

**EAST SUSSEX COUNTY COUNCIL
LEAD MEMBER - TRANSPORT AND ENVIRONMENT
POLICY SUMMARY**

PS 4/5	Control of Heavy Goods Vehicles
Purpose of Policy <p>East Sussex County Council (ESCC) recognises the vital role played by the local highway network.</p> <p>The purpose of this policy is to establish a pattern of control in order to reconcile, so far as is possible, the conflicting demands of the transport of goods and the environment on the highway network. This policy relates to individual roads. Area type restrictions in towns will be dealt with individually.</p> <p>In carrying out this policy, ESCC will meet its statutory obligations and will also support the Council's Priorities, Local Transport Plan and Highway Service Outcomes.</p>	
Policy Statement <p>1. A Traffic Regulation Order prohibiting goods vehicles over 7.5 tonnes gross weight*, except for loading or unloading, may be made where the following conditions are met:</p> <p>[a] The road concerned is both physically and environmentally unsuitable for lorry traffic [see Appendix for details]; and</p> <p>[b] An average of not less than one "through" lorry per hour for the peak 10 hour period in a day [as distinct from journeys by vehicles requiring access for loading/unloading purposes in the affected length]; and</p> <p>[c] A more suitable alternative route is available.</p> <p>2. An Order may also be made if, following a "deflectograph" survey, the structural condition of the road pavement is found to be unsuitable to carry the heavy vehicle loading being imposed upon it, and total failure is likely to result if action is not taken.</p> <p>3. It is axiomatic that national "A" and "B" roads should be available for heavy lorries. Such roads will be improved if economically justified or reduced in classification if a restriction is to be imposed.</p> <p>* 7.5 tonnes gross weight is the close metric equivalent of the former 3 tons unladen weight.</p>	
Supporting Information <p>The Road Traffic Regulation Act 1984 Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 Local Transport Plan 2011-2026</p> <p>As few roads in the County are really suitable for heavy lorries, it has been a deliberate policy to allow the lorries to disperse over the available road network rather than to concentrate them on selected roads, themselves perhaps little more suitable than the rest. At the same time, restrictions have been placed on particularly unsuitable roads, which were much used by heavy lorries perhaps as short cuts, with the aim of improving the environment for residents and other users of these roads.</p>	
Version control <p>Highways & Transportation Committee – 16.12.1990 Agenda Item 11A Highways & Transportation Committee – 31.05. 1989 Agenda Item 11 Lead Member for Transport & Environment – agenda item 5, 16.10.2017</p>	Date of last review: 02/01/2020

Appendix: Heavy Goods Vehicle merit rating factors and score

A score of 55+ indicates that a ban maybe justified subject to conditions [b] and [c] of the policy being met.

FACTOR	SCORE	FACTOR	SCORE
<u>PHYSICAL FEATURES</u>		<u>TRAFFIC FLOWS</u>	
Width [excepting Pinch Points]		Traffic Flow [6am – 10pm]	
Under 4.5m	20	Over 1000	12
4.5m - 4.8m	12	Over 700	6
4.8m - 5.1m	8	Over 400	4
5.1m - 5.5m	4	Over 200	2
Over 5.5m	0		
		% of HGV Traffic that is “Through”	
Pinch Points [eg narrow bridge, close buildings, archway]		Over 70%	7
Under 3.0m wide	10	Over 50%	3
3.0m - 3.8m	6	Over 20%	2
3.8m - 4.5m	3		
4.5m - 5.5m	1	HGV Flow [per day in Peak 10hr Period]	
Over 5.5m	0	Over 40	15
		Over 30	9
Hilliness		Over 20	6
Over 50m/km	5	Over 10	4
15m/km - 50m/km	2	1-10	2
Under 15m/km	0		
		<u>INJURY ACCIDENTS</u>	
Development		HGV Accidents [last 3 years]	
In depth	6	Over 2	10
Slight/ribbon	2	1-2	4
Worst Kilometre of Bendiness		Total Accidents [last 3 years]	
Over 140°/km	15	Over 10	8
110°/km - 140°/km	11	Over 5	4
85°/km - 110°/km	6	1-5	2
60°/km - 85°/km	2		
Under 60°/km	0		