

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Adrian Gray
Title:	Traffic Order Proposals: B3055 Sway Road Bridge, Brockenhurst – Experimental One-Way Environmental Weight Restriction
Reference:	A1057

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1. The decision:

1.1. That the experimental traffic order be revoked under the Road Traffic Regulation Act 1984 (RTRA), the effects of which will be to unsuspend a 7-tonne structural weight limit on Junction Bridge, at the southern end of B3055 Sway Road.

2. Reason(s) for the decision:

- 2.1. The experimental, northbound only, environmental weight limit was implemented on the B3055 Sway Road to address potential safety concerns in Brockenhurst Village Centre, associated with large vehicle transporters servicing a dealership on Sway Road, turning around in side roads to avoid an existing 7 tonne structural weight restriction on the railway bridge. Since Network Rail made improvements to the railway bridge, the structural limit is no longer required, and the County Council was aware that the structural weight limit needed to be revoked. Following correspondence and discussion with Brockenhurst Parish Council, the County Council implemented an environmental weight limit in one direction, to allow the large vehicle transporters to continue along the B3055 rather than turning around in side roads to avoid a weight restriction.
- 2.2. The experimental order provided sufficient time to assess how the removal of the structural weight limit would impact on the highway and local community by developing an understanding of whether vehicle transporter companies would utilise this access.
- 2.3. The experimental order was introduced on Friday 11th February 2022, effective for 18 months, with a period for public consultation ending 11th August 2022. During the public consultation, 29 representations were received, which included highlighting a continuation of turning large

vehicles. These representations also highlighted local changes that presented new safety concerns.

- 2.4. Of the 29 representations, 28 did not support the making the experimental Traffic Order permanent, due to the additional intrusion that heavy goods vehicles posed to residents, cyclists, pedestrians, children, and wild animals. These representations are summarised in Appendix 1, with engineer responses within Appendix 2.
- 2.5. During the consultation period, the County Council met with Brockenhurst Parish Council and the National Park Authority, and their representations acknowledge this meeting, and the additional information the County Council sought to obtain during the trial period.
- 2.6. In response to the concerns raised regarding heavy good vehicle movements, the County Council commissioned a traffic survey in July 2022, to determine the volume of accessing and through HGV traffic. The purpose of the survey was to determine the level of goods vehicle usage of Junction Bridge, and data collected at both the northern and southern end of Sway Road, reported a total of 63 large goods vehicles on Sway Road within a 12-hour period. 38% (24) of these reported vehicles crossed the railway bridge, and of these vehicles, 38% (9) contravened the northbound weight restriction. A total of 3 vehicles entered and exited Sway Road via the railway bridge. The data also reported only 1 vehicle travelled north along the length of Sway Road, but timings suggest the vehicle made a stop. Overall, 48% (30) of the recorded large goods vehicles were only recorded once, suggesting they accessed or egressed Sway Road via an alternative route, or had made a stop exceeding 30mins.
- 2.7. As the experimental Traffic Order was implemented to analyse the impact of heavy goods vehicles on Sway Road, the comments received through public consultation and the traffic surveys have demonstrated that the removal of the weight restriction in the southbound direction, has not changed the behaviours of the car transporters, but has introduced a slight increase in through traffic movements. It has been noted that less than 10% of the goods vehicle recorded during the traffic survey, travelled the length of Sway Road.
- 2.8. With the need to address the safety concerns relating to all aspects of HGV traffic on Sway Road, it is recommended that the experimental weight limit is revoked, with signing being reverted to the previous structural weight limit.
- 2.9. Due consideration has been given to RTRA 1984 sections 122(1) and 122(2) and any other relevant legislation. In this case the Decision Maker acting on behalf of the Local Authority considers this TRO expeditious, for the convenient and safe movement of vehicular and other traffic (including pedestrians)
- 2.10. The decision outlined in paragraph 2.9 (above) to exercise the functions of the Local Authority under RTRA 1984 sections 122(1) and 122(2) has been reached on the basis of what is reasonably practicable after due regard has been given to:

- the desirability of securing and maintaining reasonable access to premises
- the effect on the amenities of any locality affected and, specifically, the importance of regulation and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run

3. Other options considered and rejected:

- 3.1. It would be possible to make the (experimental) Traffic Order permanent, but given the issues identified during the trial, this option is not recommended.

4. Important considerations

- 4.1. The highway authority has been advised that a structural weight limit is no longer required on the railway bridge, and therefore, the structural weight must be revoked. The County Council is seeking confirmation from Network Rail that this remains the case. Subject to this confirmation, consideration will be given to introducing an environmental weight limit to discourage through HGV movements, while still permitting legitimate access by the larger vehicle, buses or other heavy goods vehicles.

5. Scheme Funding:

- 5.1. The costs associated with the works required to revoke the Experimental Traffic Order, will be met with existing Traffic Management Capital funding.

6. Conflicts of interest:

- 6.1. None

7. Dispensation granted by the Head of Paid Service:

- 7.1. None

8. Supporting information:

- 8.1. Appendix 1 – Public representations
8.2. Appendix 2 – Engineer comments on public representations

Approved by:

Adrian Gray

Date:

15/08/2022

Adrian Gray, Head of Highways (Traffic and Safety)

**On behalf of the Director of Economy, Transport and
Environment**

Appendix 1

*Please note that the below comments, are a summary of the representations received, and may not represent the format or full content submitted.

	Public Representations/Comments	Engineer Comments
	Ms Laura Truscott.	
	<ul style="list-style-type: none"> • Vehicle transports normally unload at 08:30 – prime commuting time, increase traffic in village, college/school drop off. Can loading/unloading be restricted like those on Brookley Road to reduce traffic? • When the car showroom was permitted to extend, an order was submitted to ensure HGVs turned around within the showroom grounds. Should their entrance be wider, or use their land opposite? • Unsafe for lorries to carry on down Sway Road due to narrowed road near Primary School where pedestrian crossing is located. • How will the trial be policed? How do you prevent HGV's travelling in the opposite direction? The A35 closure has increased the volume of HGV's reversing at junction of Sway Road and Setley Road, when they realised, they cannot get under the railway bridge towards Sway. Causing disruptions and damage to verges along Sway Road. • HGV will struggle to pass waiting vehicles at the signals without driving on the verge. • No footways going up to the bridge, so unnerving to walk that section. Increase with HGV's allowed along here. • Forest animals are a consideration. Have the verderers court been informed? • Could vehicles be unloaded at Brockenhurst Football Club or other Meadens site? Use of layby adjacent to Honda garage and unload safely there. 	C, E, M
	Mr James Baker and Ms Morag Cuthbertson, Hazlemere, Sway Road	
	<ul style="list-style-type: none"> • HGVs no longer required to travel south down the A337 over the level crossing past forest and farmland, but proceed along a residential area primary school, care home, and narrow turn over the bridge. • Sway Road is sign posted as part of the National Cycle Network and is favoured by pedestrians, cyclists, and horse-riders. The forest livestock have direct access to this road, compared to the A337. • Large transporters present greatest risk of injury when parked and unloading. This has not been addressed. The transporter parks on both the carriageway and the footway, impeding vision and resulting in dangerous risks to pass/cross. • Increased risk to safety of other road users negotiating the narrow signal-controlled bridge. Area is unpaved, and vehicle overrun damages edge of carriageway and verge. • Increased risks to children walking to the school. • HCC erected "animal high-risk route" signs. Common to see ponies distressed/spooked by passing careless 	A, B, C, D, F, I, Q, N

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drivers. Increased risk for traffic exiting driveways and side roads.

- Increases air pollution around school/playground, and to residents/users the length of Sway Road, along with increased disturbance. Holiday visitors have cancelled due to road noise.
- Fails to consider the preservation/improvement of community amenities and recreation. Brockenhurst is a thriving village, popular with visitors, walkers, and cyclists, with access to livestock and forest. HGV's undermine efforts to protect the special character and threats economic sustainability and wellbeing. Could hear and feel vibrations from passing loaded vehicle tipper.
- Inconsistent with new Highway Code, giving precedence to pedestrians, cyclists, horse-riders, and livestock. Inconsistent with policies promoting tourism, sustainability, physical and mental wellbeing which includes the right to peaceable enjoyment of own property. Inconsistent with policies for the protection and enhancement of the New Forest environment and its fragile ecosystem. Undermines the aims and objectives of the National Cycle Networks.
- Turning transporters are highly visible in every direction from a distance and more a nuisance/inconvenience than danger. HGV's cutting through the village 24/7, to accommodate a single business for a few hours a week, is difficult to understand. Meadens have made no attempt to resolve an issue they have created, despite having ample space to accommodate its delivery vehicles. The structural weight limit was long-standing before Meadens relocated here.
- HCC imposed weight restrictions on B-roads across north of forest, necessitating HGVs to make lengthy detours on A-roads rather than cutting through village. Developed from concerns of residents, seeking to reduce noise and pollution. Why not here?
- HGV drivers will ignore the northbound restriction, believing the restriction has been entirely removed or just ignoring it. Absence of enforcement action will feel the odds are in the HGV driver's favour. I noted a 25 tonne HGV travelling north on Sway Road away from the bridge. Just introduces new risk to users suddenly encountering the transporter or other HGV where physical constraints of road offer little space to pass.
- Speed has been considered. There is no speed enforcement and there has been no road design to reduce speeds. Residents continue to report excessive speeds, and a mobile camera unit recently reported capturing 6 offenders approaching the bridge.
- Authorising officer is unaware that Brockenhurst is a village and judges the order as preserving/improving amenities of the area. Seriously questionable, as is the lack of awareness of the importance placed by the County in the north of the forest.
- No prior consultation with resident, and the public notice is deficient in content with the location and manner of display failing to adequately bring the attention of the public. No proper risk analysis has been undertaken.

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Mr Tom Horsfall, Latchmoor Cottage, Sway Road	
<ul style="list-style-type: none"> • HGVs no longer required to travel south down the A337 over the level crossing past forest and farmland, but proceed along a residential area primary school, care home, and narrow turn over the bridge. • Sway Road is sign posted as part of the National Cycle Network and is favoured by pedestrians, cyclists, and horse-riders. The forest livestock have open access to this road, compared to the A337. • Large transporters present greatest risk of injury when parked and unloading. This has not been addressed. The transporter parks on both the carriageway and the footway, impeding vision and resulting in dangerous risks to pass/cross. • HCC erected “animal high-risk route” signs. Common to see ponies distressed/spooked by passing careless drivers. Increased risk for traffic exiting driveways and side roads. • Increased damage to the bridge itself. Weight limit and signals installed to protect the bridge. How long before the bridge requires major repair and needs to be closed. • Increased risks to children walking to the school. • Increases air pollution around school/playground, and to residents/users the length of Sway Road, along with increased disturbance. Holiday visitors have cancelled due to road noise. • Increased risk to safety of other road users negotiating the narrow signal-controlled bridge. Area is unpaved, and vehicle overrun damages edge of carriageway and verge. • Fails to consider the preservation/improvement of community amenities and recreation. Brockenhurst is a thriving village, popular with visitors, walkers, and cyclists, with access to livestock and forest. HGV’s undermine efforts to protect the special character and threats economic sustainability. • Inconsistent with new Highway Code, giving precedence to pedestrians, cyclists, horse-riders, and livestock. Inconsistent with policies promoting personal wellbeing, tourism, sustainability. Undermines the aims and objectives of the National Cycle Networks. • Meadens’ employed the transport companies, so difficult to believe that the vehicle could not reverse into the business property for unloading, resolving the turning issues. There are usually only 2-3 cars on the delivery, so could smaller vehicles be used. HGV’s cutting through the village 24/7, to accommodate a single business for a few hours a week, is difficult to understand. • HCC imposed weight restrictions on B-roads across north of forest, necessitating HGVs to make lengthy detours on A-roads rather than cutting through village. Developed from concerns of residents, seeking to reduce noise and pollution. Why not here? • HGV drivers will ignore the northbound restriction, believing the restriction has been entirely removed or just ignoring it. Absence of enforcement action will feel the odds are in the HGV driver’s favour. Just introduces new risk to users suddenly encountering the transporter or other HGV where physical constraints of road offer 	<p>A, B, C, D, F, I, Q, N</p>

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	<p>little space to pass.</p> <ul style="list-style-type: none"> • Speed has been considered. There is no speed enforcement and there has been no road design to reduce speeds. Residents continue to report excessive speeds, and a mobile camera unit recently reported capturing 6 offenders approaching the bridge. • Authorising officer is unaware that Brockenhurst is a village and judges the order as preserving/improving amenities of the area. Seriously questionable, as is the lack of awareness of the importance placed by the County in the north of the forest. • No prior consultation with resident, and the public notice is deficient in content with the location and manner of display failing to adequately bring the attention of the public. No proper risk analysis has been undertaken. 	
<p>Dr George Watkins, Springfield House, Sway Road</p>		
	<ul style="list-style-type: none"> • HGVs no longer required to travel south down the A337 over the level crossing past forest and farmland, but proceed along a residential area primary school, care home, and narrow turn over the bridge. • When redeveloping Meadens, they could have incorporated provisions for off-road parking and turning within their site. Failure to do so, led to concerns promoting the weight restriction. The use of 44 tonne transporters employed in recent years has only added to these concerns. The dealerships appear to have delegated these issues to HCC to resolve. • Sway Road is sign posted as part of the National Cycle Network and is favoured by pedestrians, cyclists, and horse-riders. The forest livestock have open access to this road, compared to the A337, and HCC have already erected “animal high-risk route” signs to warn drivers of livestock hazards. • Weight restrictions are used to protect highways and bridges deemed incapable of managing the weight in a safe manner. Size/weight restrictions could also prohibit large/long/heavy vehicles from similar access. Does the construction of the bridge require a weight restriction, and what has changed the Highway Authorities position? Does the signalisation of the bridge mean that Highways may always been concerns about large/long vehicle travelling across it? • The layout of the bridge restricts sightlines, necessitating the signals. Regular passage of 44 tonne vehicle transported across the bridge, significant increase likelihood of incidents with vehicles and damage to bridge. Closure of the bridge for repairs have resulted in inconvenience for travel in and out of Brockenhurst. • No footpath on either side of the road approaching the bridge. Pedestrians wishing to cross walk in the carriageway, preventing vehicles passing due to width of road, requiring one or both vehicles to slow/stop before passing the pedestrian. HGV poses greater risk. • Closure of Holmesley Bridge has increased traffic (by diversion) on Sway Road. Queuing increased between The Rise and Brookley Road, made worse by lack of parking restrictions on this section. • The structural weight restriction was long-standing before the dealership relocated her. Respectively seeking to 	<p>A, B, C, G, I, N</p>

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	<p>accommodate that business, having not resolved the issue themselves, is a matter of concern.</p> <ul style="list-style-type: none"> • Council has not considered the impact of their decision on residents, to benefit a single business. • No proper consultation with residents, and the public notice failed to adequately bring the attention of the public. 	
<p>Ms Jennifer Nutburn, Row Wood, Sway Road</p>		
	<ul style="list-style-type: none"> • There is no pedestrian walkway and the road narrows with a double bend right at the apex of the bridge. Trying to walk over the bridge during the day, is dangerous but at night it is positively frightening. Unable to drive to the village and a bus every hour is not very convenient. It is also a designated cycle route for the Forest. • Temporary lights were erected after a car drove into the side of the bridge and the Railway Engineers deemed that it was unsafe for 2-way traffic since it could not tolerate heavy weight except in the very centre. Lights prevented accidents from cars going too fast, losing control on bend and exiting down the bank, so lights were made permanent. • When lights implemented, I tried to have Sway Road squared up with Setley Road to slow traffic and provide footway for pedestrians and cyclist from Latchmoor to the Golf Course. Useless cycle path was installed on top of the bridge and cannot be seen by cyclists heading south until they're on the bridge, after travelling through red lights so never used. Failed to achieve a safe pedestrian route from Latchmoor to existing footway outside Golf Course. I cannot access the footway which was resurfaced last year. • Cars from Sway continue to turn into Sway Road, approaching the traffic lights at well over 30 mph because the bend is so gradual, they're not required to slow down, and they are trying to catch the green light. • Made aware of order by friend. I should have received a letter, as cannot see, or read signs stuck on the bridges. • We have managed without HGVs crossing the bridge for many years and cannot see any reason to change this. • Businesses in Brockenhurst, including car distributors have managed without this access. The bridge is too narrow to take a large HGV. It risks exceeding the safe weight limit of the bridge. It is dangerous for pedestrians, and this substantially increases the risk. • Properties at the Latchmoor end of Sway Road have changed hands over the years and there are now more children. • Friends of Brockenhurst and others are trying to prevent car usage into the village of Brockenhurst and to drop children off at school, but it is not safe for children to cross this bridge as pedestrians or cyclists. • Council have chosen to ignore the risk of serious injury to other road users, especially pedestrians at the bridge and considerable disturbance in an area which is mainly residential despite the near proximity to the main A337. 	<p>A, B, F, I, R</p>
<p>Mr Graham Baker, Friends of Brockenhurst, Brookley Farmhouse, Sway Road</p>		
	<ul style="list-style-type: none"> • Hazards created by the installation of a HGV route through the centre of the village, far outweighs the periodic hazard that it seeks to eliminate. The route will attract a significant percentage of HGVs currently using the 	<p>A, B, E, G, H, K, L, V</p>

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	<p>A337 to Setley via the unpopular level crossing, and then the B3055 to the west. Did Hampshire Highways (HH) survey or model the likely volume of traffic likely to divert?</p> <ul style="list-style-type: none"> • The experimental HGV route passes along Grigg Lane, a very heavily walked route between Brockenhurst College and the Village high street. A road that pedestrians need to cross and lacks a formal crossing or traffic calming measure. • If the order is made permanent then, within a reasonable time, traffic calming, perhaps a raised road section, is installed at the junction of Grigg Lane and Horlock Road. Have HH any figures on the term time footfall along Grigg Lane? • The crosses Brookley Road which is currently unsatisfactory. Parked cars and increased car widths resulted in a one-way section shortly after the junction. The recently installed double yellow line section is too short and needs to be extended to some distance beyond the bus stop. Traffic frequently backs up to Brookley Road, the southbound carriageway of which then becomes blocked by traffic unable to turn right. Increased traffic, especially lorries, will exacerbate the problem. • The proposed HGV route through the village travels along Sway Road, past the play and infant schools. • Sway Road is very heavily used by cyclists. Southampton and Bournemouth Councils paid for the signs directing arrivals by train to this road. The footway which is unofficially shared by pedestrians and cyclists' changes sides in Sway Road. There is no formal crossing or traffic calming measure at this point. If the order is made permanent, traffic calming, perhaps a raised road section, is installed at that point. • When consulted on NFNPA planning application for Meadens Garage, HH made no mention of the hazards posed by HGVs reversing and made no suggestion that an HGV route might be required to alleviate any problem. Had HH mentioned these matters at the time, as the Parish Council did, the decision on the application would have been different. • The weight limit on Sway Road bridge was 7 tonnes, not 7.5 tonnes. Can details of the order raising the limit from 7 tonnes to 7.5 tonnes be provided. The signage stopped seven and half tonners using the route through the village. Did HH foresee the creation of a two way through route for vehicles of this weight, and what was the anticipated volume in each direction • Can HH confirm that Network Rail were informed on the experimental change by HH and can HH provide the volume details used in the discussions 	
<p>Ms Camilla Pearse, Greener Brockenhurst, 6 Forest View</p>		
	<ul style="list-style-type: none"> • Believe this is a mistaken solution to solve the highlighted problem. • Whilst the removal of the weight restriction does prevent the need for the car-transporters to turn around, it does not address the equally significant dangers present when the HGV is parked on the road offloading cars, obstructing both the footway and the road - Impeded vision at location, and forces pedestrians to cross the road 	<p>B, C, D, M</p>

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	<ul style="list-style-type: none"> • Unsuccessfully mitigating one danger, introduced new, perhaps unforeseen, but equally damaging and potentially dangerous issues. Any large HGV can now cut through the forest. Sway Road is part of the National Cycle route and heavily used by cyclists and walkers (including children walking to primary school). Unrestricted access for HGVs, makes it a highly dangerous road to cycle along, or indeed to cross on foot. Fails to follow key Government strategy to promote active travel. • Ponies, donkeys, and cattle freely roam on this road. When they're found on or near the bridge where the road narrows, it would be extremely dangerous for a large HGV to try and squeeze past them. • Increases air pollution in the school/playground adjacent to the road, and to residents the length of Sway Road and other road users. • Allowing HGVs to travel through the village undermines our efforts to protect the special character of our village and to make it a tourist destination of choice. • It is illogical to permit any HGV to cut through our village 24/7 solely to accommodate a single business for a few hours a week. That business should be forced to become part of the solution, either offloading their 44-ton car transporters onto smaller lorries at a hub outside the New Forest and/or using their own, not inconsiderable, land to facilitate the off-loading and turning of the vehicles. 	
Ms Louise Connelly, Hollybush, Sway Road		
	<ul style="list-style-type: none"> • The increase in weight restriction was introduced without a discussion with the residents on Sway Road, it has already been seen to cause issues. • Meadens' deliveries have been happening for a long time now, long before the weight restriction has been changed. Why was a turning area not thought of when the planning was approved for Meadens' display area? Transporters unloading onto the road is very dangerous. I have aided a disabled person on the road around one before as they park up on the footway, completely blocking it for pedestrians. • When the transporters park up, they block the footway for all pedestrian, for prolonged periods. They park opposite The Rise, which is extremely busy as it is used to avoid driving through the village centre. Additionally, blocking the view and passageway for cars from this junction. The Primary School and nursery are within 20 meters of the road that the transporters park on. The children leave these facilities at different times all throughout the day, the easiest footway to use, is the one the transporters block, meaning parents/small children use the footway contending with negotiating a busy road junction, an entrance to another parking storage area for Meadens Garage, a Petrol Station, and hotel entrance and exit. • The school usually conducts their cycling proficiency on Sway Road. It is too dangerous for them to take a group of children out on the road at present. The speed that cars and the lorries are doing is far more than 30 mph, there have been no extra measures put into place to monitor or review this aspect. There is a government initiative to encourage children to cycle to school so encouraging larger lorries on a road with a Primary and Nursery School does not support these aims 	B, C, D, E, F, J, N, O

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	<ul style="list-style-type: none"> • Despite the weight restriction being increased to accommodate such traffic this it obviously is not working. Transporter drivers still turning around in The Rise. Took 10mins on 16th March, blocking road the whole time, before mounting verges and knocking wooden teeth. Photo included with objection. • I have tried to cycle to works several times recently but am now too afraid. Nearly been knocked off by Tractors with large trailers and large lorries going past at far more than 30mph. • Our house shakes when the large lorries go past as the road and properties simply were not built to withstand such traffic. • Fear that when the foals and calves arrive in the next few weeks there will be fatalities, as they are very scared of the larger vehicles and can run in unpredictable directions when approached. Many parts of Sway Road don't have verges or anywhere for an animal to run too when a lorry goes past, the animals would have no escape route in this situation and would be harmed. • Recently followed lorries seeking to take advantage of the weight limit increase, which have got to the railway bridge on the B3055 only to realize they can't fit underneath the height restriction, reverse all the way back up the road to Sway. One lorry tried turning around and got stuck. (Picture included) People drove on the verge to pass, which is protected land as part of the National Forest. 	
<p>Mr Crispin and Mrs Katherine Dick, Oakley House, Sway Road</p>		
	<ul style="list-style-type: none"> • To address the difficulties faced by one delivery service to one business (occurs no more than once per weekday), the Order permits ALL HGV traffic to travel southbound ALL the way down Sway Road at ALL times of day and on all days of the week, overturning a weight restriction that has been in place since 1968. Given the availability of a better solution, and the additional risks posed by the current solution as outlined below, such a disproportionate solution should be reversed and certainly not extended beyond its current expiry date of August 2023. • Delivery lorries could reverse onto Meadens' forecourt, unload on the forecourt, and then drive forwards off the forecourt, turn right and exit via the north end of Sway Road, the way it came in. Aerial view of Meadens' forecourt will show that there is enough space between the main showroom and the tarmac car park for a very large lorry to reverse in and park to unload. Tesco (Brookley Road) receives regular deliveries from large HGVs and the lorries reverse into the Tesco's car park so that they can then drive out forwards. Seen on the aerial view of Tesco' car park. Image included. Reversing onto Meadens forecourt may require the widening of the gap between the gate posts at their entrance, but this should have been thought of before it was put in. As the only beneficiary of these deliveries, adjustments made to accommodate the arrival of the lorries in the area safer, should be made by Meadens. Solves the problem of turning, congestion and inconvenience, and lorries parked and unloading, blocking a whole lane of traffic for an extended period of time. 	<p>A, C, G, M</p>

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	<ul style="list-style-type: none"> • Sway Road is residential both sides, its entire length, with school, doctor's surgery, and community centre, amongst other amenities. Many dog walkers, pedestrians, cyclists, and children on scooters use/cross the road. There are bus stops on both sides of the road which are used frequently by school children going to school in Lymington and Highcliffe and regular users who cross to/from their houses. Pedestrians walking the length of Sway Road are required to cross where the footway switches sides. Near the railway bridge, the footway disappears, and pedestrians walk a section of road with no footway. • Ponies, donkeys, and cattle frequently wander down the road. The road is narrow and not suitable for large lorries in conjunction with all the other road users. The introduction of HGVs (potentially at all times of day and night) would significantly increase the risk of accidents. • Sway Road is already a rat run by traffic travelling south to Lymington, to avoid the level crossing on A337. HGVs travelling this route, will exacerbate the congestion. Lorries impeded by donkeys/ponies, will take much longer to pass safely. The likelihood of queuing behind an HGV unable to pass will be significant. • Pedestrians already have difficulties crossing the road. School children catching the bus to Priestlands in the morning, waited so long to cross, they missed their bus. Lorries increase delays and ruin the special character of the village. • HGV's travelling down Sway Road, increases congestion, emissions, and noise, ruining the environment and the experience of local users on foot, bicycle, or scooter. Likely persuade many pedestrians/cyclists to take the car for local journeys. Fails to support key Government strategy to promote active travel. • Proposed solution sends lorries on a much longer journey back onto the A337, again, increasing emissions. 	
Chris Money, Lawn Cottage, Sway Road		
	<ul style="list-style-type: none"> • HGVs no longer required to travel south down the A337 over the level crossing past forest and farmland, but proceed along a residential area primary school, care home, and narrow turn over the bridge. • Sway Road is sign posted as part of the National Cycle Network and is favoured by pedestrians, cyclists, and horse-riders. The forest livestock have open access to this road, compared to the A337. • Fails to tackle the underlying concerns associated with the delivery of cars to Meadens and completely disproportionate in its 'solution' to the nature of the problem. Provides for <u>any</u> type of lorry to proceed unhindered south down Sway Road at all times of the day and on all days of the week. • After unloading, the transporters reverse into The Rise to safely execute a 3-point turn and return on their journey out of the Forest. The introduction of the Order doesn't appear to have substantively altered this behaviour. I have only witnessed one car transporter journey South on Sway Road since the introduction of the Order whereas the vast majority of transporters continue to execute 3-point turns using The Rise. • Now observing large vehicles (up to 30+ tonne articulated lorries) travelling both South <u>and</u> North on Sway Road (with all the consequent hazards this brings for Forest animals, cyclists, the road surface, and the fabric of the railway bridge) 	B, C, D, G, I, N, Q

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	<ul style="list-style-type: none"> • Fails to address the risks to the safe movement of traffic from transporters parking on both the carriageway and footway, obstructing both and most likely damaging the footpath and impeding the vision of other road users at a junction that is already acknowledged as being hazardous. • Introduces significant additional safety hazards for other road users negotiating the narrow, unpaved, traffic light-controlled junction bridge (especially when larger permitted vehicles are heading North, such as the Bluestar double decker bus service and school coaches • Increased risks to children walking to the school. • HCC erected “animal high-risk route” signs. Common to see ponies distressed/spooked by passing careless drivers. Increased risk for traffic exiting driveways and side roads. • Increases noise disturbance, air pollution around school/playground, and to residents/users the length of Sway Road and Griggs Lane, along with increased disturbance. Impacting on the well-being of residents and visitors. Holiday visitors have cancelled due to road noise. • Fails to consider the preservation/improvement of community amenities and recreation. Brockenhurst is a thriving village, popular with visitors, walkers, and cyclists, with access to livestock and forest. Internationally important and fragile eco-system HGV’s undermine efforts to protect the special character and threats economic sustainability and wellbeing. Fails to treat New Forest communities equally in protecting their amenity and well-being e.g. HCC applied weight restrictions for the protection of the villages to the north of the Forest. • Permitting HGVs to cut through the village 24/7 solely to accommodate a single business for a few hours a week is difficult to understand given the immediate availability of an alternative route. • HCC imposed weight restrictions on B-roads across north of forest, necessitating HGVs to make lengthy detours on A-roads rather than cutting through village. Developed from concerns of residents, seeking to reduce noise and pollution. Why not here? • HGVs are already driving Northwards down Sway Road, either believing the restriction has been removed both ways or simply choosing to ignore it. • Just introduces new risk to users suddenly encountering the transporter or other HGV where physical constraints of road offer little space to pass. • No prior consultation with resident, and the public notice is deficient in content with the location and manner of display failing to adequately bring the attention of the public, NO proper risk analysis has been undertaken. 	
Mr and Mrs Dibden, Old Lyndale, Sway Road		
	<ul style="list-style-type: none"> • HGVs no longer required to travel south down the A337 over the level crossing past forest and farmland, but proceed along a residential area primary school, care home, and narrow turn over the bridge. • Sway Road is sign posted as part of the National Cycle Network and is favoured by pedestrians, cyclists, and 	A, B, C, D, F, G, I, N, Q

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	<p>horse-riders. The forest livestock have open access to this road, compared to the A337.</p> <ul style="list-style-type: none">• Large transporters present greatest risk of injury when parked and unloading. This has not been addressed. The transporter parks on both the carriageway and the footway, impeding vision and resulting in dangerous risks to pass/cross.• Introduces significant additional safety hazards for other road users negotiating the narrow, unpaved, traffic light-controlled junction bridge.• HCC erected “animal high-risk route” signs. Common to see ponies distressed/spooked by passing careless drivers. HGV increase the risk of injury to animals.• Increased risk for traffic exiting driveways and side roads.• Increased risks to children walking to the school.• Increases air pollution around school/playground, and to residents/users the length of Sway Road, along with increased disturbance.• Increased risk to safety of other road users negotiating the narrow signal-controlled bridge. Area is unpaved, and vehicle overrun damages edge of carriageway and verge.• Fails to consider the preservation/improvement of community amenities and recreation. Brockenhurst is a thriving village, popular with visitors, walkers, and cyclists, with access to livestock and forest. HGV’s undermine efforts to protect the special character and threats economic sustainability.• HCC imposed weight restrictions on B-roads across north of forest, necessitating HGVs to make lengthy detours on A-roads rather than cutting through village. Developed from concerns of residents, seeking to reduce noise and pollution. Why not here?• Increases noise disturbance/environmental pollution in mainly residential areas of Grigg Lane and Sway Road, impacting on the well-being of residents and visitors.• When turning, the transporter is highly visible in every direction from a distance and is a greater nuisance and inconvenience than danger.• HGV’s cutting through the village 24/7, to accommodate a single business for a few hours a week, is difficult to understand.• HGV drivers will ignore the northbound restriction, believing the restriction has been entirely removed or just ignoring it. Absence of enforcement action will feel the odds are in the HGV driver’s favour. Just introduces new risk to users suddenly encountering the transporter or other HGV where physical constraints of road offer little space to pass.• Speed has been considered. There is no speed enforcement and there has been no road design to reduce speeds. Residents continue to report excessive speeds. Excessive speed and heavier vehicles add to the disturbance to residents and danger to other road users.	
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	<ul style="list-style-type: none"> • Accommodate a nuisance that a single business creates for a few hours each week, despite that business making no effort to resolve a problem of their own making and owning a site amply large enough to safely accommodate its transporter. • 2-way weight restriction was long-standing before Meadens relocated to their current site • Authorising officer is unaware that Brockenhurst is a village and judges the order as preserving/improving amenities of the area. Seriously questionable, as is the lack of awareness of the importance placed by the County in the north of the forest. • No prior consultation with resident, and the public notice is deficient in content with the location and manner of display failing to adequately bring the attention of the public, NO proper risk analysis has been undertaken. 	
Ms Sue Hunter, The Croft, Woodlands Road		
	<ul style="list-style-type: none"> • Brockenhurst is an ancient village, mentioned in the Domesday Survey of 1066 and lies within the heritage area of the New Forest. HGVs travelling through the centre of our village, is dangerous and undermines all efforts to protect the very special character of the village, despite growing number of tourists that are visiting and accompanied rise in vehicle traffic. • Villagers have made great efforts trying to persuade HCC to provide a safe cycle route along Sway Road and over the bridge but provided a cycle route over the bridge that is not fit for purpose, leading into the brambles at one point. Plans were once muted for the cycle path to carry on down Sway Road but did not happen. A good portion of the road does not even have a footpath as a safe haven from traffic. • Private residences the length of Sway Road together with residential roads leading off, a Primary School and Pre-School, and entrances to the Village Hall and the Golf Club. Several homes particularly for older people. • Forest ponies, donkeys and cattle frequently linger in the road and browse the vegetation to either side. Heavy traffic along the road and through the village is short sighted and simply not safe. • Allows unrestricted access to all HGVs making Sway Road a highly dangerous road to cycle along, or indeed to cross on foot. • Fails to support key Government strategy to promote active travel. • Sway Road is part of the National Cycle route 2 and is heavily used by cyclists and walkers (including children walking to their primary school) • Meadens could work with the community to find another solution to their very particular problem, which doesn't disadvantage the rest of the community 	C, G, M, R
Ms Vicky Wales, Brockenhurst CE School and Pre-School		
	<ul style="list-style-type: none"> • Decision to object following detailed discussion about the risk this change now makes for our children and families. • We encourage families to walk, cycle or scoot to school and pre-school. Parents and carers have continually been concerned about the volume of traffic on Sway Road and the danger this poses for the children. 	M, S

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	<ul style="list-style-type: none"> • Self-funded our crossing patrol person and recently requested this area become a 20MPH zone. Our travel plan is based on our wish for families travelling to the schools, reduce their carbon footprint, leaving cars at home and using alternative ways to get their children to school. The change has meant heavier vehicles travelling along this road and parents and carers are concerned not only about the environmental impact of this but the increased fumes that their children will now experience. • An alternative solution needs to be sought, particularly changing the delivery times to Meadens Garage to outside school drop off/collection times. • HCC are currently in the process of sending out a structural engineer to examine subsidence of the wall of the old school building which faces onto Sway Road, very close to passing traffic. An increase in weight of vehicles within metres of the oldest part of the school building is causing structural damage and could potentially be extremely high cost to HCC. • We are committed to looking to find solutions to the continued traffic issues on Sway Road and hope to meet shortly with New Forest District Officers regarding advisory 20MPH signs for the area outside our school and pre-school. 	
Mr Ross Kempson, Cyclexperience		
	<ul style="list-style-type: none"> • The proposals remove the longstanding southbound weight restriction on the bridge on Sway Road. Opening the way to all HGVs to cut right through the village of Brockenhurst. • Careful consideration needs to be placed on the origin of travel for large goods vehicles in general that need to travel to or across the New Forest. Sway Road forms an integral link for NCN2 which has no off-road solution through Brockenhurst and was safety audited when large vehicles were not being encouraged along this route. We send a large number of people on bikes in the Burley direction, requiring cyclists to negotiate Sway Road and Latchmoor bridges. The Sway Road bridge is particularly hazardous, as cyclists are slowed to a wobbling pace climbing the hill either side of the bridge and they are invariably squeezed by queuing traffic. There are no footways at these points. Wide vehicles such as caravans/buses exacerbate the problem. • It would be helpful if the traffic lights were moved to the bottom of the hill either side, with a section for cyclists only immediately before the lights. We often ask cyclists to avoid the bridge and reach the Latchmoor Bridge by Church Lane and Tile Barn Lane, crossing a main road twice. • Ponies, donkeys, and cattle freely roam on this road and, when they are found on or near the bridge where the road narrows, it would be extremely dangerous for a large HGV to try and squeeze past them. • Increases air pollution in the school/playground and to residents the length of Sway Road and other road users. • A more thorough consultative process required, considering all access points which HGV traffic currently use within the National Park. Needs to consider the number of low height railway bridges which have a major impact on the individual decisions of HGV drivers when confronted with these obstacles. • Personally witnessed large lorries reversing hundreds of metres along roads to find a better alternative which 	A, C, G, M, T, U

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	<p>is often a road not designed for large vehicles, but which has been deemed safe enough to appear on maps as part of the official on-road cycling network in the New Forest.</p> <ul style="list-style-type: none"> • HCC's new draft Local Transport Plan places great emphasis on alternatives to the private car. Been demonstrated that leisure cycling is the normal introduction to use of a bike more generally in place of a car. The new Plan requires resources to be found to make cycling more attractive by eliminating conflict points. A progressive solution to solving the final stage delivery dilemma would be an aspirational achievement which could be adopted nationally. • There must be vacant land on the periphery of an area such as the New Forest which could be used as an interchange between large vehicles and smaller vehicles which would then make the last stages of delivery. • With online buying increasing, we are not going to see a decrease in number of lorries coming into populated areas. • When we built our cycle centre in 2016, sections of the building could not be brought on large vehicles due to NR exclusions so transferred parts to smaller lorries. This could be applied to regular deliveries into sensitive areas. The costs would be borne by the online retailers or wholesale distributors but perhaps VAT reduced to offset the resulting increase in retail prices. 	
<p>Mr and Mrs Stewart, 5 Forest View</p>		
	<ul style="list-style-type: none"> • The proposals remove the longstanding southbound weight restriction on the bridge on Sway Road. Opening the way to all HGVs to cut right through the village of Brockenhurst. • Fails to address all the dangers presented by the car transporters off-loading cars on Sway Road. The removal of the weight restriction does remove the need for the car-transporters to turn around but does not address the equally significant dangers that are present when the HGV is parked over the carriageway and footway offloading cars, obstructing both the pavement and the road. Other traffic tries to pass this obstruction with impeded vision, at location where pedestrians are forced to cross the road as the footway is blocked. • Unsuccessfully mitigating one danger, introduced new but equally damaging, and potentially more dangerous risks. Unrestricted access to HGVs makes Sway Road a highly dangerous road to cycle along, or to cross on foot. Fails to support key Government strategy to promote active travel. • Sway Road is part of the National Cycle route 2 and is heavily used by cyclists and walkers (including children walking to primary school on road). • HGV's will also be driving along Grigg Lane (main route for Brockenhurst College students to access the village centre) and the already difficult to negotiate, offset, Brookley Road junction. • Ponies, donkeys, and cattle freely roam on this road and, when they are found on or near the bridge where the road narrows, it would be extremely dangerous for a large HGV to try and squeeze past them. • Increases air pollution in the school/playground and to residents the length of Sway Road and other road users. • HGVs travelling through the village undermines all efforts to protect the special character of our village and to 	<p>B, C, D, M, V</p>

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	<p>make it a tourist destination of choice</p> <ul style="list-style-type: none"> • Hampshire Highways have advised that no risk assessment has been undertaken, therefore we assume that no alternative solutions have been considered. • Not logical to permit any HGV to cut through our village 24/7 solely to accommodate a single business for a few hours a week. Instead that business should be encouraged to become part of the solution. 	
<p>Ms Fiona Rogers, Efford Mill, Lymington</p>		
	<ul style="list-style-type: none"> • The proposals remove the longstanding southbound weight restriction on the bridge on Sway Road. Opening the way to all HGVs to cut right through the village of Brockenhurst. • Fails to address all the dangers presented by the car transporters off-loading cars on Sway Road. The removal of the weight restriction does remove the need for the car-transporters to turn around but does not address the equally significant dangers that are present when the HGV is parked over the carriageway and footway offloading cars, obstructing both the pavement and the road. Other traffic tries to pass this obstruction with impeded vision, at location where pedestrians are forced to cross the road as the footway is blocked. • Sway Road features as being already fraught with driving hazards in the DVLA video for driver re-education. • Unsuccessfully mitigating one danger, introduced new but equally damaging, and potentially more dangerous risks. Unrestricted access to HGVs makes Sway Road a highly dangerous road to cycle along, or to cross on foot. Fails to support key Government strategy to promote active travel. • Sway Road is part of the National Cycle route 2 and is heavily used by cyclists and walkers (including children walking to primary school on road). • HGV's will also be driving along Grigg Lane (main route for Brockenhurst College students to access the village centre) and the already difficult to negotiate, offset, Brookley Road junction. • Ponies, donkeys, and cattle freely roam on this road and, when they are found on or near the bridge where the road narrows, it would be extremely dangerous for a large HGV to try and squeeze past them. • Increases air pollution in the school/playground and to residents the length of Sway Road and other road users. • HGVs travelling through the village undermines all efforts to protect the special character of our village and to make it a tourist destination of choice • Hampshire Highways have advised that no risk assessment has been undertaken, therefore we assume that no alternative solutions have been considered. • Not logical to permit any HGV to cut through our village 24/7 solely to accommodate a single business for a few hours a week. Instead that business should be encouraged to become part of the solution. 	<p>B, C, D, M, V</p>
<p>Ms Melanie Edwards, Nyewoods, Collyers Road</p>		
	<ul style="list-style-type: none"> • The proposals remove the longstanding southbound weight restriction on the bridge on Sway Road. Opening the way to all HGVs to cut right through the village of Brockenhurst. 	<p>B, C, D, M, V</p>

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	<ul style="list-style-type: none"> • Fails to address all the dangers presented by the car transporters off-loading cars on Sway Road. The removal of the weight restriction does remove the need for the car-transporters to turn around but does not address the equally significant dangers that are present when the HGV is parked over the carriageway and footway offloading cars, obstructing both the pavement and the road. Other traffic tries to pass this obstruction with impeded vision, at location where pedestrians are forced to cross the road as the footway is blocked. • Unsuccessfully mitigating one danger, introduced new but equally damaging, and potentially more dangerous risks. Unrestricted access to HGVs makes Sway Road a highly dangerous road to cycle along, or to cross on foot. Fails to support key Government strategy to promote active travel. • Sway Road is part of the National Cycle route 2 and is heavily used by cyclists and walkers (including children walking to primary school on road). • HGV's will also be driving along Grigg Lane (main route for Brockenhurst College students to access the village centre) and the already difficult to negotiate, offset, Brookley Road junction. • Ponies, donkeys, and cattle freely roam on this road and, when they are found on or near the bridge where the road narrows, it would be extremely dangerous for a large HGV to try and squeeze past them. • Increases air pollution in the school/playground and to residents the length of Sway Road and other road users. • HGVs travelling through the village undermines all efforts to protect the special character of our village and to make it a tourist destination of choice • Hampshire Highways have advised that no risk assessment has been undertaken, therefore we assume that no alternative solutions have been considered. • Not logical to permit any HGV to cut through our village 24/7 solely to accommodate a single business for a few hours a week. Instead that business should be encouraged to become part of the solution. • Noted more lorries turning round on the road to Sway causing chaos as they cannot get under the railway bridges. Is this coincidence? 	
<p>Mr Richard Blaylock, Greenaway, Partridge Road</p>		
	<ul style="list-style-type: none"> • Intermittent visits of the HGV car transporter to the garage is of a small consequence compared with the disruption to traffic flow and danger to pedestrians and cyclists cause by the all-day permitted parking along the Sway Road from the Brookley Road junction up to the garage, resulting in this section becoming a single width carriageway catering for traffic in both directions. • Increasing traffic flow in both directions for HGVs over 7.5 tones will simply increase the dangers which already exist. The delivery problem is a result of Meadens' business, and they could help by utilising some of their land for offloading. • The principal problem in this vicinity is not Meadens' transporter but the congested permitted parking and an increase in permitted weight restriction will not solve it but make matters worse. 	<p>K, M</p>

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Anonymous	
<ul style="list-style-type: none"> • Concerned about the decision to allow heavy goods vehicles and huge car transporters to travel through the village. Believe it will add to the traffic hazards on a forest road which is already extremely busy. • The railway bridge is narrow and difficult for drivers to negotiate safely past pedestrians, cyclists and the donkeys, ponies, and cattle, which often gather in the middle of the road. • Within a few hundred yards of the junction with Brookley Road, we have a primary school and pedestrian crossing opposite, school children walking along narrow footways, 2 bus stops served by double decker buses and school buses, vehicles going in and out Meadens garage, and traffic turning right into/out of The Rise, that all effect safety. • The staggered Sway Road/Brookley Road junction is hazardous for both pedestrians and drivers. Sightlines are restricted, especially for drivers crossing to Grigg Lane. Pedestrians trying to cross, cyclists, cars, vans, and buses turning right and unpredictable livestock, including foals, wandering across the junction, adds up to an accident waiting to happen. • Proposals negates the efforts of local residents and their representatives to preserve all that is so special about our village. 	B, V
Mr Francis and Ms Patricia Neate, The End House, Martin's Road Brockenhurst	
<ul style="list-style-type: none"> • Carefully read the objections of the Friends of Brockenhurst, and support their objections • Agree, the opening of this route to HGV vehicles presents a serious threat to the life of the village in all the ways outlined. 	A, B, E, G, H, L, K, V
Mr Alan Wright	
<ul style="list-style-type: none"> • The proposed route is already hazardous, and difficult to negotiate. • Sway Road, a busy road, passes a junior school and pre-school, and increased heavy traffic will adversely affect even further the safety of hundreds of young children and their parents. • Grigg Lane, an equally busy road, is used extensively by pedestrians (residents, college students and holiday makers from Hollands Wood campsite and two hotels). Grigg Lane has a narrow pedestrian footway on one side, which changes sides, requiring pedestrians to cross whether they wish to or not. HGVs will further increase dangers to pedestrians. • Sway Road is a busy through commuter and local resident route, especially between The Rise and Brookley Road. The existing double yellow lines in Sway Road are proving ineffective, even if motorists abide by them, for the free flow of traffic on this section, often resulting in "one way" traffic, and hold-ups at the junction with Brookley Road. • The staggered junction (Brookley Road) already makes crossing between Sway Road and Grigg Lane difficult due to poor sightlines, which larger vehicles will find even more so. 	B, G, K, V

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Mrs Janet and Mr Alan McDonald, 34 New Forest Drive	
<ul style="list-style-type: none"> Proposals will cause so much damage and unpleasantness. The road is narrow, narrowing over the bridge, and donkeys use it every day to go up and down to their grazing grounds, along with ponies, their foals, cattle, and many cyclists. Heavy lorries allowed along this road, would cause loss of life amongst the animals who have no other route to use. There are several foals who have little road sense. Lorries can easily use the A337 via the main railway crossing. Why disrupt a peaceful village, which is a draw to our many summer visitors, by allowing large vans and lorries to drive right through our heart. Besides the many cyclists too who are encouraged to cycle around our village, our main concern is for our oldest residents, the ponies, donkeys, and cattle. No benefit to resident of Brockenhurst, and lorry drivers will find it stressful trying to negotiate the many hazards we have already mentioned. 	E, V
Mr Mike and Mrs Anne Dow	
We feel that the removal of the weight limit on the Sway Road bridge in Brockenhurst was a mistake and that the limit should be reintroduced.	A
Mr David Illsley, New Forest National Park Association	
<ul style="list-style-type: none"> Responded following discussions with HCC officers, Brockenhurst PC, Friends of Brockenhurst and Greener Brockenhurst. The village of Brockenhurst is in the heart of the New Forest National Park, is one of the largest settlements and one of the most popular villages for visitors. HCC will be aware of their legal 'duty of regard' towards the statutory National Park purposes in making decisions that could affect the National Park. This duty applies to HCC's discharge of their statutory highway functions, but there is no available evidence to show how impacts on the National Park arising from this change have been considered. The December 2021 report approving the trial, makes no reference to this and the National Park Authority is disappointed not to be informed of the revisions in advance of their implementation in February 2022. It would have been beneficial for the HA to have discussed these revisions/issues in the village with the planning authority (NPA). Revised New Forest National Park Partnership Plan (March 2022) includes a priority to increase sustainable travel, including the delivery of bespoke New Forest transport and rural roads approach, as part of Local Transport Plans. A move to increase large vehicles on the unfenced 'B' class roads of the National Park, creates potential conflicts with New Forest stock, other road users and the designated NCN, does not meet objectives of the Partnership Plan. The revisions have increased the conflict between vehicles, the pedestrian crossing, pupils/ staff, and carers 	A, B, C, E, N, T, V

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	<p>accessing Primary School/Pre-School, and cyclists using the NCN2 route south of the village. The changes also have the effect of enabling additional large vehicles to use unfenced Forest roads, with the existing problems of animal accidents.</p> <ul style="list-style-type: none">• Setley Road (south of the railway bridge) is a narrow, unfenced road running through internationally designated habitats (SAC, SPA, Ramsar) Animal accident data shows that despite a reduction in recent years, 50 stock were still killed through road traffic accidents in the New Forest in 2020. Setley Road and the B3055 between Sway, Brockenhurst and onto the Filly Inn junction had an average of between 2 – 4 animal accidents per mile between 2016 –2020, meaning it is one of the higher risk routes within the New Forest National Park. We are concerned that the revisions to the restrictions on Sway Road will increase this risk, as more larger vehicles would be able to use Sway Road and then cross the unfenced open Forest to the south of Brockenhurst.• Roads south of the village, cross the New Forest’s internationally protected sites –the New Forest Special Area of Conservation, Special Protection Area and Ramsar sites (as well as the nationally protected New Forest SSSI). HCC will be aware of the legal protection afforded to these habitats following their recent works at Ipley Cross and the Holmsley Bridge replacement. Changes to the restrictions do not alone result in the physical loss of the designated sites, there is a potential indirect impact on the designated sites from the changes. Enabling larger vehicles to travel south out of the village and then cross the designated sites on minor roads is likely to result in increased vehicle overrun at junctions and where large vehicles have to pass each other on the narrow roads.• NPA understands that currently 2 – 3 deliveries are made each week to the Meadens garage. Planning applications from Meadens (2017) sought consent for the formalisation of the car park; alterations to access; and associated landscaping at the site. Planning permission was granted in February 2018 by the Authority. HCC were consulted and stated in their response, proposals provided a betterment of an existing business, and therefore additional trips were not anticipated; and the new access proposed was deemed sufficient to deal with the expected level of traffic. HCC raised no objection and made no reference to the need to review the HGV access restrictions or the need for off-loading within the site. This application has been cited previously by the PC as why the changes are required, but this issue was not raised at the time of the application by the HA. Unclear what has changed since this permission was implemented to prompt the revisions implemented in February 2022.• Proposals have raised significant concerns locally, although understand these concerns have been raised with the County Council directly, and so the NPA has not repeated them. The changes implemented in response to one particular issue, have the effect of creating additional, greater problems.• Sway Road heading south includes the main access to the village hall, play area, primary school, nursery, and the National Cycle Network route. The NPA does not support the revisions and believes they significantly increase the conflict between different road users, increase the risk of further animal accidents on a route, and	
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	<p>result in potential indirect impacts on the internationally protected habitats south of the village.</p> <ul style="list-style-type: none"> • NPA would be happy to work with the garage, Brockenhurst PC and HCC to explore alternative options. 	
<p>Ms Heather Lawrence, Brockenhurst Parish Council.</p>		
	<ul style="list-style-type: none"> • Councillors acknowledge that informal discussions have taken place over many years to deal with their safety concerns about traffic and parking behaviour, but surprised that this Experimental Order was put in place by way of consultation without any prior notice or risk assessment being completed by the County Council • Inappropriate to implement this scheme at this time when Sway Road was being heavily used during the Holmesley Bridge replacement and A31 road widening scheme. • Acknowledge that following structural improvements, there is no longer a legal requirement for restrictions on capacity grounds, and the Highways Authority has a duty to ensure all roads can be used by all road users. • Parish Council believes that whilst environmental restrictions can control the use of specific roads, they are unable to restrict legitimate access. • Noted an exemption has been made for buses, but previously could not be extended to car transporters • Parish Council has no proposed alternative to offer, given the information available at this time. Requires a more consultative process to consider all access points for HGV traffic in the National Park. • The trial has not improved matters, but adversely affected the character, amenity, and environment. Residents have expressed their concern that rather than addressing one problem, the changes had unintended consequences, including increase safety hazards and risk of harm to horse-riders and walkers, especially when crossing the narrow, unpaved, signed bridge. Poor visibility, especially when except vehicles are heading north. • Deliveries to Meadens have reduced post pandemic, but most drivers continue to reverse into The Rise for a multitude of reasons. Unclear how much benefit these revisions provide • Reduction in risk has not been achieved. Although an integral link on the National Cycle Network2, there is no off-road solution through the village but remains heavily used by residents and visitors. • Route is an animal "High Risk Route". New Forest stock freely roam this B-class unfenced road with a number of fatalities over recent years. Trial increases risk of future animal accidents. • It is not feasible to restrict access to Meadens delivery vehicles. • Larger vehicles do not appear to be routinely using this new access, but Parish Council accepts there could be an increase in HGV movements increasing noise pollution and CO2 emissions. • Increased conflict of users in the Sway Road area, after the pre-school relocated its entrance from Highwood Road to the Primary School site on Sway Road. The school also improved its offer with breakfast and after school clubs so that rather than 9am to 3pm, it is more like 8am to 5pm). • The Parish Council will be interested to learn from the feedback/survey monitoring, to continue a dialogue and 	<p>A, B, C, G, J, Q, V</p>

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	<p>determine the future. Online buying increases exponentially, so a decrease in lorries entering the village is unlikely, so other solutions are required.</p>	
<p>Mr N Rajakaruna and Family, Cinnamon Gardens, Sway Road</p>		
	<ul style="list-style-type: none"> • Introduction of this order has a significant impact on the health and wellbeing of the residents on this road and the village itself, but also introduces a real danger to other road and traffic users. • The parking and unloading of such a large vehicle outside Meadens currently provide a significant hazard to other road user who are forced to drive around it in a congested area, near multiple junctions including the entrance and exit of the garage opposite. Particularly challenging at peak times of the day as the site is approx. 50m from the primary school. • Other businesses have contracts limiting delivery vehicle size as part of their business lease arrangement to maintain the safety and to minimise disruption to what is effectively a small village. • Suggest that Meadens review delivery on smaller vehicles or convert its current extensive site so that its current delivery vehicle can turn round effectively. • Order creates a real danger to other road users in particular pedestrians, cyclists, and horse riders. The road is part of the National Cycle Route 2 which passes over the railway bridge towards the south of the village. Past the Brockenhurst Golf Club there is no pavement meaning that the road itself is shared by traffic, pedestrians, cyclists, and horse riders. This is the narrowest part of the road and is the main exit from the south of the village and heavily used by the cyclist, pedestrians, and riders at all times, being the main access to the Forest and part of the National Cycle route. • It is incredulous that we would think that it is safe to introduce HGVs into the mix when it's challenging even with regular traffic. Living approximately 300m from the bridge and knowing the local residents here, I know families and children walk this route to access the primary school daily. The situation is compounded by the fact that ponies, donkeys, and cattle freely roam on and around the village and utilise this access as a main route to and from the forest and often congregate on the bridge which narrows to a single lane. Photo included. • Order increase air and noise pollution to resident and particularly to the playground/primary school close to Meadens. • HGV traffic is not in keeping with the fabric of the village and is to the detriment of Brockenhurst placing itself as a tourist destination for families. Undermines all the other local business' efforts in supporting a vibrant environment to be enjoyed harmonising the natural positive of the New Forest and rural living. 	<p>A, B, D, G, M</p>
<p>Mr David Darnell, Woodpeckers Cottage, Sway Road</p>		
	<ul style="list-style-type: none"> • Opens the potential for all HGVs to cut right through the heart of the Brockenhurst village, through a heavily pedestrianised area, including a primary school and National Cycleway. • Sway Road is regularly frequented by livestock along its entire length. It is already designated a High-Risk route by Hampshire CC with an abundance of signs notifying drivers 	<p>A, B, C, G, V, X</p>

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- Order introduced to remove the perceived danger of regular car transporters delivering to Meadens, turning around in Sway Road/The Rise, to exit village in northerly direction due to the previous weight restriction on the railway bridge. Objection predominantly relates to order being contrary to the vision of HCC's Local Transport Plan, LTP4, however would also refer to the Statement of Reasons which do not appear to have been justified.
- Only one reason has been given in the Statement, attached to the Traffic Order, for revoking the two-way weight restriction across Sway Road Railway Bridge and that is to permit transporters from Meadens to exit the village in a southerly direction along Sway Road. According to the order this is for safety reasons so that transporters do not need to turn around. Unfortunately, the temporary order has failed to achieve this as the transporters, not controlled by Meadens, still turn around and exit the village in a northerly direction. Images included from 22nd July 2022. Why would the driver want to drive a further 2 miles, to return in the same direction and risk adding time to their journey by being caught at the Brockenhurst level crossing? There is little chance that a permanent order achieves its desired impact.
- Hampshire County Council Transport Plan LTP4 covers the period to 2050 and is based around vision for what transport will look like in 2050: "A carbon neutral, resilient, and inclusive transport system designed around people, which supports health, well-being, and quality of life for all; supports a connected economy and creates successful and prosperous places; respects and seeks to enhance Hampshire's unique environment." Transport-related outcomes covering climate change, environment, economy, and society; Two guiding principles which represent a transformational change in how we plan and deliver transport in Hampshire; and a set of core and theme-related policies that describe how we will deliver the LTP4.
- Sway Road sits within the livestock, free roaming area of the New Forest National Park, a unique environment where livestock take priority over everything including people, let alone motorised vehicles. Livestock traverse Sway Road on a daily basis, preventing traffic from passing or requiring single direction movements to pass safely, cyclists to take a wide berth to avoid being knocked off and requiring pedestrians to step into the road to pass by.
- At the northern end, the road is a village thoroughfare where pedestrians residents and tourists, pass along, in some lengths, narrow footpaths to take children to the village primary school, visit the Village Hall and access the Village centre for shopping. The village economy and vitality are dependent upon its accessibility and connectivity to other amenities such as the School, the Station, the village Hall and MUGA, the Forest itself and hotels/B&B's.
- From the School southwards Sway Road connects to residential areas and the Forest itself for both walkers and cyclists, the road being designated a National Cycleway. It is a route that should be enhanced to encourage Active Travel, a national initiative and one supported extensively by Transport for the South East (TfSE) of which HCC is a member and also, apparently, Baroness Vere, the transport minister, and Chair of the Sub National Transport Bodies.

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	<ul style="list-style-type: none"> • The opening of Sway Road to HGVs would appear to be in total opposition to this LTP4 initiative. Far from making the road a safe environment for pedestrians and cyclists and a “People” place, HCC would be increasing the risk to not only this Active form of transport but also livestock by permitting 32 tonne vehicles to use the road. • At least six policies (LTP4), would be contravened by the making of this Traffic Order: • C1 - Putting People and places at the heart of our decisions – Statement of Reasons clearly puts the needs of the transporters ahead of people/places and allows other HGVs to use Sway Road as a through route. • C3 - Transport strategies and schemes to be developed in accordance with consideration of all users (Road User Utility Framework) – The decision to amend the weight restriction along Sway Road, clearly does NOT consider all users. • C6 - Encourage sustainable travel behaviour – Sway Road should have a 20mph speed limit implemented from the school into the village, including Brookley Road and Grigg Lane, some traffic calming measures implemented – not humps and bumps, there are more creative measures available these days which allow buses and deliveries. This would encourage more Active Travel – a theme of the Brockenhurst Village centre proposals. • C7 - A Safe systems approach for Hampshire – HGVs do not provide a safe system along a road shared with pedestrians, livestock, and cyclists. A337 provides a safer route where livestock are prevented from roaming, there are no footways to encourage pedestrians and it is not on the National Cycle Network. • C8 - Managing the harmful health effects of poor air quality and noise disturbance due to transport – diesel HGVs pollute the atmosphere. As a resident, I have knowledge of the noise generated by HGV’s and LGV’s travelling faster than the 30mph speed limit and brake suddenly when encountering cyclists and livestock • C9 - Protecting the environment - Sway Road sits within the unique environment of the New Forest where livestock roam freely along the road, pedestrians are encouraged, and it is a route of the National Cycleway • Hampshire CC clearly and totally disregard its own Local Transport Plan Vision and Core Policies in an attempt to resolve an infrequent traffic issue. Making this traffic order permanent clearly would not resolve the issue intended as it has already failed to so in the temporary situation. 	
<p>Mr Andrew Welch, Forest Gate, Sway Road</p>		
	<ul style="list-style-type: none"> • Property faces the section of road known as Gasworks Hill now used as southbound queuing station before the signals at the railway bridge • Before traffic light, quality of road surface and roadside furniture was consistent with a 30mph village road. Traffic levels were lower, and it was acceptable to live with the disturbance, including noise. • Since 2002, there has been considerable change to this section, having major impact on temper and safety of road users, and environment affecting residents, including introduction of traffic signals and queuing at busy times, replacement of parapet railing and removal of overhanging vegetation widening the road and 	<p>F, G, O</p>

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	<p>encouraging greater speed, resurfacing with coarse material effecting increasing tyre noise as car accelerate into the village, and increase in traffic levels and lack of policing of traffic speeds at this location, leading to speed considerably more that 30mph limit.</p> <ul style="list-style-type: none"> • Spent 12 months liaising with Hampshire Roads to eventually, at own costs, add a 1.2m high wooden fence as environmental screen against noise and lights. As predicted by officials, shielding effect of fence has not been significant, and I am left with a very serious environmental problem before the additional safety problems due to HGV's using Sway Road. • Currently subjected to daily road rage at the bridge. Noise of car horns, pedestrians and cyclists shouting, and distressed animals which regularly use the bridge. Highlights that the section of road between the Golf Course and bridge is already dangerous for users and allowing HGV would make matter worse. • Request HGVs are not permitted to use Sway Road and that improvements are made for the safety of users on the section between the Golf Course and the bridge; and that effective screening is provided for all affected residents along Sway Road. 	
<p>Mr Julian Barnes, Go South Coast</p>		
	<ul style="list-style-type: none"> • Go South Coast Ltd is the primary operator of bus services in the New Forest. • Junction bridge is used by our Bluestar 6 route, the New Forest Tour and certain school services. This has been the case for many years. Bluestar 6 and the school services are funded by Hampshire County Council. • It is essential that the bridge in question remains open for double-deck vehicles in both directions. • The only alternative routeing is via the very busy Lymington Road rail crossing at Brockenhurst Station, which is regularly closed for trains to pass and where lengthy delays are experienced. This would dramatically worsen reliability for all users of the services and would significantly lengthen journey times for passengers travelling across Brockenhurst. It would jeopardise the entire financial case for operating the services. • There are five pairs of stops on the existing routeing that would no longer be served and which provide access to a large part of the village. • An inability to operate via Sway Road would significantly worsen access to bus services. • Would ask you to ensure that buses retain their ability to cross the bridge and continue to effectively serve Brockenhurst and the wider New Forest. 	<p>Y</p>

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- A. Due to structural improvements to the rail bridge, Network Rail advised the County Council that there was no longer a capacity issue on Junction Bridge. Therefore, the 7-tonne structural weight limit could not be retained. Once removed, the railway bridge would be available for use by all vehicles, irrespective to size, unless an alternative restriction can be implemented. To preserve restricted access on Sway Road, the County Council can only implement an environmental weight limit, targeted at preventing unnecessary through HGV movements on Sway Road. Environmental weight limits cannot lawfully prevent legitimate access to roads by heavier vehicles, or control the direction of travel, therefore, they cannot eliminate the use of the rail bridge by heavy goods vehicles entirely. However, HCC also received a request from the Parish Council for this trial to deal with concerns regarding transporter turning movements. The experimental order was implemented in response to this request and provided the County Council with an opportunity to ascertain the level of access required, and the potential uptake of access. A traffic survey carried out to ascertain the volume and direction of heavy goods vehicles during the trial, has also been used to determine compliance levels.
- B. When developing the experimental weight restriction, the Council were aware of a height restriction on B3055 Marlpit Oak Road, that prevents some heavy goods vehicles proceeding towards Sway. As a consequence, Hampshire County Council had not noted a significant HGV usage of roads south of Brockenhurst, with exception to those that already required access. We were aware of larger vehicles needing to turn around after approaching a height restriction, but having reviewed the signage for this bridge, the restriction was adequately signed. Therefore, whilst we anticipated a slight increase in HGV's using the route by those already capable of travelling under the low bridge and accessed via Setley Road, alongside the B3055's narrower road and road layout, this should have promoted the Sway Road as a less appealing route with no benefit for through traffic. However, Hampshire County Council understood that if the one-way restriction had been reversed, vehicles approaching the height restricted bridge via Setley Road, would have likely diverted onto Sway Road to avoid turning around.
- C. Sway Road is designated as part of the National Cycle Network, and the Council is aware that the road is subject to free-roaming animals. However, the previous 7 tonne weight restriction only applied to the bridge structure, so large goods vehicles could already use the route via Griggs Lane, Brookley Road, Sway Road, and The Rise to access other areas of the New Forest. This route was already difficult due to on-street parking and a higher level of traffic; therefore, the limited additional access should not have increased the risks to pedestrians, cyclists, and wild animals. But the Council has noted, there was an increase in accessing vehicles using the section of Sway Road to the south of The Rise during the trial period.
- D. The experimental weight limit order was solely targeted at controlling the movement of heavy vehicles, and parking and loading issues, do not fall under the scope of the order. These issues would need to be dealt with separately, however, it will be important to consider where vehicles will disperse to, as the Council cannot prevent

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legitimate access to premises. It should also be noted that causing an obstruction to the footway is already an offence enforceable by the Police.

- E. Hampshire County Council was not aware of any issues regarding the reversing manoeuvres of the vehicle transporters at the time of the Meadens' planning proposals, so were unable to comment on remedial measures. Consequently, although the Parish Council raised the issues with the National Park Authority, the County Council provided no supporting information, so planning approvals did not require Meadens' to provide an off-street turning facility.
- F. Unfortunately, the County Council has no powers to enforce instances of excessive speed, and this responsibility remains with the Police.
- G. The provision of improving pedestrian and cycle facilities will need to be considered separately to the weight limit restrictions. However, whilst the Council aims to improve infrastructure to support active travel, it is important to note that the Highway Authority is only responsible for the paved areas of the carriageway and the footway. All verges are not part of the public highway being part of the Forest and therefore, any engineering measures requiring construction on the verge requires a lengthy and complex negotiation process with due regard given to the loss of grazing. It is, therefore, unlikely that the footways could be widened or converted to shared use, particularly, if the infrastructure spoils the rural nature and special character that makes Brockenhurst and the New Forest popular.
- H. The County Council, as Highway Authority, are required to maintain the road to an acceptable level for the type and level of traffic using the road so needs to be cautious of any measures installed on the carriageway that restrict the use of the route. Sway Road is classified as a B road as it connects villages, and for this reason is less suitable for physical measures to be introduced where they reduce traffic flow. Measures such as speed humps also increase the potential for noise and vibration complaints, but the County Council will also need to consider other issues locally. For example, vehicles approaching the low bridges on Marlpit Oak Road, and needing to turn around in the junction of Sway Road, where physical measures can restrict manoeuvrability of these large vehicles and generate increased congestion.
- I. When advertising a Traffic Regulation Order, the County Council are required to advertise the Order via a source that is publicly available. This is usually a newspaper advert, but as not everyone will see the advert, the Council provides notices at points relevant to the order, directing the public to sources of further information. The temporary order remained focussed at the bridge, but additional notices were erected along Sway Road. The County Council are not obligated to notify every resident individually.
- J. It is important to remember that the previous 7 tonne structural limit only applied to the railway structure due to capacity issues. Some allowances had been made for public service vehicles under a specified weight, but no exemptions were introduced for

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agricultural vehicles. Therefore, realistically, no large vehicles were permitted to cross the bridge before the changes. The trialled environmental order sought to replicate these exemptions in the northbound direction but given the existing access to other villages between the A35 and A337, it was difficult to forecast the impact that removing the weight restriction would have. A traffic survey completed during the trial has confirmed that large goods vehicles have travelled straight through Brockenhurst but has also confirmed a high level of legitimately accessing vehicles.

- K. On-street parking facilities can provide natural traffic calming measures, reducing traffic speeds, but can also deter many motorists from using a route. Parking concerns would need to be considered separately from a weight restriction.
- L. When implementing weight limits, whether structural or environmental, national legislation prescribes specific values for Traffic Regulation Orders and signing. A change in legislation since the original weight limit was introduced, as resulted in the change from 7 tonnes to 7.5 tonnes. An environmental weight restriction will apply to vehicles over 7.5 tonnes with exemptions for access, but the existing structural weight limit has been suspended during the trial period.
- M. Hampshire County Council does not have the authority to force businesses and/or their suppliers to conduct their business in a specific manner. This includes where and when they load and unload, which may be controlled by delivery routes, or insurance liabilities. The County Council will rectify those issues where there are opportunities, but all road user behaviours remain their own responsibility.
- N. The County Council followed the process for implementing an Experimental Traffic Regulation Order, and completed the statutory consultation required to seek approvals to continue. The Parish Council were also informed. However, the purpose of an experimental order is to collate evidence that will support the Council's decision-making process. The Council understood that the revision provided the opportunity for more large vehicles to use the route, but as it did not provide an increased access to the National Park, this was felt to be minimal, and public comment during the trial period, would provide any evidence of the situations experienced.
- O. All routes are maintained based on the level, type and volume of traffic required to use the road. As a B-class road, the level of maintenance and quality of road should reflect this, as the bridge itself was the only section of Sway Road not permitted for use by HGV's.
- P. Whilst the proposals were aimed at allowing the vehicle transporters to continue along Sway Road, it remains the driver's decision as to whether they wish to use this. However, without the removal of the structural weight limit, the County Council could not provide the opportunity for hauliers to trial the route and provide first-hand experience of any benefits or issues encountered.

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- Q. A traffic survey completed during July 2022, reported 9 large goods vehicles travelled north over the railway bridge within a 12-hour period. Only 1 vehicle exited Sway Road via the junction with Brookley Road but is presumed to have made a stop along the route. Although, not conclusive, this suggests that many vehicles travelling over the railway bridge were seeking access.
- R. By introducing the signalisation of the railway bridge, this provided an opportunity to implement a shared use footway, and removed the hazards associated with two large vehicles passing between the parapets. However, the County Council is only responsible for the carriageway and footway at this point. Any improvements to the pedestrian and cycle facilities requiring conversion of verge is a complex procedure.
- S. The County Council aims to promote active travel to schools, and our School Travel Planning Team works closely with schools to develop proposals that support walking to school, including park and stride schemes. This also includes looking at school advisory 20mph speed limits. As the school is relatively close to the dealership, there is the risk that a child inadvertently stepped out behind a reversing truck and it was hoped that the drivers travelling in a forward direction, would have a better view of children, who would also be separated from the traffic via the grassed buffer zone present for most of the residential length.
- T. When reviewing the movement of heavy goods vehicles, the Highway Authority will consider all routes available, and any existing restrictions. Brookley Road and Rhinefield Ornamental Drive are also subject to restrictions, requiring large or heavy vehicles accessing premises on Rhinefield Road to find alternative routes. This includes building merchants, household deliveries of appliances or furniture, and removal vehicles. If an area becomes too restrictive, these vehicles are forced to travel through residential roads before accessing more suitable routes, so major roads should be treated as preferable, irrespective of their restraints. However, environmental weight restrictions can specifically deal with access requirements.
- U. With advance cycle boxes at signals, it is important to consider the method of access for cyclists. Sway Road does not have a designated cycle lane on the approach to the bridge, and with its narrow road width, confirmed by public concerns, suggests an inability for cyclists to access the facility without passing waiting vehicles on their offside. If cyclist did access the cycle box, it should be considered whether they would be more vulnerable to oncoming vehicles.
- V. Griggs Lane and Sway Road were already available to heavy goods vehicles entering and exiting Brockenhurst village centre, and to access Rhinefield Road and Burley Road. Due to other restrictions in the area, this route is the only accessible route for some larger vehicles. A traffic survey conducted during July 2022, suggested that a large majority of large vehicles reported in the village may have utilised this access, not driving the length of Sway Road. The County Council was not aware of any specific issues relating to large vehicle access but will take the comments received under consideration. However, if this access were removed, the Council would need to ensure

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that no towns or villages were inaccessible, as their vitality is reliant on the supply of goods and materials.

- W. The County Council has taken the decision to revoke the experimental weight restriction and will reinstate the structural weight limit. However, this cannot be long-term resolution, and any solution, cannot entirely eliminate large vehicles usage of Sway Road, and their associated safety concerns.
- X. New 20mph zones and limits are currently restricted to address casualty reduction. However, HCC is currently reviewing whether there is merit in extending the scope for these measures outside of our current safety-led policy, particularly to support changing travel patterns. The review will consider a range of evidence including whether such measures are effective and positively contribute to improving air quality and encouraging greater levels of walking and cycling, for example. A Task and Finish group, working alongside officers conducting the review, will consider the evidence and are expected to report back to the Select Committee in September, which will assist with decisions on future policy later this year.
- Y. The 7-tonne structural weight restriction Traffic Regulation Order has been in place for many years, and only provided an exemption for public service vehicles up to a maximum weight of 12.3 tonnes. To remove the structural weight limit or amend the exemption for buses, requires a further Traffic Regulation Order to be made. The experimental weight limit has proven unsuccessful, and the County Council plans to confirm the structural capacity of the bridge with Network Rail before any further changes to the weight limit can be considered. With the revocation of the experimental order, the structural weight restriction will be unsuspending and will continue to apply as it did before the experiment. Unfortunately, any changes to the weight limit will take time to deliver given the level of consultation and time needed to process a Traffic Regulation Order. We may be able to consider temporary options to change the exempt for buses, but this process will provide a 6-month consultation period during which objections can be made. There will also need to be consultation with the Parish Council, New Forest National Park Authority and County Councils Member prior to proposing any changes, therefore, we will be unable to coordinate this with the outcome of the current experiment. Unfortunately, we cannot make a change to the current structural weight restriction, as this did not form part of the advertised experimental weight limit.