

FALKIRK COUNCIL

**Subject: ROAD TRAFFIC REGULATION ACT 1984
7.5T (WITH ACCESS) WEIGHT RESTRICTION, A905 BEANCROSS
ROAD, GRANGEMOUTH**
Meeting: PLANNING COMMITTEE
Date: 03 NOVEMBER 2010
Author: DIRECTOR OF DEVELOPMENT SERVICES

1. INTRODUCTION

- 1.1 This report asks Members to consider whether or not to initiate procedures to impose a weight restriction to prohibit heavy goods vehicles, on the A905 Beancross Road, Grangemouth between Earls Park roundabout and Beancross roundabout.

2. BACKGROUND

- 2.1 Complaints have been received from local residents regarding the noise and vibration from heavy goods vehicles using A905 Beancross Road. This has been reported as being most troublesome during the evenings and nights. These problems could be alleviated if restrictions were placed on use of the relevant stretch of the road by heavy goods vehicles.
- 2.2 Such restrictions would be effected by means of a traffic regulation order which the Council, as the relevant roads authority, can make in terms of the Road Traffic Regulation Act 1984. It is considered that, given the nature of the existing use of the relevant stretch of the road (shown on the attached plan Appendix 1), any order should not restrict access to premises on the road proposed to be affected but merely apply to through traffic. In addition, any proposed order should only apply to vehicles with a plated maximum gross weight exceeding 7.5 tonnes. The restriction would apply to such vehicles even if they are unladen or they are the towing tractors of articulated vehicles, notwithstanding in these conditions, their weight is below the 7.5 tonne limit. Further it would be available for the restriction to apply only at certain times to further safeguard existing HGV uses. A restriction of between 6pm and 8am, 7 days per week has been suggested.

3 CONSULTATION

- 3.1 A consultation exercise was carried out with feedback from local residents, businesses and other organisations, likely to be affected. Consultees were asked initially for views on full time restriction and thereafter on the suggested 6pm – 8am option referred to above. A summary of views expressed is contained in Appendix 2 to this report.

4 IMPLICATIONS

- 4.1 The introduction of a weight restriction would require through traffic HGV's to avoid part of Beancross Road. The most suitable diversion would be via the A9 Laurieston Bypass then returning to Grangemouth on the A904 Falkirk Road. This involves an addition of 2.2km. The increased journey length uses more fuel and so increases vehicle emissions. The alternative route, is at peak times of the day, heavily congested and this would also raise vehicle emissions at these times if a full time restriction were to be introduced.
- 4.2 The logistics sector plays an important role in the local economy and, as with all other areas of the economy, is suffering difficulties at this time. Further costs to the industry will have a detrimental effect on local hauliers and may impact on their economic viability.
- 4.3 The Council's Local Transport Strategy identifies Freight Policies F1 & F2 which state:
- “On local roads, Falkirk Council will focus on reducing the unnecessary impacts of freight primarily through signing appropriate routes, whilst recognising the essential role freight plays in supporting the wider economy.”
- and*
- “The Council will work with the freight industry to seek opportunities to mitigate the impacts of larger freight vehicles, either by identifying routes that are appropriate for them to use, or by improving routes where specific issues have been identified.”
- 4.4 There already exist specific advisory HGV freight signs which direct traffic in ways to avoid Beancross Road.

5 CONSIDERATIONS

- 5.1 If a weight restriction is not agreed, the current situation will continue. Residents would continue to experience noise pollution. HGV movements would also remain the same which would allow operators to carry on using existing routes.
- 5.2 A full time weight restriction would impact on all through HGV movements. Any vehicle over 7.5 tonnes would be unable to use Beancross Road as a through route. With access being excluded from the restriction, deliveries would still be possible. Residents would gain a significant improvement in terms of noise pollution. However, haulage operators would experience an increase in running costs in terms of time and increased fuel costs.
- 5.3 A part time restriction allows HGV operations to continue as existing during the day however in the evening and over night periods, HGV movements would be restricted. Such a proposed restriction could start at 6pm and end at 8am. This would probably best apply 7 days a week. A consistent approach throughout the week allows the restriction to be signed simply and therefore easily understood by the haulage community and simpler to enforce by Central Scotland Police compared with different times for weekdays/weekends.

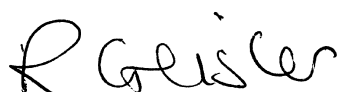
6 NEXT STEPS

- 6.1 In the event that Members favoured promotion of such an order it would be so promoted in terms of the Local Authorities Traffic Orders (Procedure) (Scotland) Regulations 1999. This will involve advertisement of the proposed order with an opportunity to make representations. In the event that there are objections properly lodged to the making of the order that are not withdrawn, the matter will be referred to the Planning Committee for a determination. Otherwise the order would be made.

7 RECOMMENDATION

7.1 Elected members are asked to consider whether or not to

- promote a Traffic Regulation Order for a 7.5T weight restriction either full time or between the evening and overnight hours of 6pm and 8am only, on that part of the A905 as is shown coloured black on the plan annexed as Appendix 1 to this report.



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Director of Development Services

Date: 26th October 2010

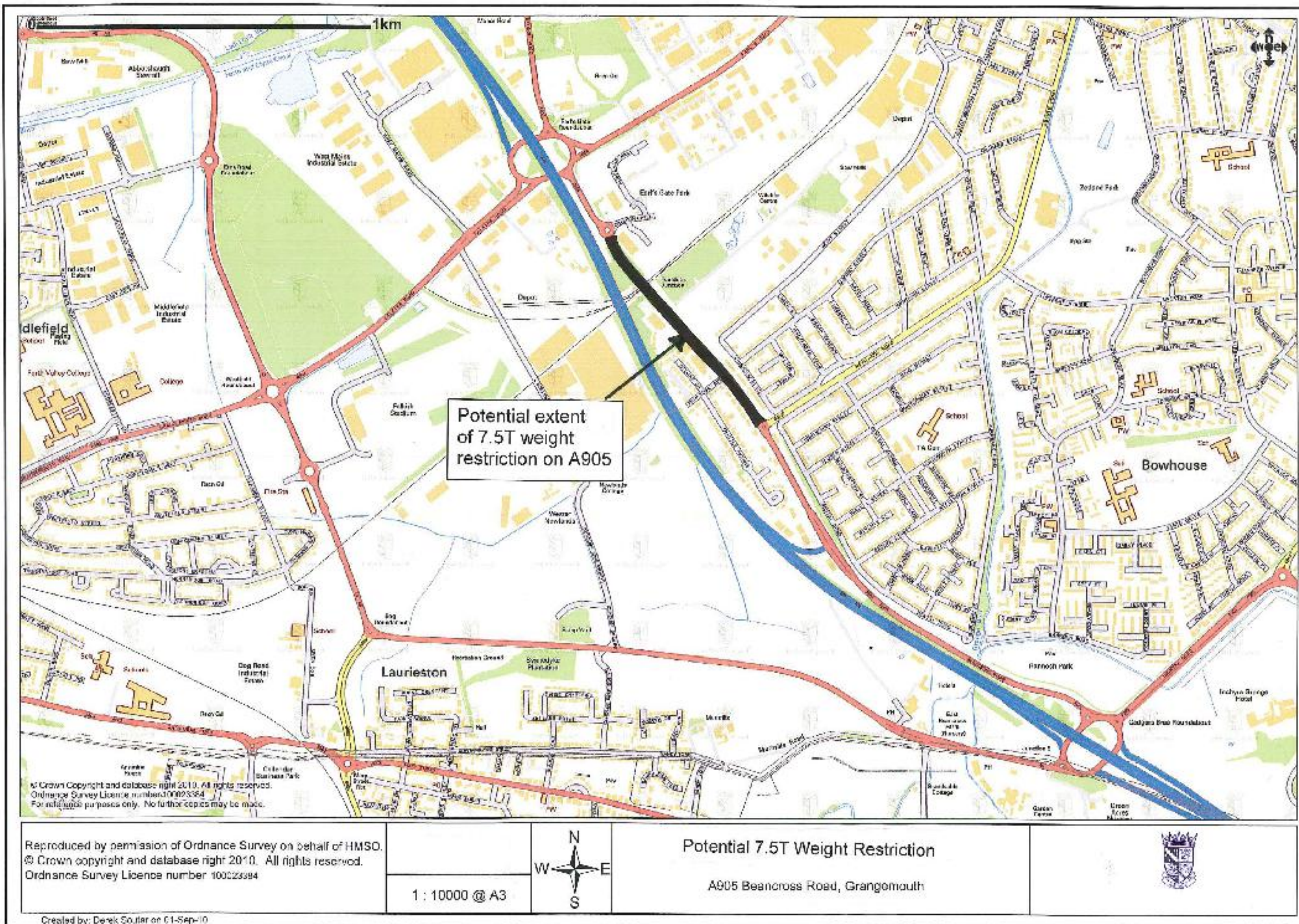
Contact Officer: *Derek Soutar, Network Officer, 01324 504842.*

APPENDICES

- Appendix 1 Plan of potential proposed restriction extent
Appendix 2 Summary of Consultee Responses

LIST OF BACKGROUND PAPERS

Consultee Responses



Appendix 2		Summary of Consultee Responses	
Summary of Consultation Responses for Full Time Weight Restriction			
Respondant		Comment	
FC Head of Economic Development		Logistic sector is important to Grangemouth, concerned recently developed Earls Gate Park may be affected	
Central Scotland Police		Concerned about HGV manoeuvres out of industrial estates onto A904	
Resident - Beancross Road		Supports introduction of weight restriction	
Resident - Beancross Road		Supports introduction of weight restriction	
Grangemouth Community Council		Supports introduction of weight restriction	
FC Transport Planning Co-ordinator		Does not support weight restriction; increased costs, congestion.	
NHS - General Manager		Weight restriction has no effect on NHS vehicles	
Resident - Beancross Road		Supports introduction of weight restriction	
Central Scotland Fire & Rescue		Acknowledges restriction would have no effect on emergency calls but would effect day to day visits etc	
FC Environmental Health Officer		Proposal is an improvement, extra traffic on A9	
Resident - Beancross Road		Supports introduction of weight restriction	
Road Haulage Association		Hauliers would be inconvenienced by restrictions	
Grangemouth Transport Forum		Improvement of junction 6 is the long term solution to the problem	
Summary of Consultation Responses for Part Time Weight Restriction			
Respondant		Comment	
FC Area Roads Engineer		Alternative route is significantly longer hence would require significant policing	
NHS - General Manager		Weight restriction has no effect on NHS vehicles	
Resident - Beancross Road		Disappointment at part time restriction, would prefer full time restriction with gullies repaired	
Local Councillor		Agrees with part time restriction, restriction to be reviewed once NPF2 improvements to junction 6 are completed	
Central Scotland Police		No objection	
John Mitchell Haulage		Concerns over increased carbon emissions business can't support extra mileage, would like to see junction 6 upgrade	
FC Transport Planning Co-ordinator		Concerns over times and policing of restriction	
Grangemouth Community Council		Part time restriction is not enough, restriction will be unenforceable	
Grangemouth Transport Forum		See upgrade of junction 6 as the only long term solution, do not want a weight restriction as a replacement to junction 6 upgrade	
Local MSP		Supports junction 6 upgrade, understands the need for interim measures survey, completed of local residents	
Forth Ports PLC Falkirk Council – Corporate & Neighbourhood Services		See upgrade of junction 6 as the only long term solution, do not want a weight restriction as a replacement to junction 6 upgrade Refuse collection begins at 6.30am. Many beats in Grangemouth and beyond are accessed via Beancross Road.	