

**LEICESTERSHIRE COUNTY COUNCIL**

**JANUARY 2015**

**REPORT REGARDING REQUEST TO CONSIDER  
ENVIRONMENTAL WEIGHT RESTRICTION  
B676 THROUGH BURTON ON THE WOLDS  
A6006 THROUGH WYMESWOLD**

**Purpose**

1. To report on the outcome of investigations following requests from residents made through the local member for Sileby and the Wolds, Mr R.J Shepherd CC and the Parish Councils of Wymeswold and Burton on the Wolds, Cotes and Prestwold.
2. The requests received were to:
  - Remove the A6006 and B676 from the Lorry Route Network (LRN) and require all Heavy Goods Vehicle (HGV) traffic to use the A6 and A46
  - Implement a Traffic Regulation Order (TRO)
  - Require all HGVs accessing Wymeswold Industrial Estate and Gypsum to use the A46
  - Impose a weekend and public holidays only ban for HGV traffic if a total ban is not possible
  - Monitor vehicle behaviour at the junction of Wysall Lane, East Road and Far Street, Wymeswold.
3. To report on traffic accident history and speeds within the urban areas of the villages due to road safety concerns.

**Background**

4. Burton on the Wolds is located on the B676 which is a predominately rural single carriageway classified road that links Loughborough with Melton Mowbray. The A6006 runs parallel to the north of the B676. This links the M1 to the A46 and Melton Mowbray and runs directly through the villages of Rempstone and Wymeswold.
5. Previous reports regarding requests to consider an environmental weight restriction on the B676 through Burton on the Wolds have been taken to Leicestershire County Council's Lead Member for Highways and Transportation in June 2003, June 2005, December 2009 and October 2011. The most recent of these concluded that "there is no justification for any further investigations by LCC into the request for an environmental weight restriction to be considered on the B676 through Burton on the Wolds".

## **Existing Lorry Route Network**

6. The lorry routes throughout Leicestershire are used to achieve positive routing by specifying the roads which lorries can use. The B676 and A6006 form part of Leicestershire's Lorry Route Network (LRN) which is made up of all A and B roads in the County, with some C and unclassified routes completing the network. Classified roads link LRN national trunk roads and subsequently major destinations and HGV operators are positively encouraged to use these roads. Leicestershire County Councils Local Transport Plan 3 identifies a need to promote and support the efficient and safe movement of freight by continuing to ensure we invest in the maintenance of our core lorry route network.

## **Traffic Surveys**

7. An assessment of all traffic movements through Burton on the Wolds and Wymeswold has been undertaken. Traffic surveys were carried out over three days between 9<sup>th</sup> - 11<sup>th</sup> September 2014. During this time five cameras and three sets of tubes were provided at eight differing locations to observe traffic flows and movements (see Appendix A). Weekend counts were also carried out at sites six, seven and eight.
8. The survey provided overall traffic numbers, a breakdown of HGV traffic travelling on the A6006 and B676 and through the urban areas of Wymeswold and Burton on the Wolds. The data also highlights the internally generated traffic using the Wymeswold Industrial Estate located on Burton Lane. The results of the surveys are shown in the tables below. Please note that the data from sites 1 and 5 below refer only to vehicles travelling through Wymeswold and Burton on the Wolds respectively.

**TABLE 1 SITES SURVEYED MIDWEEK 9<sup>th</sup> to 11<sup>th</sup> September 2014 (7am to 7pm).  
Figures shown are the average per day of the three day count.**

| Site ID | Location  | Total Vehicles | Total HGVs | HGV % |
|---------|---|----------------|------------|-------|
| Site 1  | A6006 Main Street, Rempstone                                | 8128           | 581        | 7.1   |
| Site 2  | Burton Lane Wymeswold                                       | 877            | 13         | 1.5   |
| Site 3  | B676 Melton Road and Wymeswold Lane, Burton on the Wolds    | 4710           | 145        | 3.1   |
| Site 4  | B676 Loughborough Road and Melton Road, Burton on the Wolds | 4937           | 101        | 2.0   |
| Site 5  | B676 Melton Road, Burton on the Wolds                       | 4179           | 137        | 3.3   |
| Site 6  | B676 Melton Road, Burton on the Wolds                       | 3740           | 94         | 2.5   |
| Site 7  | A6006 Wide Lane, Wymeswold                                  | 5759           | 362        | 6.3   |
| Site 8  | Wymeswold Road, Hoton                                       | 1329           | 8          | 0.6   |

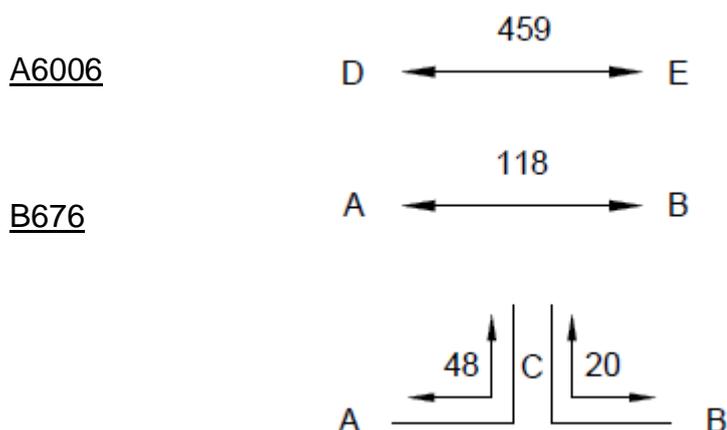
**TABLE 2 TUBE SITES SURVEYED WEEKEND 13<sup>th</sup>-14<sup>th</sup> September 2014 (7am to 7pm)**  
**Figures shown are the average per day of the Two days.**

| Site ID | Location                              | Total Vehicles | Total HGVs | HGV % |
|---------|---------------------------------------|----------------|------------|-------|
| Site 6  | B676 Melton Road, Burton on the Wolds | 2158           | 17         | 0.8   |
| Site 7  | A6006 Wide Lane, Wymeswold            | 4100           | 90         | 2.2   |
| Site 8  | Wymeswold Road, Hoton                 | 843            | 7          | 0.8   |

**TABLE 3 VEHICLE MOVEMENTS**  
**Figures shown are the average per day of the three day count.**

| Site ID | Locations                                     | Traffic Flows | HGVs | HGV % | Notes |
|---------|---|---------------|------|-------|-------|
| A → B   | B676 from Loughborough Road to Six Hills      | 1441          | 39   | 2.7   |       |
| B → A   | B676 from Six Hills to Loughborough Road      | 1425          | 31   | 2.2   |       |
| A → C   | B676 from Loughborough Road to Wymeswold Lane | 208           | 26   | 12.5  | Urban |
| C → A   | B676 from Wymeswold Lane to Loughborough Road | 206           | 22   | 10.7  |       |
| C → B   | B676 from Wymeswold Lane to Six Hills         | 424           | 8    | 1.9   | Rural |
| B → C   | B676 from Six Hills to Wymeswold Lane         | 437           | 12   | 2.7   |       |
| D → E   | A6006 from Rempstone crossroads to A46        | 4132          | 296  | 7.2   |       |
| E → D   | A6006 from A46 to Rempstone crossroads        | 2886          | 163  | 5.7   |       |

9. Therefore HGV traffic volumes on an average daily count are 459 HGVs through Wymeswold on the A6006 and 118 HGVs through Burton on the Wolds on the B676 as shown below.



## Restriction Options

10. The request was to weight restrict the B676 and A6006 and for traffic to use the alternative routes of the A6 and A46. We have analysed how such weight restrictions would impact journey time and fuel costs for each journey made by HGVs. Data sourced from the Freight Transport Association (FTA) has provided us with the standard vehicle information of a 6 axle HGV along with average fuel consumption. This has been used in conjunction with current fuel costs of £1 per litre, based on £1.20 at the pump and VAT rebate and journey times for HGV traffic.

11. Imposing a weight restriction on the A6006 would affect vehicles travelling between Hathern and Paddy's Lane (A46) (see Appendix B) and on the B676 would affect vehicles travelling from Loughborough (A6 Leicester Road/King Street) to Six Hills (A46) (see Appendix C). Based on these anticipated journey start and end locations, the additional distance, journey time and fuel cost have been calculated to illustrate the impact of introducing such restrictions:

**TABLE 4 HGV ADDITIONAL COSTING (per journey)**

| Route                    | Distance (miles) | Fuel Cost | Journey time | Additional distance (miles) | Additional Fuel Cost | Additional Journey time |
|--------------------------|------------------|-----------|--------------|-----------------------------|----------------------|-------------------------|
| A6006 Wymeswold          | 10.1             | £6.38     | 25 minutes   | <b>14.9</b>                 | <b>£9.42</b>         | <b>23 minutes</b>       |
| B676 Burton on the Wolds | 7.5              | £4.74     | 22 minutes   | <b>6.7</b>                  | <b>£4.23</b>         | <b>12 minutes</b>       |

**TABLE 5 HGV ADDITIONAL COSTING (per day)**

| Route | No. of HGVs | Additional Fuel Cost (per journey) | Additional time (per journey) | Total Additional Fuel Cost | Total Additional Journey time | Additional Driver Costs (based on £10 p/hour) | Total Additional Journey Costs |
|-------|-------------|------------------------------------|-------------------------------|----------------------------|-------------------------------|---|--------------------------------|
| A6006 | 459         | £9.42                              | 23 minutes                    | <b>£4,323.78</b>           | <b>175.95 hours</b>           | <b>£1,759.50</b>                              | <b>£6,083.28</b>               |
| B676  | 166         | £4.23                              | 12 minutes                    | <b>£702.18</b>             | <b>33.2 hours</b>             | <b>£332.00</b>                                | <b>£1,034.18</b>               |

**TABLE 6 HGV ADDITIONAL COSTING (per year)**

Figures shown are based on 5 working days per week.

| Route | No. of HGVs per day | No. of HGVs per year | Total Additional Fuel Cost | Total Additional Journey time | Additional Driver Costs (based on £10 p/hour) | Total Additional Journey Costs |
|-------|---------------------|----------------------|----------------------------|-------------------------------|---|--------------------------------|
| A6006 | 459                 | 119,340              | <b>£1,124,182.80</b>       | <b>45,747 hours</b>           | <b>£457,470</b>                               | <b>£1,581,652.80</b>           |
| B676  | 166                 | 43,160               | <b>£182,566.80</b>         | <b>8,632 hours</b>            | <b>£86,320</b>                                | <b>£268,886.80</b>             |

12. The additional traffic onto the A6 and A46 would also have a negative impact on residents of Hathern and Loughborough.
13. Consideration should also be given to driving time regulations and the implications that additional journey times could have for drivers and their requirements for rest periods. However it is not possible for the authority to quantify the cost of this.

### **Traffic Regulation Order Changes**

14. For any change to the existing weight restrictions or to introduce any new restrictions, a statutory process has to be undertaken. This process involves consultation with a number of key stakeholders such as the Police, HGV operators, the FTA, County and Parish Councillors, Borough Councillors, Highway Agency, Nottinghamshire County Council and all affected residents. As this weight restriction would impact on residents of Hathern and Loughborough they would be included within the consultation process too.
15. The TRO requires advertisement of the weight restriction in local newspapers. Based on previous schemes that have been carried out, the anticipated cost to undertake such a consultation would be approximately £20,000. Additional costs of the request, if approved, would include new signage to ensure compliance with the Department for Transport (DfT) regulations which would be in the region of £20,000 to £100,000. The total cost of implementation would therefore be £40,000 – £120,000. The wide range of costs is due to the currently unknown scope of work and the high costs of traffic management, local diversions and signs, all of which are dependent on the solution proposed.
16. It should also be noted that any restriction placed upon an area may not solve a problem with HGV traffic, it simply transfers the issues onto the neighbouring roads and villages. It would therefore not be in anyone's interests to pacify residents of one village but impose additional HGV traffic onto their neighbouring villages.
17. The time frame for the consultation, implementation of a TRO and all associated signing works for such schemes is generally between 18 months to 2 years.
18. It is unlikely that a scheme could be taken forward without the support of the Police, the Highways Agency, Nottinghamshire County Council and the FTA.

### **Wysall Lane, Wymeswold (Footway Mounting)**

19. Concerns were raised by Wymeswold Parish Council regarding vehicles mounting a section of the existing footway on the A6006 at its junction with Wysall Lane. A camera was installed in November 2014 and monitored driver behaviour for a 12 hour period. During this time 11 vehicles were found to

mount the footway. This was observed to occur when HGV traffic met in both directions.

20. The County Council acknowledges that our transport corridors are not always of sufficient width to accommodate all modes of travel safely. We do try constantly to balance the risks associated with travel and the restraints we have with highway carriageway widths. Previous schemes have been considered to see if improvements can be made, however none have been developed that are acceptable to all, met with the required guidance from the Department for Transport for traffic calming on A roads and that were cost effective.

### **Speed and Accident History**

21. A number of speed readings have been taken on both urban and rural locations along the B676 and A6006. Traffic accident data over the past five years from January 2010 to January 2015 have been evaluated and broken down into urban and rural settings as shown on the tables below :

(The 85th percentile speed is the speed at or below which 85% of vehicles are travelling).

**TABLE 7 SPEED READINGS – RURAL LOCATIONS**

| Location                         | Speed Limit          | Mean Speed | 85%ile speed |
|----------------------------------|----------------------|------------|--------------|
| Barrow Road, Burton on the Wolds | National Speed Limit | 33         | 38           |
| B676 Loughborough Road           | National Speed Limit | 43         | 45           |
| B676 Melton Road                 | National Speed Limit | 42         | 47           |
| Burton Lane                      | National Speed Limit | 32         | 36           |
| A6006 East Road                  | National Speed Limit | 50         | 55           |
| A6006 Rempstone Road             | National Speed Limit | 38         | 42           |
| A6006 Wide Lane                  | National Speed Limit | 42         | 48           |

**TABLE 8 SPEED READINGS – URBAN LOCATIONS**

| Location                         | Speed Limit | Mean Speeds | 85%ile speed |
|----------------------------------|-------------|-------------|--------------|
| Barrow Road, Burton on the Wolds | 30          | 22          | 27           |
| B676 Melton Road                 | 30          | 29          | 32           |
| A6006 Far Street                 | 30          | 25          | 28           |
| A6006 Rempstone Road             | 30          | 24          | 27           |
| A6006 East Road                  | 30          | 28          | 32           |

**TABLE 9 ACCIDENTS JAN 2010 TO JANUARY 2015 - RURAL LOCATIONS**

| Location                         | Fatal | Serious | Slight |
|----------------------------------|-------|---------|--------|
| Barrow Road, Burton on the Wolds | 1     | 0       | 1      |
| B676 Melton Road                 | 1     | 2       | 7      |
| Burton Lane                      | 0     | 0       | 1      |
| A6006 Wide Lane                  | 1     | 1       | 6      |
| A6006 Rempstone Road             | 1     | 0       | 1      |

**TABLE 10 ACCIDENTS JAN 2010 TO JANUARY 2015 - URBAN LOCATIONS**

| Location             | Fatal | Serious | Slight |
|----------------------|-------|---------|--------|
| B676 Melton Road     | 0     | 0       | 1      |
| A6006 East Road      | 0     | 0       | 1      |
| A6006 Rempstone Road | 0     | 0       | 1      |

22. The speed readings are encouraging in respect of the urban mean speeds where the current 30mph speed limit is in place. While it is difficult to stop some high end speeds from occurring in urban settings that are on A and B roads, the speed readings do indicate that motorists are aware of the prevailing conditions and are generally driving accordingly. The speed readings we have for the rural sections of the B676 and A6006 are speeds that we would anticipate on such single carriageway roads.

23. The reported accidents in the urban areas of Burton on the Wolds and Wymeswold (urban accidents) are encouragingly low with only 3 slight accidents in total over the past five years. This accident record along with the mean speeds recorded does indicate that all of the previous works carried out in reducing high end speeds and accidents have been beneficial to these urban environments.

24. However the rural accidents which has seen four fatal accidents in the past five years, has led to LCC carrying out accident investigations to see if any traffic management measures could have been implemented to reduce the likelihood of accidents occurring. Upon investigation it was found that very few changes could be made to the existing highway that could have prevented these accidents from occurring. Unfortunately as with a lot of investigations that we have carried out into fatal accidents there are often found to be no patterns and are of a random nature.

**Summary**

25. We currently have an effective Lorry Route Network based on the existing infrastructure. To be viable any change adopted would need to be effective, show significant support from all key stakeholders, in particular the Police, Highway Agency and Nottinghamshire County Council with regards to enforcement and ensure we are providing wider benefits to all road users.

26. With no LCC resources available and no funding allocated to such schemes in the near future, LCC are not in a position to carry out further work to look at new infrastructure provisions for weight restrictions on the B676 and A6006. Where appropriate smaller environmental improvements that address traffic issues raised could be considered providing they are in line with LTP3 policies.

27. One area of funding that could be considered is where there are sizable new developments that trigger external funding. The impact of significant developments can bring about highway impact assessments and where

appropriate significant changes to the current highway can be activated if developments are of a certain magnitude.

### **Finance**

28. The financial implications of an environmental weight restriction on the A6006 and B676 that requires extensive consultation with key stakeholders and high physical costs attached to any changes to road signage are in the region of £40,000 - £120,000.
29. The cost of a comprehensive consultation exercise would account for approximately £20,000 of this sum.
30. If justified and supported this scheme would take up a significant amount of the funding currently available through our revenue and capital programme.
31. No resources or funding are currently allocated for environmental weight restrictions.

### **Officers to Contact**

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### **Sources**

Jan 2015; Freight Transport Association  
[http://www.fta.co.uk/microsites/fuel/how\\_fta\\_can\\_help/fuel\\_calculator.html](http://www.fta.co.uk/microsites/fuel/how_fta_can_help/fuel_calculator.html)  
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