HEAVY GOODS VEHICLE (HGV) POLICY

LOCAL FREIGHT ISSUES

HGV movements can have a detrimental impact on local communities in terms of environmental intrusion and the perception of road safety. HGV traffic on Cambridgeshire's trunk 'A' roads is almost three times the national average and on non-trunk main roads it is 76% above the national average.

ENFORCEMENT

The Police are responsible for the enforcement of any existing Weight Limits.

WHAT CAN BE DONE TO PREVENT HGV'S FROM USING CERTAIN ROADS

It is difficult to restrict the movement of HGV's as they are permitted to use any classification of road for access and deliveries even if there is a Weight Restriction in place (unless it is a structural weight limit e.g. weak bridge weight). As a main through route, HGV's are directed to use the most appropriate route via motorways, dual carriage ways and main roads.

The County Council's adopted advisory freight route map is intended to inform and influence decisions taken by HGV drivers when passing through the county or requiring access to sites within.

The map has been prepared to reflect the current situation on the network. The main HGV routes and abnormal load routes through the county have been identified, together with recommended access routes to sites that generate a significant number of HGV movements and existing physical and traffic regulation order HGV restrictions. The map can be viewed via the link below:

http://www.cambridgeshire.gov.uk/downloads/file/87/cambridgeshire_freight_map

HGV's are permitted to use any classification of road for access and deliveries. Only in exceptional traffic management circumstances can we consider the use of a Weight Limit Traffic Regulation Order (TRO) to reduce the movement of HGVs via structural restrictions (e.g. Weak Bridge) and environmental restrictions.

Implementing regulatory HGV management measures requires the making of a legal order, which involves a statutory consultation process that requires the Highway Authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a 21 day notice period. Should any

objections be received then a report would go before Members for decision. The cost of the legal process is approximately £1,000. The cost of the signs will depend on the size and complexity of the limit. There is no existing Council funding available to introduce any new weight limits, therefore external funding would need to be identified by the requesting party

ADVISORY SIGNING

Advisory signs indicating that a road is not suitable for HGV's will not be considered for use on A and B class roads. Signs will only be considered on other roads if a survey shows that more than 10% of vehicles using the road are HGV's, without legitimate access. There is currently no existing Council funding available to carry out a survey or install new signs on the road, and therefore external funding would need to be identified by the requesting party.

OTHER OPTIONS AVAILABLE TO RESIDENTS AND COMMUNITIES

If particular haulage companies can be identified who continue to use the road as a through route when another main route is available, then we can contact them, making them aware that complaints from residents have been received, and advising them to use another route.

REGULATORY HGV MANAGEMENT MEASURES

Assessment

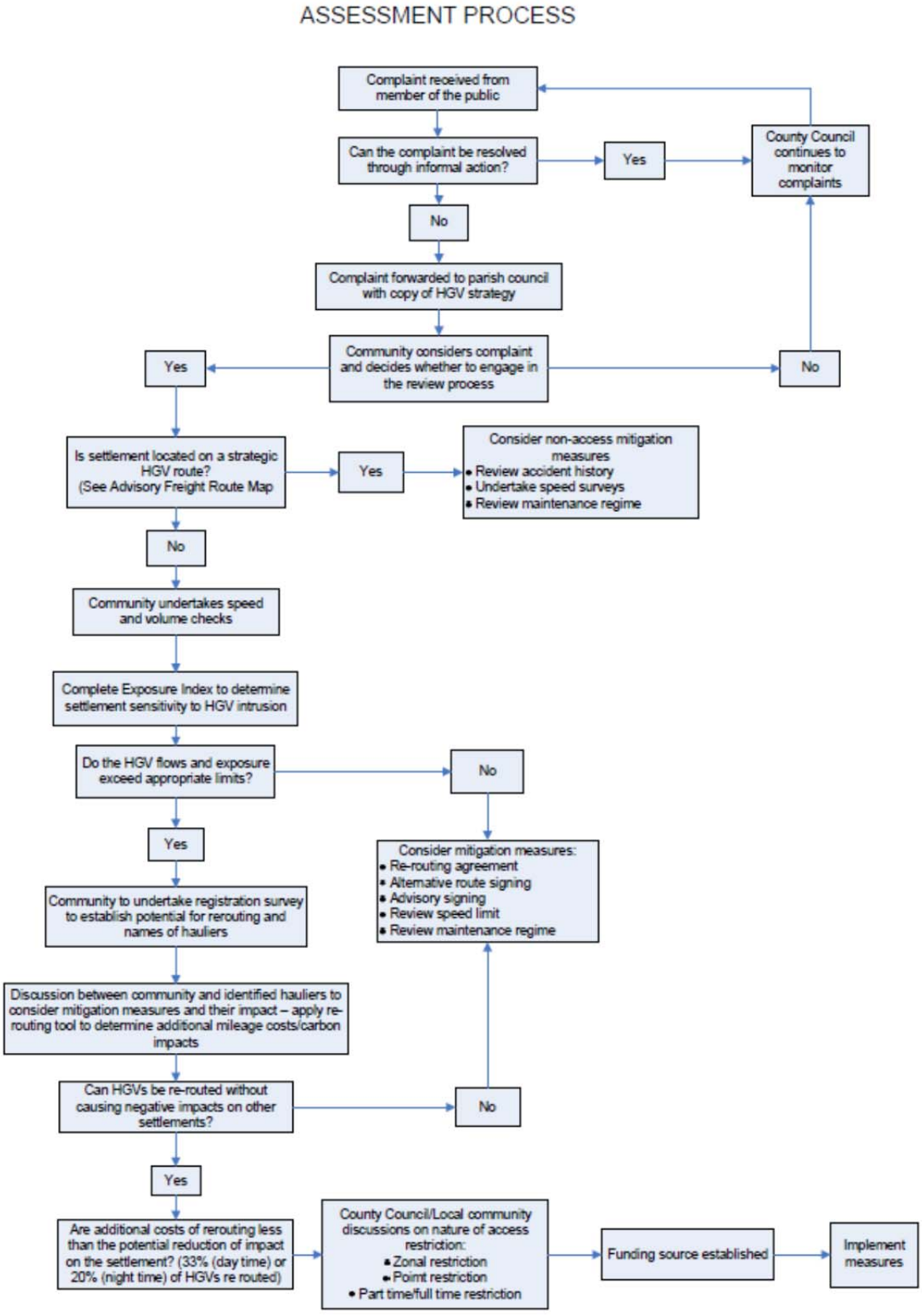
Any measures applied to the county road network to management HGV movements should:

- accord with the advisory freight route map
- accord with parking policies, if related to HGV parking matters
- be developed in partnership with local communities and the haulage industry using the strategy assessment process (Appendix 1)
- consider all options with formal restrictions being the last resort unless necessary on structural grounds e.g. weak bridge weight restriction

The exposure index, which forms part of the assessment process, is intended to provide some benchmark comparator upon which to form a judgment over the degree of impact resulting from HGV movements in communities. It is recognised that it is, to some degree, subjective in nature but it is also recognised that no index will satisfy all conditions.

It is expected that local communities will be closely involved in the decision making process but where regulatory management measures are proposed through a traffic regulation order process, the final decision will rest with the county council.

APPENDIX 1


ASSESSMENT PROCESS
Complaint received from member of the public
Can the complaint be resolved through informal action?
Yes
County Council continues to monitor complaints
No
Complaint forwarded to parish council with copy of HGV strategy
Community considers complaint and decides whether to engage in the review process
Yes
No
Is settlement located on a strategic HGV route? (See Advisory Freight Route Map
Yes
Consider non-access mitigation measures
• Review accident history
• Undertake speed surveys
• Review maintenance regime
No
Community undertakes speed and volume checks
Complete Exposure Index to determine settlement sensitivity to HGV intrusion
Do the HGV flows and exposure exceed appropriate limits?
No
Consider mitigation measures:
• Re-routing agreement
• Alternative route signing
• Advisory signing
• Review speed limit
• Review maintenance regime
Yes
Community to undertake registration survey to establish potential for rerouting and names of hauliers
Discussion between community and identified hauliers to consider mitigation measures and their impact – apply re-routing tool to determine additional mileage costs/carbon impacts
Can HGVs be re-routed without causing negative impacts on other settlements?
No
Yes
Are additional costs of rerouting less than the potential reduction of impact on the settlement? (33% (day time) or 20% (night time) of HGVs re routed)
County Council/Local community discussions on nature of access restriction:
• Zonal restriction
• Point restriction
• Part time/full time restriction
Funding source established
Implement measures

APPENDIX 2

Environmental Sensitivity Criteria

Carriageway Width		
	Score	Description
Less Sensitive	0	Wide carriageway throughout - over 7.3m along entire length
	1	85% of carriageway width ≥7.0m
	2	85% of carriageway ≥6.8m
	3	85% of carriageway ≥6.6m
	4	85% of carriageway ≥6.4m
	5	85% of carriageway ≥6.0m
	6	85% of carriageway ≥5.8m
	7	85% of carriageway ≥5.6m
	8	85% of carriageway ≥5.4m
	9	85% of carriageway ≥5.2m
More Sensitive	10	85% of carriageway ≥5m

Footway Width		
	Score	Description
Less Sensitive	0	Wide footways throughout ≥4.00m along entire length
	1	Footways on both sides - 85% width ≥3.5m
	2	Footways on both sides - 85% width ≥3m
	3	Footways on both sides - 85% width ≥2.5m
	4	Footways on both sides - 85% width ≥2m
	5	Footways on both sides - 85% width<2m
	6	Footway on one side of carriageway only - 85% width ≥3m
	7	Footway on one side of carriageway only - 85% width ≥2.5m
	8	Footway on one side of carriageway only - 85% width ≥2m
	9	Footway on one side of carriageway only - 85% width <2m
More Sensitive	10	No footway along at least 15% of the entire length

Proximity of property frontage (i.e. front/rear door of property to kerb line)		
	Score	Description
Less Sensitive	0	10% or less of frontages <2m from carriageway
	1	15% of frontages <2m from carriageway
	2	20% of frontages <2m from carriageway
	3	25% of frontages <2m from carriageway
	4	30% of frontages <2m from carriageway
	5	35% of frontages <2m from carriageway
	6	40% of frontages <2m from carriageway
	7	45% of frontages <2m from carriageway
	8	50% of frontages <2m from carriageway
	9	25% of frontages <1m from carriageway
More Sensitive	10	50% of frontages <1m from carriageway

Total number of building frontages along route		
	Score	Description
Less Sensitive	0	Low number of frontages - fewer than 10
	1	Total number of frontages ≥10 <20
	2	Total number of frontages ≥20 <30
	3	Total number of frontages ≥30 <40
	4	Total number of frontages ≥40 <50
	5	Total number of frontages ≥50 <60
	6	Total number of frontages ≥60 <80
	7	Total number of frontages ≥80 <100
	8	Total number of frontages ≥100 <120
	9	Total number of frontages ≥120 <150
More Sensitive	10	High number of frontages - greater than 150

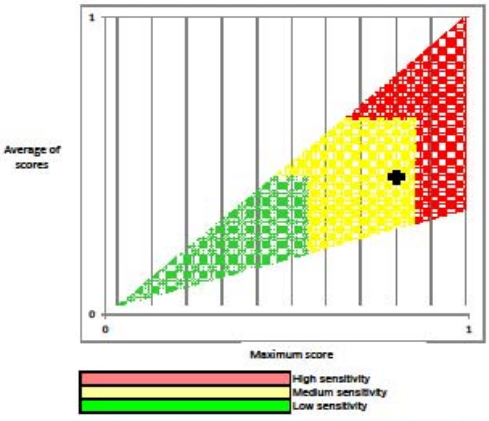
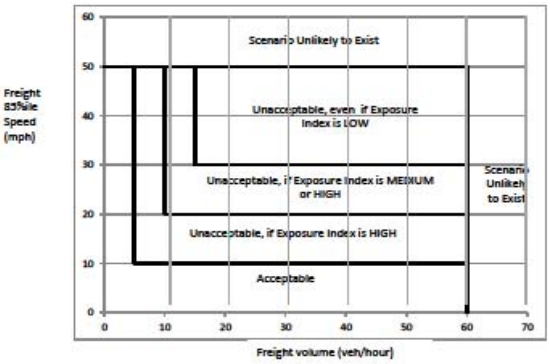
Average two-way pedestrian+cycle count (at 500m intervals or mid-point along route)		
	Score	Description
Less Sensitive	0	Low number of pedestrians+cyclists - fewer than 15/hour
	1	Total number of pedestrians+cyclists ≥15 <25
	2	Total number of pedestrians+cyclists ≥25 <35
	3	Total number of pedestrians+cyclists ≥35 <45
	4	Total number of pedestrians+cyclists ≥45 <55
	5	Total number of pedestrians+cyclists ≥55 <65
	6	Total number of pedestrians+cyclists ≥65 <75
	7	Total number of pedestrians+cyclists ≥75 <85
	8	Total number of pedestrians+cyclists ≥85 <95
	9	Total number of pedestrians+cyclists ≥95 <105
More Sensitive	10	Total number of pedestrians+cyclists > 105

Average sensitive locations fronting the route per kilometre		
	Score	Description
Less Sensitive	0	School/nursery/shop/playground/sheltered housing: No sites
	1	School/nursery/shop/playground/sheltered housing: 1 site per kilometre
	2	School/nursery/shop/playground/sheltered housing: 2 sites per kilometre
	3	School/nursery/shop/playground/sheltered housing: 3 sites per kilometre
	4	School/nursery/shop/playground/sheltered housing: 4 sites per kilometre
	5	School/nursery/shop/playground/sheltered housing: 5 sites per kilometre
	6	School/nursery/shop/playground/sheltered housing: 6 sites per kilometre
	7	School/nursery/shop/playground/sheltered housing: 7 sites per kilometre
	8	School/nursery/shop/playground/sheltered housing: 8 sites per kilometre
	9	School/nursery/shop/playground/sheltered housing: 9 sites per kilometre
More Sensitive	10	School/nursery/shop/playground/sheltered housing: >9 sites per kilometre

Example

Criteria	Score (max 10)
Carriageway Width	3
Footway Width	4
Frontage to Footway Distance	1
Number of Frontages along Route	6
Typical Pedestrian Count	7
Schools	8

Allocation of Site to Sensitivity Group	
Average of scores	4.87
Maximum score	8



This allows one very high score but other low scores to still be considered a high risk
This allows three fairly high scores to be collectively considered a high risk