



North Yorkshire County Council

Thirsk and Malton Constituency Committee – 13 March 2019

Update on the Experimental 7.5T Weight Restriction – Norton Level Crossing

1.0 Purpose of the Report

- 1.1 To provide Members with an update on the consultation responses post introduction of the Experimental 7.5T weight restriction at Norton Level Crossing.

2.0 Background

- 2.1 On 9 February 2018 an Order was made for the prohibition of heavy commercial vehicles with an operating weight exceeding 7.5 tonnes for an experimental period of eighteen months.
- 2.2 The statutory six month period for objecting to the indefinite continuation of the Order has now expired, however, NYCC has agreed to take any further representations up to 1 May 2019, (although the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 provide that no variation or modification of an Experimental Order can be made more than 12 months after the Order was made).

3.0 Consultation Responses

- 3.1 19 Responses have been received post implementation, 18 objecting to the weight restriction and one in favour.
- 3.2 The main issue raised is the impact of the HGV Traffic which has been displaced onto Highfield Road/Pasture Lane with 12 of 18 responses raising concerns which can be summarised as follows –
- Detrimental impact on the two primary schools (pollution, noise pollution, road safety, intimidation)
 - Narrowness of road at the Old Malton end causing blockages and undesirable reversing movements back onto Old Malton Road.
 - Traffic jams as HGV's have difficulty manoeuvring around parked cars particularly at the start and end of the school day.
 - Damage to the road.
 - Detrimental impact on residential properties (pollution and noise pollution when HGV's rattle over the speed humps)

- Damage to residential properties caused by the vibrations of HGV's as they rattle over the speed humps).
- Difficulty to residents crossing over the road due to increased numbers of HGV's.
- Speed of HGV's.

- 3.3 Three Hauliers who have responded have identified the difficulty HGV's have turning right from Old Maltongate into the B1257 at Butcher Corner due to the tight radius often resulting in mounting the footway. Their other comments have been –
- HGV's are being forced to use unsuitable roads e.g. Highfield Road and the roads through Settrington and Scagglethorpe.
 - The restriction defeats the object in terms of air quality as HGV's still need to travel through the centre of Malton.
 - Increased travel time and transport costs.
 - HGV's are now one of the lowest polluting vehicles on the road.
- 3.4 Other comments received identify the following issues –
- Detrimental impact on Harton Village and the Howsham and Brasenthwaite bridges.
 - Quarry traffic having a detrimental impact on Welham Hill/Moor Hill through Burythorpe then Westow and Howsham.
 - Detrimental impact on roads through Settrington and Scagglethorpe.
 - Increase in traffic on Scarborough Road.
- 3.5 The next step in the process is that the evidence of the effect of the weight restriction will be reviewed and presented to the wider public by way of a public consultation. The public will be offered the opportunity to express their views as to whether or not the weight restriction should stay in force or be removed. The likely date of the consultation will be 3 May 2019 for a period of three weeks.
- 3.6 A decision will then be taken as to whether or not to recommend that the weight restriction is made permanent or removed. The recommendation will be reported to this Committee at its next meeting on 3 July 2019 giving the Committee the opportunity to contribute its views before the report is taken to the meeting of the Corporate Director and Business & Environmental Services Executive Members on 26 July 2019 for a decision.

4.0 Recommendation

- 4.1 Members to note the contents of this update.

Author: Richard Marr
 Area Highways Manager
 Business and Environmental Services
 North Yorkshire County Council

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