

# **Zouch Bridge Replacement Project: A6006 road closure March to July 2026 – FAQs**

## **Q.1. Why has the closure time increased?**

**A.1.** Leicestershire County Council (LCC) has been planning this work with Nottinghamshire County Council (NCC) and Network Rail for over 18 months. When Network Rail officially announced the 9-month Kirk Hill Bridge road closure in September 2025, it was already known that a closure would also be required for the Zouch Bridge scheme, but LCC did not release information on the time period required for the Zouch Bridge road closure.

Since then, the construction contractor appointed by LCC, Eric Wright Civil Engineering, has made good progress over the winter period, and the remaining arrangements with utility companies have now been finalised. As a result, the confirmed construction programme sets out an 18-week road closure. We appreciate that any long-term closure is challenging for local communities and road users, and we are working closely with partners to complete the works as safely and efficiently as possible.

The Zouch Bridge closure has been scheduled to run concurrently with the Kirk Hill Bridge closure to avoid extending the overall period during which the A6006 would otherwise have been closed.

## **Q.2. Why does the work take so long?**

**A.2.** The timescale for the works is influenced by several factors, including the programmes of the statutory undertakers (BT, Cadent and Severn Trent Water), as well as the construction activities required to tie the new bridge into the existing road network. The length of the closure has been agreed based on all of these elements.

Before the bridge work can begin essential preparation works must be completed. This includes the temporary diversion of key utilities such as broadband, gas, electricity, sewage, and water. These utility diversions are necessary to ensure that nearby residents and businesses continue to receive uninterrupted services while the works take place and coordinating them with multiple utility companies takes time.

In addition, significant drainage, kerbing, and carriageway surfacing works are required on both sides of the new bridge — a distance of more than 250 metres. These activities are critical to ensuring the long-term safety and durability of the completed scheme.

We always plan and programme our works to minimise disruption as far as possible, while ensuring the construction is completed safely and to the required standards.

### **Q.3. Why are the diversions so long? Why are so many roads closed for this work?**

**A.3.** We have to close Zouch Road and Main Street (A6006) to allow the works to be carried out safely. Highway authorities require diversion routes to use roads of a similar classification to the one being closed, which means that suitable alternatives are limited to A6, A453, A52, A60. These routes can accommodate the same size and type of vehicle that the A6006 carries.

Since the start of Network Rail's Kirk Hill Bridge road closure, the A6006 has already been closed in that location, and several nearby local roads have also been closed to prevent them being used as unsuitable 'rat-run' routes. These measures are necessary to manage traffic safely through the area and to protect residents and road users.

We have been working closely with Network Rail and with the Network Management teams at Nottinghamshire County Council (NCC) and Leicestershire County Council (LCC) to minimise disruption as far as possible. By coordinating the construction programmes so that both A6006 closures take place at the same time, we avoid a situation where the road would need to be closed again later, significantly extending disruption for local communities and road users.

### **Q.4. I am worried about the extra traffic on the roads.**

**A.4.** One official diversion route—via the A6, A453, A52 and A60—has been in place since Network Rail began the Kirk Hill Bridge works in October 2025. This route is designed for higher volumes of traffic and is the safest and most appropriate alternative for long-distance journeys.

We recognise, however, that drivers making shorter, more local trips often choose to take alternative routes to save time or reduce the distance travelled. Because some of the surrounding roads are narrow and include sharp bends, additional closures have been introduced to reduce the amount of 'rat-running' and to help protect local villages, residents, and road users.

When the A6006 is closed at Zouch Bridge, it will prevent longer-distance traffic from joining the A6006 at the A6 junction and then diverting through Sutton Bonington and Normanton on Soar when they are unable to continue along the A6006. This helps limit unnecessary traffic through these communities and keeps the network operating as safely and efficiently as possible during the works.

## **Q.5. How will I gain access to premises on the A6006 Zouch Road and Main Street during the closure?**

**A.5.** Access from the A6 junction with the A6006 will be permitted up to the bridge and access from the Nottinghamshire side of the bridge will also be maintained to each of the premises. However, vehicles will not be able to go over the bridge in either direction and so will need to go out the same way they came in. Traffic management marshals will be stationed at each side of the closure to assist those needing to go beyond the closure points to gain access to premises. If you want to discuss a specific scenario, please email Lesley Davison at [ZouchBridgeEnquiries@ericwright.co.uk](mailto:ZouchBridgeEnquiries@ericwright.co.uk) or leave a message on Lesley's phone 01772 229553 so that she can respond.

## **Q.6. I am attending an event at a premises within the road closure. Will I be able to get there?**

**A.6.** Yes, access to premises is permitted and the traffic management marshals will be able to assist. Please see A.5. above for more details.

## **Q.7. What about access for the emergency services?**

**A.7.** We understand how important it is for emergency services to reach people quickly. All local and regional emergency teams have been fully briefed on the planned road closures. They already have procedures in place to adapt to situations like this, so there's no expected impact on their ability to reach anyone who needs help.

## **Q.8. How will this impact on the Kirk Hill Bridge work and road closures?**

**A.8.** We have been working closely with Network Rail and Nottinghamshire County Council (NCC) to coordinate our programmes and ensure that disruption to residents and road users is kept to a minimum. The two projects are being planned and managed together because many journeys in the area cross the county boundary and rely on the same parts of the road network.

You can find more information about [Network Rail's Kirk Hill Bridge](#) project on their webpage.

Both highway authorities and Network Rail continue to work collaboratively with us to manage traffic, diversion routes, and local impacts across the wider network while these essential works are carried out.

## **Q.9. Why can't I walk or ride over the bridge?**

**A.9.** Alongside the closure to vehicles, there will be no access for pedestrians, cyclists, or equestrians over the bridge during the first 8 weeks of the Zouch Bridge road closure. Although it is unusual to restrict access in this way, the nature of the works means it is not possible to maintain a safe route for the public during this period.

Significant carriageway tie-in works will be taking place at the same time as the transfer of key utilities—such as pipes and cables—from the existing bridge to the new structure. These activities require the full width of the working area, and allowing public access would not be safe for users or the workforce.

We will reopen access as soon as it is safe to do so. We apologise for the inconvenience this may cause.

If you would like to receive updates on the works, please email Lesley Davison at [ZouchBridgeEnquiries@ericwright.co.uk](mailto:ZouchBridgeEnquiries@ericwright.co.uk) or leave a message on 01772 229553.

## **Q.10. Can I be compensated for my extra time/fuel due to the diversions? As a business owner impacted by the road closures, can I be compensated for loss of earnings?**

**A.10.** Unfortunately, as publicly funded organisations, we cannot offer compensation for this type of disruption. We understand that road closures and diversions can be frustrating and may impact journey times or local businesses, but compensation is only payable in specific circumstances.

Compensation can only be considered where negligence has resulted in personal injury or where damage to property has been caused directly by our equipment or activities. In all other cases, we are unable to provide financial reimbursement.

We always aim to plan and manage our works in a way that minimises disruption as far as possible, but some level of inconvenience is unavoidable when carrying out essential improvements.

## **Q.11. Why can't you postpone the Zouch Bridge road closure until the school summer holidays?**

**A.11.** The Zouch Bridge construction programme spans more than two years. The programme has been designed so that much of the work — including the first 18 months — could be carried out ‘offline’, allowing traffic to continue using the A6006 for as long as possible.

Closing the A6006 is an essential stage in completing the replacement of Zouch Bridge. During the closure we will construct the new approach roads and tie them into the existing A6006, lay new road surfacing in the bridge area, and support utility providers as they transfer gas, water, sewage, and fibre-optic services onto the new structure.

To minimise the overall disruption, the new bridge will be opened to traffic before work begins to demolish the existing bridge.

Demolition can only take place in the summer months due to Environment Agency requirements, which limit when in-river works are permitted. This fixed seasonal window, combined with Network Rail’s ongoing works at Kirk Hill Bridge, means that the two closures overlap. Coordinating the programmes in this way avoids a situation where the A6006 would need to be closed again at a later date, extending disruption for a far longer period.

Although the work does not coincide with the school summer holidays, the Easter and half-term breaks do fall within the overall closure period.

## **Q.12. What can be done about the condition of the roads?**

**A.12.** It is important that any concerns about the condition of roads in [Leicestershire](#) or [Nottinghamshire](#) are reported to the relevant highway inspection teams so they can investigate and take appropriate action.

Winter weather can have a noticeable impact on road surfaces, and we understand this can make driving more challenging—particularly with some additional traffic using the area due to nearby road closures.

Our teams continue to monitor conditions across the network and carry out maintenance in line with each authority’s policies and inspection schedules. In the meantime, we encourage all drivers to check the weather forecast before travelling and to adjust their speed and driving style to suit the conditions. Taking extra care helps keep everyone safe while we work to manage, maintain and improve the road and rail network in the area.

## **Q.13. Where can I report issues with HGVs ignoring weight restriction limits?**

**A.13.** If you observe HGVs ignoring weight restriction signs, please report the issue using the [Nottinghamshire](#) and [Leicestershire](#) webpages. Your report will be reviewed by

the relevant highway authority and, where appropriate, passed to the Police for further action.

Reporting incidents helps the councils and the Police monitor problem areas and take targeted action where needed.

## **Q.14. What will happen to local bus services?**

**A.14.** A revised route for Service 66, which operates between Loughborough and Sutton Bonington, is being arranged by the bus operator CT4N. The updated route and timetable will be published on their [website](#) once confirmed.

In addition, the [NottsBus On Demand service](#) will continue to support passengers travelling to and from areas affected by the road closures as part of the [West Rushcliffe Zone](#). Regrettably, the revised Service 66 will not be serving the County Bridge Mobile Home Park bus stops during the Zouch Bridge road closure. Passengers using the stops near the County Bridge Mobile Home Park—on the A6 side of the A6006 before Zouch Bridge—will be able to travel to Hathern or Kegworth and connect with Service 66.

## **Q.15. Where can I find out more information?**

**A.15.** If you have any questions, concerns or comments about the work that will be happening over the next few months, please contact:

Lesley Davison, Public Liaison Officer  
Phone: 01772 229553  
Email: [ZouchBridgeEnquiries@ericwright.co.uk](mailto:ZouchBridgeEnquiries@ericwright.co.uk)