

Review of Cambridgeshire Heavy Goods Vehicle Policy

To: Highways and Transport Committee

Meeting Date: 1st December 2020

From: Steve Cox - Executive Director, Place and Economy

Electoral division(s): All

Forward Plan ref:

Key decision: No

Outcome: To agree nominations for the HGV Working Group

Recommendation: Nominate six Members to form a Member working group to review and update the HGV Policy

Officer contact:

Name: Sharon Piper
Post: Policy and Regulation Manager
Email: Sharon.piper@cambridgeshire.gov.uk
Tel: 07771 961195

Member contacts:

Names: Councillors Bates and Howell
Post: Chair/Vice-Chair
Email: Ian.Bates@cambridgeshire.gov.uk
mark.howell@cambridgeshire.gov.uk

Tel: 07799 133467

1. Background

- 1.1 The routing of heavy goods vehicles (HGVs) should be developed at a strategic level as it has implications for not just local communities but the wider road network. Whilst many of the larger vehicles are passing through the County using the Highways England motorway and trunk road network, many are undertaking journeys with destination or origin points within the County and therefore making use of the local road network causing concern to local communities.

2. Main Issues

- 2.1 The Cambridgeshire Advisory Freight Route Map (AFRM) was designed to inform and influence management arrangements for HGV movements and the revised environmental weight limit policy was intended to form part of the wider HGV Management Strategy approved by Cabinet in July 2011 advocating that lorries needed to be managed rather than necessarily being regulated, as the movement of freight is vital to the economic wellbeing of the county.
- 2.2 Since the adoption of the AFRM in 2011, traffic management has changed dramatically with portable satellite navigation systems (satnav) and smartphones using Global Positioning Systems (GPS) offering reliable maps and real-time traffic updates rendering a link to a basic map on the County Council website of limited use to haulage businesses.
- 2.3 Whilst satnavs provide many benefits to the travelling public, they do cause other issues as the average navigation unit does not take into account height, width or weight restrictions and reports are increasing of HGVs getting into difficulty because drivers have followed the wrong type of satnav route. There are additional issues with satnavs which have not been updated with the latest road hierarchy. HGV Operators and drivers need to use truck-specific navigation units to avoid being misled by satnavs designed for smaller vehicles. There are calls for legislation to ban lorry drivers from using satnav units designed for cars, but this is work in progress at a national level.
- 2.4 Consultation with six neighbouring authorities established that only Northamptonshire County Council had an advisory Freight Map, however even this is no longer updated as their information is now registered on the national lorry route resource.
- 2.5 The council frequently receives complaints about HGV traffic with requests for some form of HGV management. Any restrictions to HGV movement needs careful consideration and should be done so in line with the Council's policy on HGV management. The current HGV Policy which refers to the AFRM is set out in the Highways Operational Standards (HOS). It needs reviewing and revising due to the changes outlined above.
- 2.6 It is proposed therefore that a cross-party Member working group with six Members should be formed to work with officers to assist in the development of the new HGV Policy to ensure that it reflects and balances the needs of those that live, work and travel through the County. Members with a geographical spread across the county and experience of the haulage industry or running business heavily dependant on HGV movement and Members representing communities heavily impacted by HGVs would be particularly useful to give a

broad input to the group. The cross party split for proportionality for a group of six is four Conservatives, one Liberal Democrat, one Labour Member.

- 2.7 In addition to Members, it is suggest that other stakeholder groups, such as the Police, representatives from The Road Haulage and Freight Transport Associations, Minerals and Waste, National Farmers Union, Public Health and other interested parties could be asked to participate to provide their views and ideas regarding the new Policy.
- 2.8 The first meeting of the working group will agree a terms of reference. The objective of the working group is to develop a revised policy for HGV management that acknowledges that HGVs have a vital role to play in today's society, supporting a range of services, but also that not all parts of the public highway are necessarily suitable for use by HGVs. It is anticipated this review and drafting of a new policy will take around 12 months to complete. The revised draft policy will come back to this committee for approval.
- 2.9 Also to note, the Economy and Environment Committee on the 23 May 2019 allocated funding to investigate Heavy Goods Vehicles (HGV) movements in the 'diamond' area between the A10, A142, former A14 and A141 in Huntingdonshire. The committee also appointed five Councillors to a Member Steering Group (MSG) to oversee the work. The Committee report can be found online here: <https://tinyurl.com/y23dp4ho> item 7.

The aims of the study were as follows:

- To gather information on the level of HGV traffic using the roads within the study area.
- Identify the origin and destination of the identified HGV traffic.
- Consider what interventions can be introduced to reduce the number of HGV's using the A1123 and other roads in the 'diamond' area and lessen the impact on the communities in the study area.
- Provide a narrative to the public to help the understanding of HGV movements in the area

A report which summaries the findings of the work will be made available online: <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-funding-bids-and-studies/transport-studies>

The MSG has led the work and recommends that when established, the countywide HGV working group considered the data and findings of the HGV Diamond Area Report and uses it as part of the evidence base for the development of further work and in the review and update of HGV policy in the County.

3. Alignment with corporate priorities

- 3.1 A good quality of life for everyone
HGVs can significantly impact on local communities and people's lives. Through this policy, these impacts are intended to be managed.
- 3.2 Thriving places for people to live
HGVs can significantly impact on local communities and people's lives. Through this policy, these impacts are intended to be managed.

3.3 The best start for Cambridgeshire's children
There are no significant implications for this priority.

3.4 Net zero carbon emissions for Cambridgeshire by 2050
There are no significant implications for this priority.

4. Significant Implications

4.1 Resource Implications
This work will be undertaken within the existing resources of the service.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications
There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications
There are no significant implications within this category.

4.4 Equality and Diversity Implications
An equality impact assessment will be undertaken when reviewing and revising the policy.

4.5 Engagement and Communications Implications
Members, the Police, Public Health, representatives from The Road Haulage and Freight Transport Associations and other interested parties will be asked to participate to provide their views and ideas regarding the new Policy

4.6 Localism and Local Member Involvement
The initial views of members and neighbouring authorities have been sought and Members will be asked to participate with the working group.

4.7 Public Health Implications
There are no significant implications within this category.

Have the resource implications been cleared by Finance? Yes
Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? Yes
Gus De Silva

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes
Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact?
Yes
Elsa Evans

Have any engagement and communication implications been cleared by Communications? Yes

Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes

Richard Lumley

Have any Public Health implications been cleared by Public Health Yes

Iain Green

5. Source documents guidance

5.1 Source documents

HGV Policy in HOS

https://www.cambridgeshire.gov.uk/asset-library/imported-assets/HGV_policy_may2015.pdf

Advisory Freight Map

<https://www.cambridgeshire.gov.uk/asset-library/Cambridgeshire-Advisory-Freight-Map.pdf>

5.2 Location

See web links at 5.1