

HGV Policy

To: Highways and Transport Committee

Meeting Date: 04 October 2022

From: Executive Director Place and Sustainability

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2022/097

Outcome: The Committee is asked to consider the new Heavy Goods Vehicle (HGV) Policy

Recommendation: The Committee is asked to

a) Approve the new HGV Policy to replace the existing Heavy Commercial Vehicle (HCV) (Access Restrictions) policy within the Highways Operational Standards (HOS) document. This content will be removed from the HOS.

b) Agree that the Director of Highways and Transport, in consultation with the Chair / Vice Chair of the Highways and Transport Committee, may approve minor amendments to the HGV Policy

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1. Background

- 1.1 The movement of HGVs on the county's highway network is a matter of significant concern for many residents of Cambridgeshire. Growth in traffic volumes and vehicle size has contributed to this concern. Whilst many of the larger vehicles are passing through the County using the National Highways motorway and trunk road network, many are undertaking journeys with destination or origin points within the County.
- 1.2 The existing HGV policy was approved in 2011 and requires revision to reflect the growth in HGV traffic volumes and through and within the County.
- 1.3 A cross-party HGV Member Working Group (MWG) working group was established following a report to this committee on 1st December 2020. The objective of the MWG was to develop a revised policy for HGV management that acknowledges that HGVs have a vital role to play today, supporting a range of services, but also that not all parts of the public highway are necessarily suitable for use by HGVs.
- 1.4 The MWG latterly chaired by Cllr Lorna Dupre met regularly from February 2021 through to August 2022 and explored a wide variety of issues regarding HGVs and involved several stakeholders in the discussions including Police, Planning, Road Haulage Association, National Highways and the Cambridgeshire and Peterborough Combined Authority (CPCA).

2. Main Issues

- 2.1 The MWG has developed an updated HGV Policy which is attached at appendix 1 for which H&T Committee approval is sought.
- 2.2 The policy seeks to address how the Council will fulfil its responsibilities for HGV movements throughout Cambridgeshire, and how it will work with partners to reconcile several key aspects of this issue, in particular the contribution of freight to the local economy, the effects of HGV traffic on the environment, and local concerns about residential amenity.
- 2.3 The policy also sets out how communities can take action to address the issue of HGV movements and how they can seek advice, support, and action from the Council if locally brokered solutions are unsuccessful.
- 2.4 Section 4 of the policy refers to the Advisory Freight Map which will go live on the one.network website, however the development work for this change is not due to be completed until November / December 2022. In the interim the map, which is already on the council's website at [Cambridgeshire Advisory Freight Map - August 2022 , shows the current version of the advisory freight map.](#)

3. Alignment with corporate priorities

- 3.1 Environment and Sustainability

The following bullet points set out details of implications identified by officers:

- Freight transport is a major contributor to carbon emissions and climate change and this policy seeks to set out how the council will manage HGV movements on its network.

3.2 Health and Care

There are no significant implications within this category.

3.3 Places and Communities

The following bullet points set out details of implications identified by officers

- The policy sets out how communities can take action to address the impact of HGVs.

3.4 Children and Young People

The following bullet point sets out details of implications identified by officers

- More effective management of HGVs on the network may improve road safety for vulnerable road users including children and young people

3.5 Transport

The following bullet points set out details of implications identified by officers

- The policy seeks to address how the Council will fulfil its responsibilities for HGV movements throughout Cambridgeshire

4. Significant Implications

4.1 Resource Implications

The following bullet points set out details of implications identified by officers

- There is likely to be increased expectation that the County Council will provide a funding stream for new measures to address HGVs such as weight restrictions. These measures can be costly, and it could put increased pressure on the Local Highways Initiative fund if communities apply to use this as a vehicle to get funding for new HGV schemes.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category

4.3 Statutory, Legal and Risk Implications

The following bullet points set out details of significant implications identified by officers:

- The policy sets out the legal framework for restricting HGV movements and how this can be used within Cambridgeshire.

4.4 Equality and Diversity Implications

An Equality Impact Assessment has been undertaken for this policy. The report above sets out details of significant implications in paragraphs 3.3 and 3.4

4.5 Engagement and Communications Implications

There are no significant implications within this category

4.6 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officer

- The policy was developed by a cross-party Member Working Group with representatives from divisions across the county in both rural and urban areas.

4.7 Public Health Implications

There are no significant implications within this category

4.8 Environment and Climate Change Implications on Priority Areas (See further guidance in Appendix 2):

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral Status:

4.8.2 Implication 2: Low carbon transport.

Positive Status:

Explanation: The policy seeks to address the management of HGVs in Cambridgeshire.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Neutral Status:

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Neutral Status

4.8.5 Implication 5: Water use, availability and management:

Neutral Status:

Explanation:

4.8.6 Implication 6: Air Pollution.

Positive Status:

Explanation: The policy seeks to set out how communities can take action to address the impact of HGVs which will include the negative impact of air pollution from such vehicles travelling on unsuitable routes through communities.

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Neutral Status:

Explanation:

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement? Yes
Name of Officer: Clare Ellis

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

Have the equality and diversity implications been cleared by your EqIA Super User? Yes
Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications? Yes
Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes
Name of Officer: Sue Procter

Have any Public Health implications been cleared by Public Health? Yes
Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer? Yes
Name of Officer: Emily Bolton

5. Source documents guidance

5.1 Source documents

HGV Policy Equality Impact Assessment

Highways Operation Standards

[Highway Operational Standards April 2022 \(cambridgeshire.gov.uk\)](https://www.cambridgeshire.gov.uk/highway-operational-standards-april-2022)

5.2 Location

Appendix 1

Policy document (below)

Cambridgeshire County Council Heavy Goods Vehicle (HGV) Policy

1. INTRODUCTION

This policy seeks to address how the County Council will fulfil its responsibilities for HGV movements throughout Cambridgeshire, and how it will work with partners to reconcile several key aspects of this issue, in particular the contribution of freight to the local economy, the effects of heavy goods vehicle traffic on the environment, and local concerns about residential amenity. The document also sets out options that communities concerned about the impact of HGVs can consider which may help to manage the impact of HGVs on local roads.

The policy promotes sustainability in distribution of goods through minimising road-based travel and the associated environmental impacts of road haulage. It seeks to maintain economic efficiency while reducing the environmental impact of freight movement and the amenity impact of inappropriately routed HGV's.

The freight system helps meet the UK's most essential needs: it supplies food to supermarkets and fuel to petrol stations, carries medical products to hospitals, and delivers letters and parcels to homes and businesses. The freight system also plays a vital role in supporting economic activity: it transports raw materials and intermediate products to factories, goods to ports and products to retailers, supporting manufacturing, exports and consumers.

However, freight transport is a major contributor to carbon emissions and climate change. In 2019 HGVs nationally contributed 16 per cent of domestic transport greenhouse gas emissions. The Government's Transport Decarbonisation Plan sets out support for reducing the number of HGVs on the roads, and in 2022 the Department for Transport published a plan for the long-term future of freight.

Locally a report from Cambridge University Science and Policy Exchange found that transport is the second highest source of carbon emissions in Cambridgeshire, with HGVs contributing around 21 per cent of these emissions. These must be tackled swiftly and at scale to support the Council's target for Cambridgeshire to reach net zero by 2045. The Cambridgeshire and Peterborough Independent Commission on Climate have set out transport goals and actions around decarbonisation of freight and freight consolidation.

Modal shift of freight from road to more sustainable alternatives, particularly for the “last mile” delivery, is a key approach. With the rise of online shopping for food and other goods, “last mile” deliveries have been increasing, commonly by Light Goods Vehicles (small vans) (LGVs). The County Council is working with partners to investigate different options for “last mile” delivery. There are no legal restrictions that the County Council can use to manage LGVs, apart from those that would be applicable to all vehicles.

Meanwhile, the amenity impact of HGVs in residential areas gives rise to widespread community concern and complaints to the Council. HGVs can have an adverse effect on road surfaces, structures, and underground services. They can cause air and noise pollution in residential areas and can create safety hazards for other road users and pedestrians.

This policy sets out how communities can take their own action to address this issue, and how they can seek advice, support, and action from the Council if locally brokered solutions are unsuccessful.

2. LEGISLATIVE AND ENFORCEMENT FRAMEWORK

The relevant legislation, rules, and policies for the management of HGVs on the County Council network are as follows:

Local Transport and Connectivity Plan (LTCP) – the strategy sets out a framework to deliver a modern, integrated transport systems for the people and businesses of Cambridgeshire and Peterborough. This policy will form a ‘child document’ of the LTCP see Appendix B for Framework.

Traffic Signs Regulations and General Directions 2016 – regulates the signage that can be used on a public highway which includes advisory, directional, information and prohibition signage for HGVs

Road Traffic Regulation Act 1984 – can be used to implement Weight restriction orders which are intended to:

- protect old or weak bridges and structures (structural weight limit)
- prohibit heavy vehicles from areas unsuitable for their size or if they pose a danger (amenity / environmental weight limit)

Traffic Management Act 2004 –

Part 2 of the Act places a network management duty on Local Traffic Authorities for securing the expeditious movement of traffic on the authority’s road network.

Part 6 can be enacted in areas with civil enforcement powers for camera enforcement of moving traffic offences, including weight limits.

The Town and Country Planning Act 1990 - planning obligations under section 106 or planning conditions can be used to secure the implementation of routing agreements for new developments.

Construction and Use Regulations and Road Vehicles (Authorised Weight) Regulations – regulates transportation of abnormal loads on the public highway.

3. ROLES AND RESPONSIBILITIES

The role of the different authorities in relation to HGV management on the highway are as follows:

- **Cambridgeshire & Peterborough Combined Authority (CPCA) – Transport Authority**

Cambridgeshire and Peterborough depend upon national and international connectivity to drive its economic prosperity. The CPCA will therefore ensure that the region's businesses and tourist attractions are connected sustainably to the main transport hubs, ports and airports, by supporting infrastructure and signalling enhancements to improve rail freight capacity, taking freight off the road network and moving it across the region more sustainably. Combined, these interventions will ensure that goods continue to flow freely into and out of the region, allowing trade and local businesses to flourish.

Working to ensure support for the industry, which is a key employer in our region, helping to provide the skills it needs now and in the future. Supporting improvements to the health and wellbeing of drivers and exploring how the haulage industry is improving fuel efficiency, reducing emissions and the impact on the environment. The CPCA holds the responsibility for publishing the Local Connectivity and Transport Plan (LTCP) and this policy will form a 'child document' of the LTCP.

The CPCA will take the lead on identifying lorry parking, rest and overnight facilities at strategic points, freight consolidation points, spatial planning, strategic freight and transport planning. The CPCA is responsible for seeking funding for strategic transport priorities.

- **Cambridgeshire County Council (CCC) role – Highway Authority**

The Council are responsible for implementing regulatory HGV management measures and maintaining the Advisory Freight Route Map, measures intended to manage the county road network so that lorries making through-journeys avoid, wherever and whenever practical and possible, the use of local roads serving small towns and villages by using strategic routes

Continued engagement with the Government, other Highway Authorities and freight operators to encourage the use of commercial satnavs which are programmed with routing agreements and the size of the vehicle.

The Trading Standards Service can enforce weight restriction orders under the Road Traffic Regulation Act 1984. However, there is no statutory duty to take enforcement action and for many years there has not been the resources available to do so.

Weight restrictions can now be enforced by the Highway Authority if they enact Part 6 of Traffic Management Act 2004. Using Automatic Number Plate Recognition (ANPR) cameras enforcement can be implemented for restriction within a civil parking area and where funding can be identified for installation and maintenance of the infrastructure.

County Councillors approve policy and funding of the County Council, and the Highways and Transport Committee considers all matters relating to transport. County Councillors represent their divisions and the people who live there, as the bridge between the community and the County Council. They can act as an advocate for local residents signposting them to the relevant support.

The County Council as Local Highway Authority is a statutory consultee to the planning process and can make comments and recommendations to respective Planning Authority in respect of new development proposals which may impact upon the highway network in relation to highway safety and capacity.

The existence of a weight restriction does not automatically preclude the siting of a proposed development which generates HGV movements. Each planning application must be assessed on its own merits in relation to the location, scale, and the relative impact of the development upon the road network; measures may be secured either in the form of physical works or a routing agreement, which may render a given development proposal acceptable.

- **County and District Council role – Planning Authority**

County and District Councils determine planning applications having due regard to the impact of the associated traffic not only in terms of highway safety and capacity, but also in terms of the impact on the amenity of residents, and the environment.

Improvements to the road network can be secured by the grant of planning permission, or routing agreements secured by the Planning Authority, using planning conditions or an obligation under Section 106 of the Town and Country Planning Act 1990.

- **Police**

The Police can enforce weight restriction orders under the Road Traffic Regulation Act 1984. Conducting specific operations to enforce weight restrictions will be influenced by police resources.

- **Traffic Commissioners**

Traffic Commissioners are responsible for the licensing and regulation of those who operate HGVs, buses and coaches. Applications for HGV Operator license and decision on these are made by the Traffic Commissioner.

[About us - Traffic Commissioners for Great Britain - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

- **Driver and Vehicle Standards Agency (DVSA)**

The DVSA provides a range of licensing, testing and enforcement services with the aim of improving the roadworthiness standards of vehicles and ensuring the compliance of operators and drivers with road traffic legislation.

Roles and Responsibilities Summary

Organisation	Responsibility
Cambridgeshire & Peterborough Combined Authority	<ul style="list-style-type: none"> • Publishing the Local Transport and Connectivity Plan • Setting the strategic direction on transport matters • Freight Strategy • Planning for HGV Parking facilities, rest areas and overnight facilities

Cambridgeshire County Council	<ul style="list-style-type: none"> • HGV Management Policy • Advisory Freight Route Map • Traffic Regulation Orders • Mineral and waste planning authority - routing agreements relating to mineral and waste development. • Traffic Management Act part 6 Moving traffic enforcement in specific locations when enacted and enabled. • Comment on planning applications, specifically relating to transport, highways and environmental matters including Construction and Environmental Management Plans.
Local Planning Authorities	<ul style="list-style-type: none"> • Local Planning • Determining planning applications • Drafting and adopting local plans • Construction routing agreements
Police	<ul style="list-style-type: none"> • Enforcement of weight restrictions under Road Traffic Regulation Act 1984
Traffic Commissioners	<ul style="list-style-type: none"> • Licensing and regulation of HGV Operators
Driver and Vehicle Standards Agency	<ul style="list-style-type: none"> • Licensing, testing and enforcement services

4. ADVISORY FREIGHT MAP

The Cambridgeshire Advisory Freight Map is agreed by Cambridgeshire County Council. It sets out the routes across the county which are currently restricted for use by HGVs due to weight limits and height or width restrictions. It also shows the strategic and local routes which are the advised routes for use by HGVs. Freight operators and construction traffic routers are encouraged to use the strategic route network wherever possible and avoid using minor roads through communities and those with restrictions on. New routing agreements for HGVs will need to be set in compliance with new and existing weight restrictions.

Any changes to HGV restrictions and new highways infrastructure will be added to the map by the County Councils' Policy and Regulation Team. Any changes to the advised network will require approval by the Service Director Highways and Transport in consultation with the Chair and Vice Chair of Highways and Transport Committee.

The Advisory Freight Routes will be displayed on the one.network website will and appear as a layer on the public map that can be toggled on or off – this means they can be viewed publicly and will be useful for anyone plotting a diversion route for works or events. Width and Height restrictions are already displayed on one.network as another data layer and again this information is easily accessible to all.

Information available on one.network will be fed into sat-nav systems and apps along with appropriate diversions routes for different classes of vehicles. It is hoped in time that sat-nav providers will include options for users to enter what type of vehicle they are driving when starting a journey to reduce incidents of HGVs following routes suitable only for cars.

5. TRAFFIC MANAGEMENT OPTIONS FOR MANAGING HGVs

Cambridgeshire County Council's approach is to enable communities to broker their own solutions where possible. County Councillors are also important points of contact for their local communities and are available to advise and support.

Local Parish and Town Councils can ask local hauliers to sign a voluntary covenant, local volunteers can establish 'lorry watch' groups in liaison with Cambridgeshire Police, and local communities can apply for funding for advisory signage where appropriate.

Traffic calming measures and speed reduction schemes which can be part funded the Local Highways Improvements Initiatives may also play a role in reducing the impact of HGVs in a community. [Local Highway Improvement funding - Cambridgeshire County Council](#)

Formal routing agreements in connection with planning applications can be considered at the time of planning approval. When determining planning applications for developments, the impacts of associated traffic are material planning considerations. These impacts can be both technical, in terms of highway safety and capacity, but also in terms of the impact on the amenity of other road users, residents, and the environment.

Development which may be considered to have adverse highway impacts that would otherwise warrant planning permission being refused may be made acceptable through the applicant entering into a vehicle routing agreement with the Local Planning Authority secured by planning obligation or planning condition. Such agreements require that vehicles be routed to avoid certain roads, at all times or at certain times of day for example, to avoid conflict with peak hour traffic and/or arrivals and departures at school opening and closing times. Such routing agreements must be freely entered into by the applicant.

Hierarchy of options

Communities experiencing issues with HGV movements should consider the hierarchy of options set out below starting with the voluntary and advisory options as a first step.

Consider first

HGV Voluntary Covenants

Advisory / Directional
Signage

Weight
restrictions

Consider Last

Voluntary Covenants

Voluntary HGV Covenants are recommended as the first consideration for communities concerned by HGV movements. The HGV Covenant is a County Council supported agreement between local communities and commercial vehicle operators to reduce noise, pollution and increase safety.

Local Parish and Town Councils and community groups can tailor the Covenant to meet their specific requirements in discussion with local hauliers. The Covenant, which hauliers are invited to sign, sets out an agreement covering what communities will expect from haulage companies and their drivers and what they will do in return.

How to do it

If there are local hauliers or businesses in the area whose HGV movements are causing concerns, then in the first instance contact them via your local Parish, Town, or City Council. Discuss with them if there are ways in which they can operate which is less disruptive to your community, for example avoiding certain roads, abiding strictly by speed limits. The idea of the voluntary agreement is to set out how they will operate, and this can be published so the local community are aware and know what to do if any of their fleet are not abiding with the agreement. There are some successful agreements in place in the county already and this voluntary approach is a recommended first stage approach to tackling HGV issues. More details of the covenant, a template and information about agreements already in place are at the following link (scroll down the page):

[Heavy or abnormal loads on the highway - Cambridgeshire County Council](#)

Advisory /Information signage

Information signs indicating that a road is unsuitable for HGV's can be used on roads which are not suitable for an HGV to use due to narrowness, for example. These are the white on blue rectangular signs. Such signs will not be considered for use on roads which form part of the Advisory Freight Network.

How to do it

Communities will need to understand more about the HGV vehicles using the road and if they have legitimate access requirements. This may require an origin and destination survey which can be costly. It is not something that the County Council usually carries out and so community groups or local councils would need to find funding and arrange this through a private company. It may be possible to do this more simply, for example, on a single road where HGVs requiring access are marked up with the company name on and can be easily identified and therefore ruled out of a simple HGV count. The count could be carried out by a local volunteer counting the number of HGVs per hour over some representative time slots.

Once the data is established then funding would be required to implement the signage scheme. Signs on the highway must be installed by approved contractors and the sign designs in compliance with Traffic Signs Regulation and General Directions (TSRGD) 2016 guidelines.

[The Traffic Sign Regulations and General Directions 2016 - DfT Circular \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/541212/tsrgd-2016-guidelines.pdf)

For further information about funding, see Section 6 below.

Direction signs for drivers of good vehicles

Signage can be used to indicate the route that lorries should take to access a particular site or area such as a business park. This is the white lorry on a black background sign. It is directional signage, and it is not mandatory that HGVs follow this route.

As above signs on the highway must be installed by approved contractors and the sign designed in compliance with TSRGD.

There is currently no specific County Council funding set aside for surveys or installing new advisory or directional signage for HGVs and goods vehicles. For further information about funding, see Section 6 below.

Temporary Signs

Temporary signage can be installed by construction companies to indicate the correct route for their construction traffic to follow. This may be agreed as part of the construction traffic management plans. They may also be required to install signs to indicate routes that are prohibited for construction traffic relating to their particular development. These signs are generally black on yellow information signs. White on red signs are used on construction sites for works traffic. Agreed construction traffic routing can be enforced by the Local Planning Authority.

Environmental Weight Restrictions

An environmental weight restriction under the Road Traffic Regulation Act 1984 may be considered if traffic management circumstances meet the assessment criteria.

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. Funding will be required for schemes.

Regulatory signage, white circle with red outline, would be used to indicate the prohibition for a weight limit. Advanced warning white on blue signage may also be required.

Where a proposal for an environmental weight restriction has an historical routing agreement on the route by virtue of a planning permission, then options for re-routing will need to be considered and discussed with the authority who agreed the routing and the businesses subject to the agreement. Historical routing agreements may be exempt from new environmental weight restrictions for reasons of access or where no reasonable alternative is available for rerouting. This would need to be considered on a case-by-case basis, as would any subsequent routing agreements and any new proposal for an environmental weight restriction will need to include reasonable alternative routes for HGVs.

HGV Weight Limit Criteria for Environmental Weight Limit

The introduction of an environmental weight limit will be considered where most of the below criteria are present:

- 1) The road that is to be the subject of the restriction is neither part of the Advisory Freight Route Network nor has an existing HGV routing agreement on it.
- 2) A restricted area or zone can be defined which does not transfer the problem to other communities and has sensible and practicable terminal locations.
- 3) An alternative route exists for diverting HGVs that does not pass through environmentally sensitive areas, does not create a major increase in distance for lorry operators, avoids dangerous junctions or other unsuitable locations and will not result in increased road maintenance costs.
- 4) If the weight limit were implemented, and was strictly complied with, it would result in a significant reduction of HGV movements per day in the restricted area. The count should be on HGV through-movements rather than those that will require access and will therefore be exempt from the weight limit.
- 5) HGV movements in the area are significantly impacting on the quality of life for the community.
- 6) Structural damage to buildings, walls and vehicles occurs.

How to do it

The assessment process for an environmental weight limit is at appendix A. This is based on the criteria above and also asks for a number of other details to help assess the proposals.

Applicants wishing to propose an Environmental Weight Limit must apply giving evidence and information against the list of criteria in Appendix A.

Once this is completed contact the Policy and Regulation Team at the County Council by email policy.andregulation@cambridgeshire.gov.uk

The information and evidence against these criteria will be initially assessed by officers to ensure all the correct information and evidence has been submitted. Once the correct information is received a decision to proceed to the statutory process for a weight limit will be taken by the Executive Director of Place and Sustainability in consultation with the Chair and Vice Chair of Highways and Transport. If the proposal proceeds to the statutory process any objections to the Order will be determined by the Highways and Transport committee. If the committee are unable to achieve a consensus, then a public enquiry may be required.

Low Bridges and Structural Weight Limits

All low bridges will be adequately signed from a reasonable distance away, preferably the nearest 'A' or 'B' Road.

A weight restriction of less than 7.5 tonnes can only be imposed on a route for structural reasons. A structural weight restriction will only be used on routes that have weak structures, such as bridges, that cannot bear vehicles over a certain weight (such as 3 tonnes) and can only safely accommodate a lower load. Restrictions of this type will typically cover only short sections, where the structure is located. Unlike environmental weight restrictions, a structural restriction will not normally include an exemption for access as the structure may fail should it be overloaded.

Bridge strikes cause delays to both the road and rail network as well as putting people at risk and being a cost. The advisory freight route will not include routes with low bridges or structural weight limits. More information on railway bridge strikes is available online: <https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/bridges-tunnels-and-viaducts/the-risk-of-bridge-strikes/>

Education and Enforcement

The County Council will encourage freight operators to use specialist satellite navigation (sat nav) systems for HGVs indicating weight restrictions and low bridges and suitable routes for HGVs.

Where hotspots of contravention of weight limits are identified as a concern the County Council will use the information to inform the industry and the Police about education and enforcement of restrictions.

HGV Watch

HGV Watch is a scheme which can be used in areas with existing restrictions. It is not enforcement – it is about raising awareness of already restricted routes (weight, height, and width restrictions) and routing agreements within communities and about educating drivers.

HGV Watch is a scheme backed by the Police but led by local volunteers. Volunteers undertake high-visibility roadside operations to educate HGV drivers that they are travelling through weight, height or width restricted routes in local towns or parishes. Any vehicles seen using those restricted routes can then be reported to the police. These reports will enable the police to communicate with the haulage companies involved and send advisory letters to confirm that their vehicles have been observed and that this could have led to prosecution.

How to do it

In the first instance contact your local Parish, Town, or City Council to find out if they are aware of the issue and are interested in supporting an HGV Watch Scheme. If they are then contact should be made with the Cambridgeshire Constabulary to discuss it in more detail by emailing hgvwatch@cambs.pnn.police.uk.

6. FUNDING AND SUPPORT

Some of the options for managing HGVs may need funding. The County Council will consider opportunities to support appropriate applications financially where possible. Funding opportunities will be advertised, and Town and Parish councils informed.

The main current source of council funding for changes to the highway is the Local Highways Improvement process.

- **Local Highways Improvement bids**
[Local Highway Improvement funding - Cambridgeshire County Council](#)

Applicants can also fully fund their own applications provided they meet the legal and technical requirements of the Council.

- **Privately funded applications**
[Privately Funding Highway Improvements - Cambridgeshire County Council](#)

7. OTHER LARGE AND HEAVY VEHICLES

Agricultural vehicles

Where an agricultural vehicle has a normal licence and the driver is licensed the vehicle may travel anywhere on a public road.

48 tonne vehicles

The standard maximum laden weight for articulated lorries on public roads in Great Britain is 44 tonnes. The Department for Transport are considering trials for limited routes for 48 tonne vehicles on repetitive container routes to reduce the number of lorry movements as part of intermodal routes with road and rail operation.

Abnormal Loads

An abnormal load is one that cannot legally be carried on a vehicle within the maximum weights and/or dimensions in the Construction and Use Regulations and Road Vehicles (Authorised Weight) Regulations.

Hauliers should obtain permission prior to moving any oversized vehicle or load. A police escort may be necessary, or a bridge or structure may need to have its load capacity checked. Movement of high and wide loads should be notified to the police abnormal loads officer (call 101).

For movement of heavy loads please contact the Cambridgeshire highways abnormal loads officer at cambridgeshire.abloads@milestoneinfra.co.uk.

Car Transporters

Signage for 'No Car Transporters' is advisory only for specific issues e.g. tackling a route by historic buildings. There is no special use-class for car transporters; they are treated the same as HGVs, and therefore there can be no legal restriction specifically for a car transporter.

References

The Cambridge University Science and Policy Exchange report

[2019 CUSPE Policy Challenge - Net Zero Cambridgeshire | Cambridgeshire Insight Open Data](#)

The Cambridgeshire and Peterborough Independent Commission on Climate Report

[FINAL CLIMATE REPORT LOW \(002\).pdf \(hubspotusercontent40.net\)](#)

Department of Transport Future of Freight Plan

[Future of freight: a long-term plan \(publishing.service.gov.uk\)](#)

[Department for Transport Decarbonisation Plan](#)

[Decarbonising Transport: Setting the Challenge \(publishing.service.gov.uk\)](#)

Appendix A

Assessment Criteria for Application for an Environmental Weight Limit

Criteria	Details	Assessment
<p>1. Road Category</p>	<p>What category of road is the weight restriction proposed on? If more than one road, please give details of all road categories in the zone. Is the proposed zone part of the Advisory Freight Network – see section 4 Are there any existing routing agreements on the road? Give details and proposal for resolving the conflict.</p>	<p>Proposals for restrictions on the Advisory Freight Network will not be suitable. Is there a feasible solution to resolve any existing routing agreements conflicts? If not, the proposal will not be suitable.</p>
<p>2. Proposed Restriction Zone</p>	<p>Set out the zone for the proposed restriction. Notes –</p> <ul style="list-style-type: none"> • It must be possible to define the restricted zone with sensible and practicable terminal locations. • The zone needs to allow the driver to choose an alternative route which does not require reversing or manoeuvring in a tight space, with due regard to highway safety. • The zone boundary should be set so that it still allows for HGV movement to key locations around the outside of the zone • Loading / unloading into the zone will still be allowed therefore zones with HGV destinations / hauliers within them will still experience regular HGV movements • Working with adjoining parishes on the proposal is encouraged to avoid displacement 	<p>A proposal which does not have sensible and practical terminal locations or does not allow for alternative routes and movement around the zone will not be suitable.</p>
<p>3. Alternative Routes</p>	<p>Alternative route/s must exist for diverting HGVs that do not pass through environmentally sensitive areas, does not create a significant</p>	<p>Applicants must have considered the key considerations listed</p>

	<p>increase in distance for lorry operators, avoids dangerous junctions or other unsuitable locations, and will not result in undue increased road maintenance costs.</p> <p>Key considerations:</p> <ul style="list-style-type: none"> • Can the HGVs divert to a higher or same category of road to avoid the weight restriction? • How long would the diversion around the weight limit be? Is that reasonable? The impact upon hauliers for cost and extra fuel and carbon emissions from the extra miles should be considered. • What will the impact be on other settlements in the area if they are unable to go through one village, will they just go through another one nearby? 	<p>and give details in their application.</p> <p>Applications are encouraged from groups of neighbouring parishes with evidence that solutions have been sought that do not simply transfer one community's problems to another.</p> <p>Applications that do not have sensible alternative routes for HGVs will not be suitable.</p>
<p>4. Evidence of the HGV movements</p>	<p>What evidence is there of the number of current HGV movements in the proposed area and if they are just passing through or going to local destinations?</p> <ul style="list-style-type: none"> • Automatic traffic count survey data with breakdown by vehicle type. • Origin and destination surveys to determine if the HGVs are making local journeys / deliveries or are from outside the area. The requirement is that a minimum reduction of 30 HGV movements per day or at least 50% of the observed movements can be achieved. • What is the percentage of HGV movements compared to light vehicles / vans / cars? 	<p>Evidence of the issue is a requirement of the application.</p> <p>Volume of HGVs and evidence that these are not just HGVs accessing a site in the proposed zone is required.</p> <p>Applications with insufficient evidence will not be suitable.</p> <p>Some additional checking of the evidence may be necessary before applications are progressed.</p>

<p>5. Environment and quality of life impact</p>	<p>Describe the environment and which factors make it particularly relevant for an HGV restriction. Describe how it is impacting on quality of life. For example, give details of:</p> <ul style="list-style-type: none"> • Proximity of schools and sheltered housing. • Distance of property frontages from the road. • Numbers of vulnerable road users. • Width of carriageway. • Designated Active Travel route. • Structural damage to buildings, walls and vehicles occurs. 	<p>Assessment will be based upon the factors in the proposed area and impact on quality of life.</p>
<p>6. Accident Data</p>	<p>Please provide details of any accidents or incidents relating to HGVs in the area. This can be accident data and anecdotal evidence in the proposed zone?</p> <ul style="list-style-type: none"> • How many injury accidents are related to HGVs? • What anecdotal evidence is available? 	<p>Accident data will be sought from Road Safety Team and will be assessed. Priority will be given if there is evidence of injury accidents relating to HGVs in the proposed zone.</p> <p>Anecdotal evidence will be considered and may be used as part of the assessment.</p>
<p>7. Local Consultation</p>	<ul style="list-style-type: none"> • What consultation has been carried out locally? Have local businesses and hauliers been contacted? Provide details. • Details about consultation with other villages that may be affected by HGVs re-routing. 	<p>It is a requirement that local consultation has taken place.</p> <p>Applications with no evidence of local consultation will not be suitable.</p>
	<p>What alternative options to a weight limit has the applicant</p>	<p>It is a requirement that other alternatives have</p>

<p>8. Alternative Options</p>	<p>considered and tried? See Hierarchy of Options in policy document.</p> <p>For example</p> <ul style="list-style-type: none"> • HGV covenant/ voluntary agreement with local hauliers • HGV Watch • Traffic calming • Speed reduction schemes 	<p>been considered and tried.</p> <p>Applications where no other options have been considered or tried will not be suitable.</p>
<p>9. Enforcement</p>	<p>Have comments been sought from the Police? What feedback have they given?</p> <p>Notes:</p> <ul style="list-style-type: none"> • Enforcement of weight limits is currently the responsibility of the police. In future in areas where there are civil enforcement powers in place then ANPR camera enforcement may be an option. However, this would be a very expensive option as it requires installation of approved camera devices and extensive civils works for the changes. • All Environmental weight restrictions must allow access for loading / unloading. This is more restrictive than an exception for 'access'. • The fine for contravening a weight limit is set at £60 (Non-endorsable) which could be the price of the fuel for one or two trips on a long diversion route around the restriction and may not be considered a sufficient deterrent by some HGV drivers. 	<p>Applications where comments have not been sought from the police will not be suitable.</p> <p>The feedback from the police will be considered as part of the application.</p> <p>A proposal with police support will be given a higher priority in the assessment.</p>

10. Funding	<p>What funding has been secured to cover the cost of the order and implementation of new signs? This will require a survey to get an estimate.</p> <p>Notes</p> <ul style="list-style-type: none">• This should include funding for the Traffic Regulation Order process and for the implementation of signage, including sufficient advanced signage to warn HGVs of the restriction and signing an alternative route where relevant.• Signage costs can be quite significant and if signage is required on a National Highway's roads, then costs will escalate.• Some examples of possible costs are given in Appendix C	<p>A funding source is a requirement of the application, and it must be a realistic amount to cover the cost of the total scheme.</p>
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Appendix C

Example of some of the possible costs for an Environmental Weight Limit Scheme (July 2022 subject to change and increase)

Design = £1500 - £8,000

Surveys = £2,000 - £15,000

Traffic Regulation Order = £1,000

Works = £5,000 - £20,000

Please note that costs above will vary depending on location, road classification, number of accesses and number of signs required. In some locations there may be a requirement to illuminate the signs which roughly equates to an additional £1500 per signpost.

There is a risk that in the event of objections, a proposal for an environmental weight limit would need to go to public enquiry. The cost of this could be substantial (in the region of £50k - £70k or more).

Contact: Policy and Regulation team policy.andregulation@cambridgeshire.gov.uk for more information.