

# **KINGS BROMLEY PARISH COUNCIL**

**Clerk to the Parish Council:** Mr. I. Colclough,  
Rainbows End, 17 Lightwood Road, Yoxall, BURTON UPON TRENT. DE13 8QD  
Tel: 07751 603031 Email parish.council@kingsbromley.com

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14<sup>th</sup> October 2019

Our Ref 19-020

To:  
Matthew Ellis.  
Staffordshire Police and Crime Commissioner,  
Weston Road,  
Stafford,  
ST18 0YY.

## **Re: Policing of the Weight Restricted Turns on the A515**

Dear Mr. Ellis,

Could you please help us by answering the following questions?

- 1. What is the extent of the police enforcement activity on the new weight restricted turns on the A515?**
- 2. Can you inform us of the difficulty of enforcing weight restrictions on roads?**
- 3. Can you urge the police to attend the meetings of the County Council Transport Forum Working Party?**

### **Background Information:**

You will be aware that the villages of Kings Bromley, Yoxall and Draycott in the Clay have campaigned for years for a weight restriction on the A515 between Woodend Lane and Stubby Lane. The road through Yoxall is clearly unfit for purpose as at multiple sites two HGVs cannot pass without hitting wing mirrors and/or mounting the already narrow pavements. The junction at Kings Bromley also cannot be navigated by HGVs without them crossing into oncoming traffic. The proper route for this HGV traffic should be the A38, A50 and A51 all managed by Highways England.

As a result of this campaign, which involved petitions, letter writing campaigns and formal presentations to various County Council Bodies, and with the support of our County Councillors and MP (Michael Fabricant), the County Council, informed by Councillor Helen Fisher, Cabinet Member for Highways and Transport and her Transport Forum, decided to impose experimental weight restricted turns on the feeder roads onto the A515 at Woodend Lane, Kings Bromley (A513) and Yoxall (B5016, Town Hill) from 1<sup>st</sup> April 2019. Vehicles over 7.5 tonnes travelling south may not turn left, vehicles travelling west on the feeder roads may not turn right.

While this is only a partial solution to the problem, the villages feel that a reduction of 70% of HGV traffic on the A515 has been achieved. A survey carried out by County Highways

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over the last couple of weeks will provide us with the true figures. The Parish Councils and, particularly, the Yoxall Traffic Action Group have been very active in contacting companies that ignore the weight restrictions, and in general the response from them has been very good. Also, a number of companies - Wincantons, JCB, Shell, Tarmac and Lomas, to name a few, have accepted that the A515 is not fit and have agreed not to send their HGVs along it. Initially we also sent photos of offending vehicles, with dates, times and reg. numbers through to the police either direct or through Michelle Shaker of Speedwatch.

At the 10<sup>th</sup> July meeting of Kings Bromley Parish Council, the issue of the weight restricted turns was an agenda item and representatives from the other Parish Councils, YTAG and County Highways and police were invited. Unfortunately, the Sergeant responsible for policing the A513/A515 turn, Kevin Royce, could not make it, but he sent PC Amy Sketchley and PCSO Adam McAree.

We learned that the police effort is clearly constrained by limited resources, and policing the turns comes well down their list of priorities. However, they said they have given out tickets and made prosecutions, and the PC agreed that they would send us information on the extent of their activities which could then be passed on to parishioners. It was made clear to us that we were wasting our time sending the police photos of offending vehicles, as the police could not act on this evidence; they have to be at the scene themselves.

A letter was sent to Sergeant Royce asking him to provide us, for our August 14<sup>th</sup> Meeting, with information on the extent of the police enforcement activity, the number of lorries stopped, the number of tickets issued and the number of companies contacted. By that date we had received no reply, but on prompting by our Parish Clerk, Ian Colclough, he sent us the following email:

*To:'Ian Colclough'*

*Cc:'ALAN HOWARD'*

*16 Aug at 13:56*

*Mr Colclough,*

*Apologies I had missed the last sentence of that paragraph when I read your initial email. I can confirm that we have completed 4 days of action in Lichfield so far which would equate to approximately 128 hours of police officer presence. I am aware that there has also been several days of action by officers from the East Staffs area which will impact the area.*

*There are further days of action in relation to roads policing planned for September.*

*I am unable to give an exact amount of tickets/prosecutions.*

*Likewise I am unable to give an exact number of companies spoken to, however prior to the ETO coming into place I am aware that every business at Fradley Park and every business at Marchington Industrial estate were made aware. I also know that several more have been contacted since the ETO came into place.*

*I apologies that I cannot give exact numbers but hope this assists with what you need.*

*Many thanks, Kevin Royce Sgt 4931*

Following representations from Parishioners at our Parish Council meeting on 9<sup>th</sup> October, who feel that HGVs are breaking the turning bans on a regular basis, and need reassurance that the bans are being enforced, the Parish Council feels that we now need to ask again for the information that Sergeant Royce was unable to provide and hope that you will be able to help us get it. We believe that if it is the case that little enforcement is taking place and word gets out amongst some of the transport fraternity that this is so, then gradually the turning bans will become ineffective.

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**Could you please help us to get this information?**

The County Highways Transport Forum Working Group met on 25<sup>th</sup> Sept. to review the Experimental Traffic Orders. Tim Heminsley, County Highways Community Liaison Officer, organised the meeting and invited the police, but unfortunately there was no police representative at the meeting, nor, as I understand it, was an apology for absence made. This would have been the ideal time to discuss the above issue.

**Could you please try and make sure that the police do attend these meetings?**

What was discussed was the issue that given that the estimated 70% reduction in HGV traffic on the A515 had led to no knock-on effects on other roads, the Parish Councils wished to revive their campaign for a total HGV ban on the A515 between Woodend Lane and Stubby Lane. The reply from the County Highways Officers was that they had been informed by the police that such a weight limit would be difficult to enforce because police officers would have to follow the offending vehicles along the entire route.

This seems to defy logic, if an HGV of more than 7.5 tonnes is travelling on any part of a weight restricted road, then surely it is breaking the law.

**Could you please let us know whether weight limits on entire stretches of roads are more difficult to enforce than weight restricted turns, and if so why?**

As a result of the Working Group meeting, Allan Howard, Parish Council Chairman sent the following email to Sergeant Royce:

**ALAN HOWARD** <alan.how8@btinternet.com>

*To: Kevin Royce, Ian Colclough*

*26 Sep at 18:06*

*Kevin,*

*I do believe that our parishioners would feel more confident if they knew specific numbers of convictions etc., but also realise that you may be constrained by resources and/or operational reasons from not giving this to us. We have noted the instances of a police presence on the A515/A513 junction and thank you for that.*

*At a meeting of the SCCs Road Transport Working Group on Weds, 25<sup>th</sup> Sept., the Parish Councils reported that the effect of the TROs had been a significant reduction in HGV traffic on the A515 and A513. The Council have undertaken a camera-based exercise which will provide the actual statistics on the success of the scheme to date which will be available soon.*

*While we believe that the sanction of police action is important, we also believe that the best way to achieve compliance is by approaching the Transport Officers and managers of the transport companies themselves. We, the Parish Councils, and YTAG have had great success with this strategy and I guess that you might have done also.*

*You mention that every business in Fradley Park & Marchington Industrial Estates were made aware of the TROs before they came into force. While this has clearly been successful in general, we notice that some HGVs travelling to and from these sites are still breaking the ban: particularly Marchington.*

*Could I ask whether it would be possible for you to write to them all again thanking them for their cooperation but noting that there were still some instances where there was non-compliance?*

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*Thank-you,  
Allan Howard, Chairman, Kings Bromley Parish Council*

As yet he has made no reply.

Yours Faithfully,

A handwritten signature in blue ink, appearing to read 'A. Howard', with a horizontal line drawn through it.

Parish Clerk.  
P.P Councillor Allan Howard (Parish Council Chairman)  
For and on behalf of Kings Bromley Parish Council.

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