

EAST SUSSEX COUNTY COUNCIL

HIGHWAYS AND TRANSPORTATION COMMITTEE - POLICY SUMMARY

CONTROL OF HEAVY GOODS VEHICLES	PS4/5
<u>Purpose of Policy</u> To establish a pattern of control reconciling, so far as is possible, the conflicting demands of the transport of goods and the environment.	
<u>Specific Policies</u> 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:- [a] The road concerned is both physically and environmentally unsuitable for lorry traffic [see Appendix for details]; and [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 [c] A more suitable alternative route is available. /Continued Overleaf	
* 7.5 tonnes gross weight is the close metric equivalent of the former 3 tons unladen weight.	
<u>Supporting Statement</u> As few roads in the County are really suitable for heavy lorries, it has been the deliberate policy of the Committee 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, the Committee has placed restrictions 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. This policy relates to individual roads. Area type restrictions in towns will be dealt with individually.	
<u>References – Further Information</u> H & T Committee - 16 December 1990 Agenda Item 11A H & T Committee - 31 May 1989 Agenda Item 11	<u>Date of Approval</u> 16.12.80 31.05.89

Specific Policies [continued]

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.
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.

EAST SUSSEX COUNTY COUNCIL
HEAVY GOODS VEHICLE MERIT TATING - FACTORS AND SCORE

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		
<u>Pinch Points</u> [eg narrow bridge, close buildings, archway]		<u>% of HGV Traffic that is “Through”</u>	
Under 3.0m wide	10	Over 70%	7
3.0m - 3.8m	6	Over 50%	3
3.8m - 4.5m	3	Over 20%	2
4.5m - 5.5m	1		
Over 5.5m	0		
<u>Hilliness</u>		<u>HGV Flow [per day in Peak 10hr Period]</u>	
Over 50m/km	5	Over 40	15
15m/km - 50m/km	2	Over 30	9
Under 15m/km	0	Over 20	6
		Over 10	4
		1 - 10	2
<u>Development</u>		<u>INJURY ACCIDENTS</u>	
<u>Development</u>		<u>HGV Accidents [last 3 years]</u>	
In depth	6	Over 2	10
Slight/Ribbon	2	1 - 2	4
<u>Worst Kilometre of Bendiness</u>		<u>Total Accidents [last 3 years]</u>	
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		

A SCORE OF 55+ INDICATES THAT A BAN MAYBE JUSTIFIED SUBJECT TO CONDITIONS [b] AND [c] OF THE POLICY BEING MET