

**Permanent 18 tonne amenity weight limit, Criggion Lane,
Trewern – C2039 and C2040**

Summary of Representations

**Public Consultation Period 02 December 2016
to 31 December 2016**

• **Trewern Community Council**

Representation dated 21 December 2016 from David Morrell on behalf of the community council requesting that the current 18 tonne amenity weight limit proposal be abandoned, and a new Traffic Regulation Order be proposed to introduce a permanent 7.5 tonne amenity weight limit on those same sections of public highway.

The argument being that the nature of the road is such that its use by vehicles with a weight in excess of 7.5 tonnes but less than 18 tonnes would be detrimental to highway safety, and that the case for the 18 tonne amenity weight limit is based on the convenience for agricultural and commercial vehicles to use the lane as a short cut.

The risks highlighted with respect to the road were as follows:-

- Single track road with dangerous bends, high banks/hedges, limited passing places, no flat verges for pedestrians to take refuge on.
- The road gives direct access to 40 residential properties, and serves a residential development of around 50 houses. There are no operational street lights along the 500 metre section of the lane between the trunk road and Greenbank, and there are inadequate footways along the lane to safeguard vulnerable road users.
- There is no speed limit along the lane within the residential area.
- The junction of the lane with the trunk road is narrow, therefore large vehicles occupy the entire junction width when entering or leaving the junction.

• **Mr & Mrs K Perry, Rhallt View, Criggion Lane**

Representation dated 20 December 2016 requesting that the current 18 tonne amenity weight limit proposal be abandoned, and a new Traffic Regulation Order be proposed to introduce a permanent 7.5 tonne amenity weight limit on those same sections of public highway.

Reasons are as follows:-

- The junction of the lane with the trunk road is narrow, therefore large vehicles occupy the entire junction width when entering or leaving the junction.

- The lane is used by local residents for recreational purposes, and the lack of footways and verges makes it difficult for pedestrians to “escape” from the path of larger vehicles.
- Large vehicles erode the carriageway edge and verges.
- The lane is an unsuitable shortcut for HGVs and large agricultural vehicles.

- **Mr R Moore, Quarry View, Criggion Lane**

Representation dated 14 December 2016 requesting that the current 18 tonne amenity weight limit proposal be abandoned, and a new Traffic Regulation Order be proposed to introduce a permanent 7.5 tonne amenity weight limit on those same sections of public highway.

Reasons are as follows:-

- 7.5 tonne amenity weight limit would not affect farms located along the lane.
- Agricultural contractors use lane as a short cut and travel too fast along the lane, evidenced by skid marks on nearly every corner along the lane through the village.
- The lane is not wide enough for large vehicles to pass, so those vehicles damage verges and use driveways as passing areas.
- The lane is used by local residents for recreational purposes, and there are no footways or level verges for pedestrians to take refuge from oncoming traffic.
- Large vehicles meeting vehicles travelling to/from Cae Post cannot pass along the lane or within the trunk road junction.
- The lane is an unsuitable shortcut for HGVs and large agricultural vehicles.

- **Mr C Hudson, Rosedale, Criggion Lane**

Representation dated 15 December 2016 requesting that the current 18 tonne amenity weight limit proposal be abandoned, and a new Traffic Regulation Order be proposed to introduce a permanent 7.5 tonne amenity weight limit on those same sections of public highway.

Reasons are as follows:-

- Vehicles using Criggion Lane have increased in volume, size and speed over a number of years, but the road has not been improved to accommodate this change in vehicular traffic.
- The lane is not wide enough for large vehicles to pass, so those vehicles damage property and use driveways as passing areas.
- The lane is used by local residents for recreational purposes, and there are no footways or level verges for pedestrians to take refuge from oncoming traffic.
- The junction of the lane with the trunk road is narrow, therefore large vehicles occupy the entire junction width when entering or leaving the junction, and often drive over the footway to pass one another.

- **Ms P Carter – no address provided**

Representation dated 29 December 2016 requesting that the current 18 tonne amenity weight limit proposal be abandoned, and a new Traffic Regulation Order be proposed to introduce a permanent 7.5 tonne amenity weight limit on those same sections of public highway.

Reasons are as follows:-

- The junction of the lane with the trunk road is too narrow for lorries to pass.
- The footway ends at Gate farm despite the fact that there are several properties beyond that point for a further mile.
- The lane is used by children going to school, and by residents for recreational purposes.
- There are many cars and vans using the lane throughout the day plus lorries to and from Cae Post and the local farmers with tractors and other farm equipment.
- If the weight limit is raised again the number of larger lorries will increase considerably with lorries from Criggion quarry cutting through. This will increase the congestion at the junction and along the narrow areas of the lane and will enhance the danger to pedestrians and residents of the lane

- **Mrs D Turner, Grovewood, Trewern**

Representation dated 14 December 2016 requesting that the current 18 tonne amenity weight limit proposal be abandoned, and a new Traffic Regulation Order be proposed to introduce a permanent 7.5 tonne amenity weight limit on those same sections of public highway.

Reasons are as follows:-

- No footways or level verges for pedestrians to take refuge from oncoming traffic.
- No lighting between Greenbank and the A458.
- No passing places.
- The lane is used by local residents for recreational purposes, and by school children.
- The junction of the lane with the trunk road is narrow, therefore large vehicles occupy the entire junction width when entering or leaving the junction, and cannot pass one another.
- Young drivers use the lane.
- Agricultural contractors use the lane as a short cut instead of going via Buttington and travel too fast.
- Tractors from Trewern Hall travel too fast and leave mud on the lane.
- Police are not interested in enforcing weight limit.

End of representations.