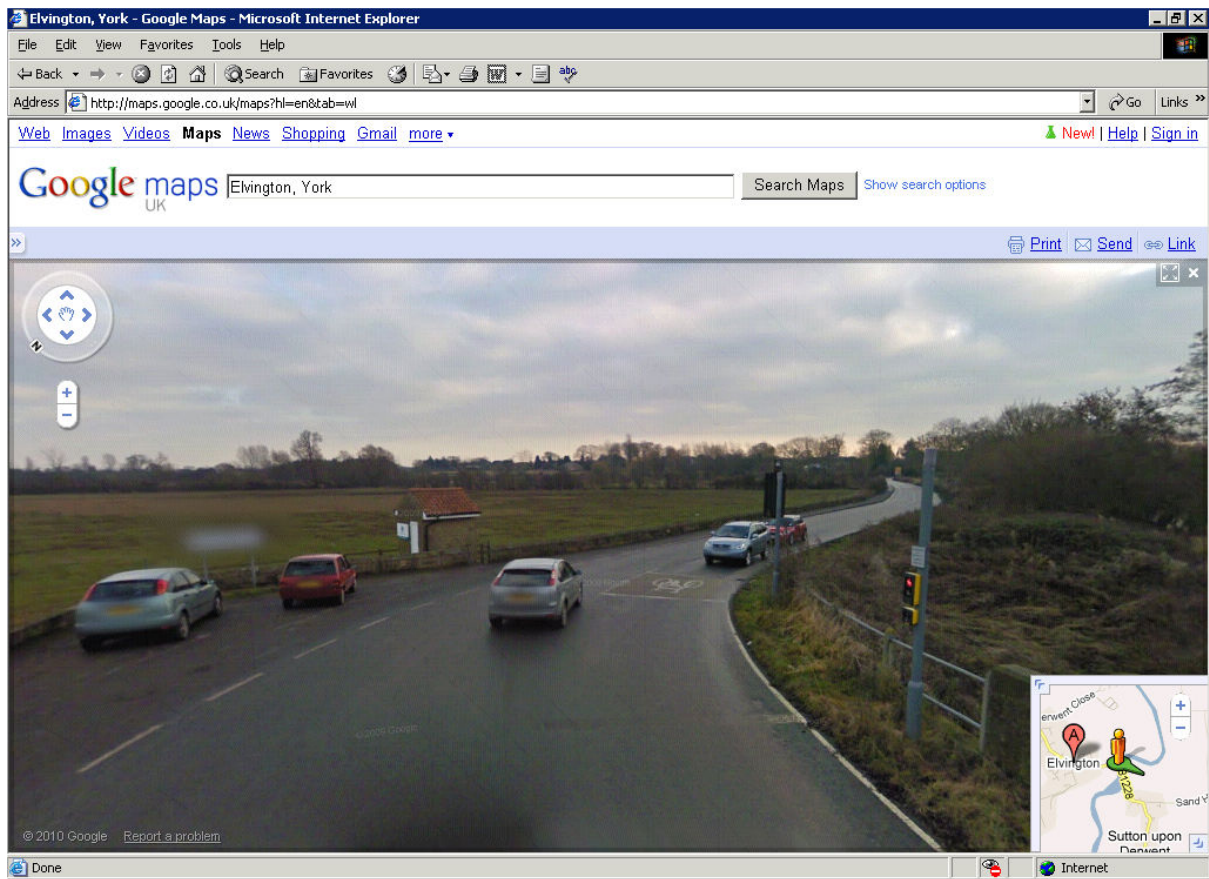
For further information please contact the author of the report

Annex A

Before and After Photographs







Annex B

Traffic Signs

Annex C

Alternative Route to Avoid Bridge

Annex D

Parish Council Comments

Elvington – Strong support for the restriction.

Ward Member Comments

Wheldrake, Councillor Vassie – no concerns raised

Derwent, Councillor Brookes – no concerns raised

Political Party Transport Representatives Comments

Councillor Gillies –

[I have no comment on this matter.](#)
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Councillor D'Agorne – no concerns raised

Councillor Merrett – no concerns raised

Councillor Galloway – no concerns raised