

## **Exeter HGV Traffic Management Proposals**

Report of the Head of Highways, Capital Development and Waste

***Please note that the following recommendation is subject to consideration and determination by the Committee before taking effect.***

**Recommendation:** It is recommended that the traffic regulation orders required for the proposals detailed in section 4 be advertised and if no objections received made and sealed.

### **1. Summary**

The HATOC meeting of 19 April 2012 resolved that the citywide lorry ban should be revoked, the report presented at this meeting details alternative proposals to encourage heavy goods vehicles (HGVs) to use appropriate routes when travelling through the city.

### **2. Background**

This report follows previous HATOC recommendations seeking that proposals be progressed to address HGV movements across the city. The recommendations are aimed at better managing freight traffic in terms of route choice and ensuring that there is a consistent and comprehensive strategy in place to influence HGV driver behaviour when accessing the city.

In March 2013 direction signs were changed to improve the routing for HGVs to provide better information about the height and weight restrictions on main routes into the city centre.

Discussions have also taken place with members regarding any particular HGV problems within their wards.

### **3. Consultations**

A meeting was held with representatives from the Freight Transport Association (FTA) and Road Haulage Association (RHA) on 27 February 2012 to seek views on strategic lorry routeing plans, proposals for banning lorries within residential areas and measures aimed at restricting HGV access to the city centre.

It was recognised through discussion that lorries in residential areas are often there because they are delivering locally and have legitimate cause to be on these roads. With this in mind, there was concern that residential area lorry bans would be largely ineffective. Signage adds to street clutter and would only realistically apply to a minimal number of HGV movements. Furthermore, enforcement of such bans is not treated by police as one of their higher priorities.

Feedback suggested that lorry drivers do not wish to use narrow, residential routes and would prefer to use the strategic roads; however, it is important that the county council is clear on what the most suitable routes for HGVs are.

The FTA/RHA were keen for the county council to encourage 'positive routeing' rather than identifying banned routes and felt that by liaising with companies and distributors was the most effective way of influencing HGV driver behaviour. The organisations currently send out a monthly newsletter to South West businesses and offered to help in the dissemination of any information.

The committee and members have been consulted to help identify areas in the city where HGV's are perceived to be a problem and where possible, proposals are included to try and assist.

#### **4. Proposal**

In many cases it is not possible to completely prohibit HGV's as access will always be required for deliveries, removal vehicles etc. However, "except for access" prohibitions covering large areas have proven to be ineffective and unenforceable. Instead it is proposed to introduce specific HGV prohibitions to discourage HGV's from using specific routes.

Following discussions at previous HATOCs and with Members the following locations have been discussed and recommendations made where appropriate.

##### **Beacon Lane**

Following the expansion of the Morrisons store and the closure of part of Prince Charles Road it has been reported that there has been an increase of HGV's using Beacon Lane (between Calthorpe Road and Pinhoe Road). It is understood that Morrisons deliveries should not be using Beacon Lane to access the store and whilst discussions will take place to confirm this, it is proposed to introduce a ban on HGV's travelling under the railway bridge in both directions.

The alternative route for HGV's would be via Pinhoe Road, Mount Pleasant Road, Prince Charles Road and Calthorpe Road or vice versa.

The proposal is shown on plan ENV5340/2 (A) in Appendix I.

##### **Cowick Area**

Local residents have observed an increase in HGVs in the Buddle Lane area. Whilst it is unclear on why there would be an increase, due to the nature of the routes out of the Exwick area it is considered that the HGV's will only be accessing parts of the city and would therefore be allowed to do so under the citywide lorry ban.

It would not be appropriate to introduce a HGV ban on Buddle Lane as this route serves a strategic function for accessing the residential area of Cowick & Exwick from the higher class A & B routes (Alphington Road, Cowick Street & Dunsford Road).

##### **Marsh Barton**

The Marsh Barton Industrial Estate attracts a large number of HGV's into the city and whilst the majority of them access & exit the estate via the appropriate routes (Marsh Barton Road, Marsh Green Road West & Bad Homburg Way) it is understood that some travel through Alphington along Church Road & Chudleigh Road.

It is therefore proposed to remove the "except for access" from the existing prohibition on Alphinbrook Road. It is also proposed to replace the banned turns for vehicles over 3 tons with a new prohibition to prevent HGVs travelling northbound on Chudleigh Road from the A379.

This would mean that HGV's wishing to leave Marsh Barton must do so via an appropriate route. All HGV's needing to access Alphinbrook Road, Church Road and Alphington would need to use Church Road.

There is a risk that some HGVs may use Church Road to gain access to Marsh Barton or leave via Chudleigh Road however traffic from City Centre will pass Marsh Barton Road and Marsh Green Road West junctions first and traffic from Cowick and the A30 will get to Marsh Green Road West junction before Church Road junction. Signing along Alphington Road and at Alphinbrook Road/Trusham Road will be reviewed to ensure these routes are clearly signed.

The proposal is shown on plan ENV5340/3 (A) in Appendix II.

### **Tudor Street**

It has been reported that some HGVs are using Tudor Street to gain access to Frog Street, bypassing the traffic signals at the Bonhay Road/Frog Street junction.

It is therefore proposed to introduce a prohibition of HGVs at the Bonhay Road end of Tudor Street to deter this. HGV's wishing to access Tudor Street from Bonhay Road would need to continue along Tudor Street, turn left into Frog Street and then left into the other end of Tudor Street.

The proposal is shown on plan ENV5340/1 (A) in Appendix III.

### **Citywide HGV Ban**

In April 2012 the committee resolved to remove the Exeter wide lorry ban. The ban was largely unenforceable and ineffective due to the size of the area it covers and because it is difficult to distinguish between those vehicles needing access to an area and those passing through. Signing for the Exeter wide lorry ban was removed in March 2013 due to a miscommunication between officers. The traffic regulation order supporting this ban will be revoked when the new restrictions are advertised.

As part of the lorry ban, there was an existing eastbound through route (8pm-6am) along New North Road, Paris Street and Heavitree Road still in place, despite access to Paris Street and New North Road being restricted.

It is anticipated that the other proposals set out in this report will tackle the shortcomings of this restriction and encourage HGVs to use the most suitable strategic routes to access the city.

### **Sidmouth Road (between Middlemoor and Honiton Road)**

Following the removal of the signs on Sidmouth Road, residents have complained about an increase of HGVs using the road. There is no data to support or reject this claim however Sidmouth Road is a B road and is the only strategic route into the city centre that does not require vehicles to travel under a railway bridge. It is therefore not appropriate to introduce a ban of HGV's along this route in either direction. HGV's were previously allowed to use the road if they wished to access any property within the city.

HGV signage on the east of the city has been updated, and they are signed away from Sidmouth Road. From Junction 30 they are directed along the A379 and onto Topsham Road. From Junction 29 they are directed either through Sowton to junction 30 to avoid the low bridges or up to Middlemoor Roundabout and then along Rydon Lane to Topsham Road.

## **5. Financial Considerations**

The estimated total cost of implementing the changes as described above is £15,000, which will be funded from the 2013/14 Exeter LTP programme.

## **6. Sustainability Considerations**

The scheme is expected to improve pedestrian and cycle safety by removing HGV movements from inappropriate routes.

## **7. Carbon Impact Considerations**

Routing HGV's onto more appropriate routes will help reduce the carbon impact in residential areas in the city.

## **8. Equality Considerations**

No new policies are being recommended in this report. The improvements are anticipated to improve safety and accessibility for all road users with by removing HGVs from inappropriate routes. No adverse impacts on any particular group are therefore expected.

## **9. Legal Considerations**

All signing will be in accordance with the Department for Transport regulations and the changes to the restrictions will be subject to the standard Traffic Regulation Order process.

## **10. Risk Management Considerations**

There is a risk that the proposed TROs may receive some objections; however, these may be discussed at a future HATOC.

## **11. Options**

The HATOC has already agreed to remove the city wide HGV lorry ban which is not enforceable and not correct following the changes to Paris Street and New North Road. The option of just revoking the ban has been considered but given members & residents concerns about HGV routing the proposals detailed in this report have been drafted in mitigation. However the proposals are still subject to formal advertising and may be subject to change when considering any objections submitted.

## **12. Reason for Recommendation**

The above recommendations will help minimise the impacts of HGVs on unsuitable routes, including local residential areas and main routes with low bridges.

David Whitton  
Head of Highways, Capital Development and Waste

**Electoral Divisions: All in Exeter**

Local Government Act 1972: List of Background Papers

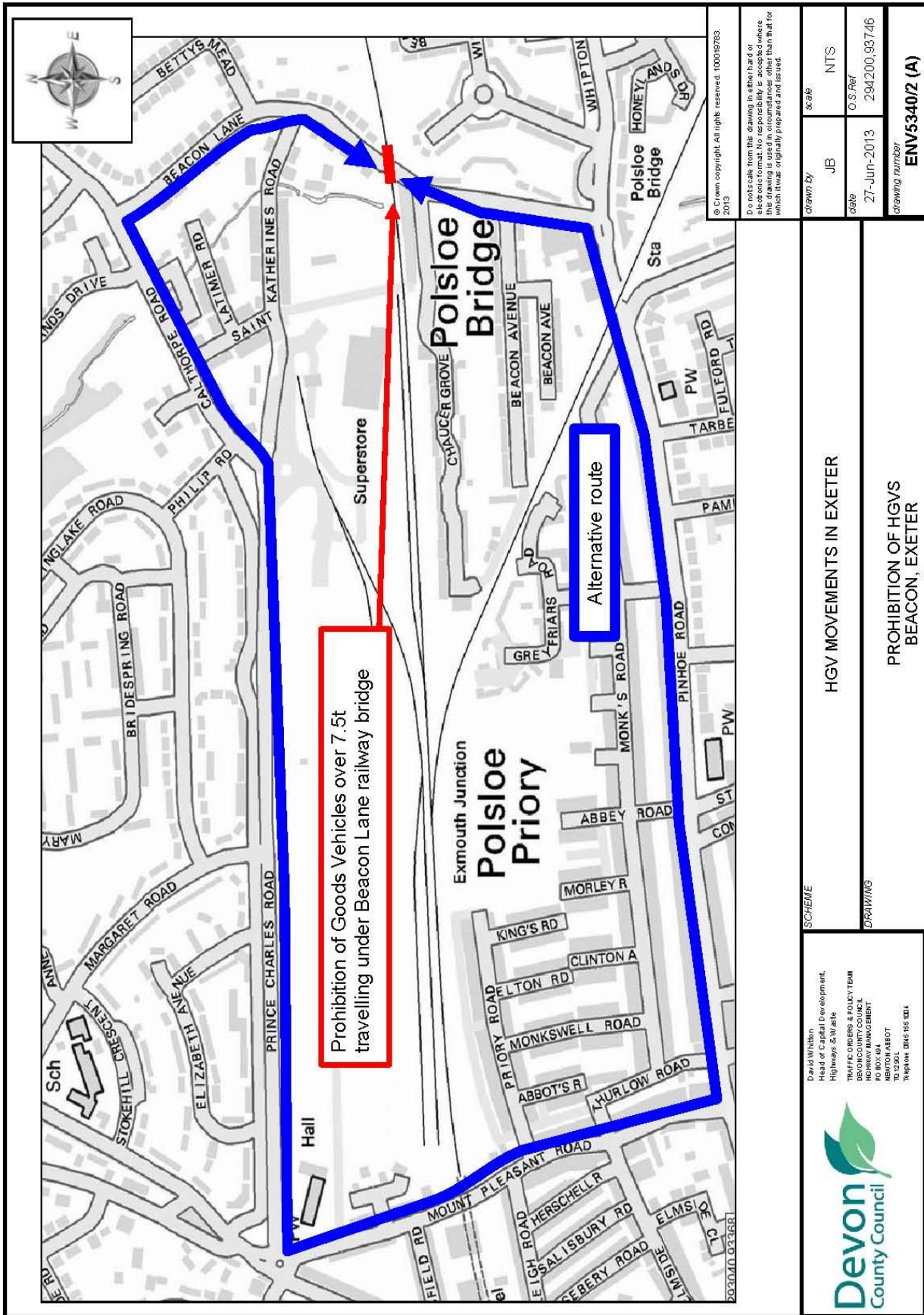
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Background Paper	Date	File Reference
1. HATOC Report	2 February 2012	HTM/12/3
2. HATOC Report	19 April 2012	HTM/12/26

jb100713exh  
sc/cr/Exeter HGV traffic management proposals  
03 150713

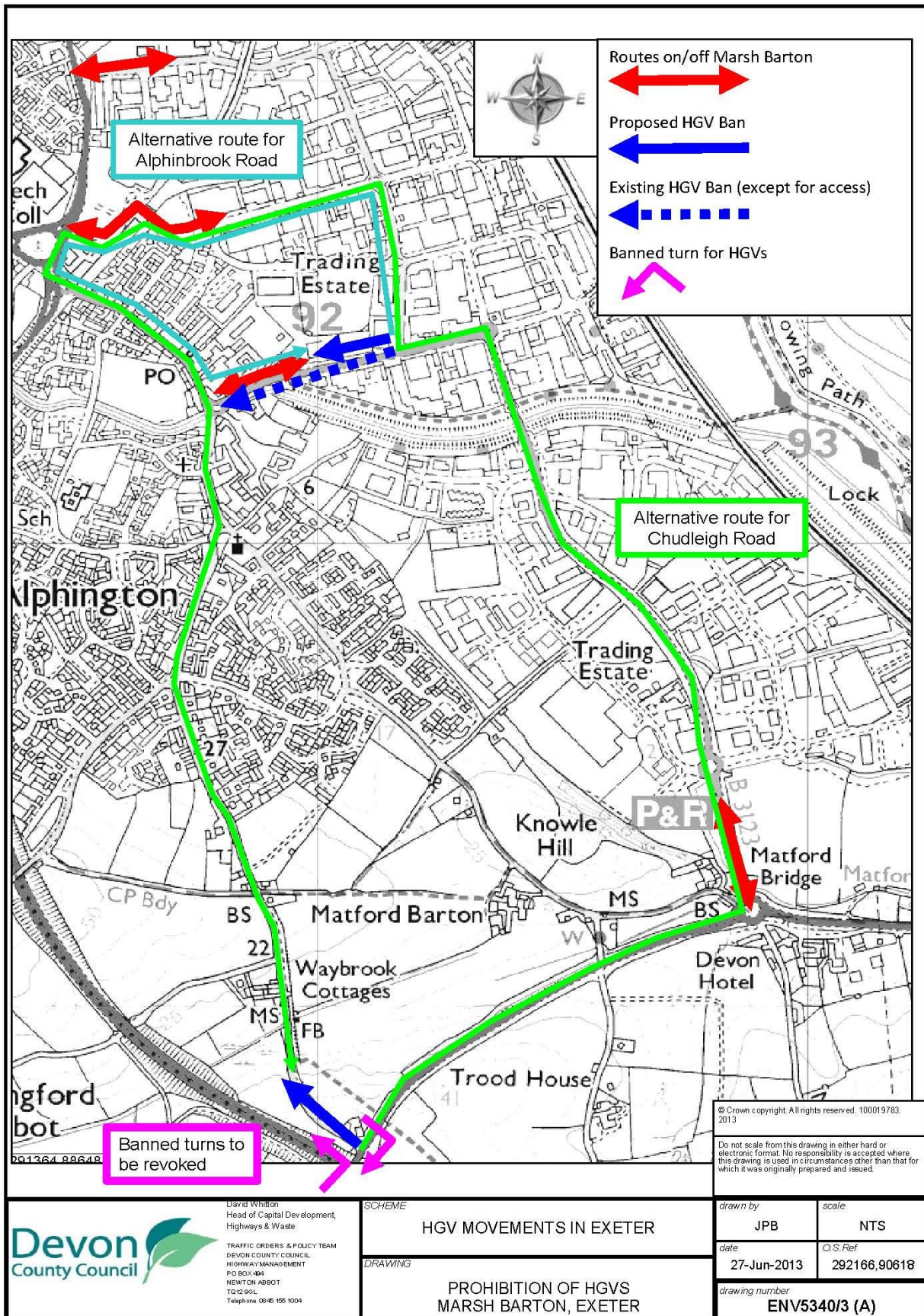


SCHEME  
**HGV MOVEMENTS IN EXETER**

DRAWING  
**PROHIBITION OF HGVS  
 BEACON, EXETER**

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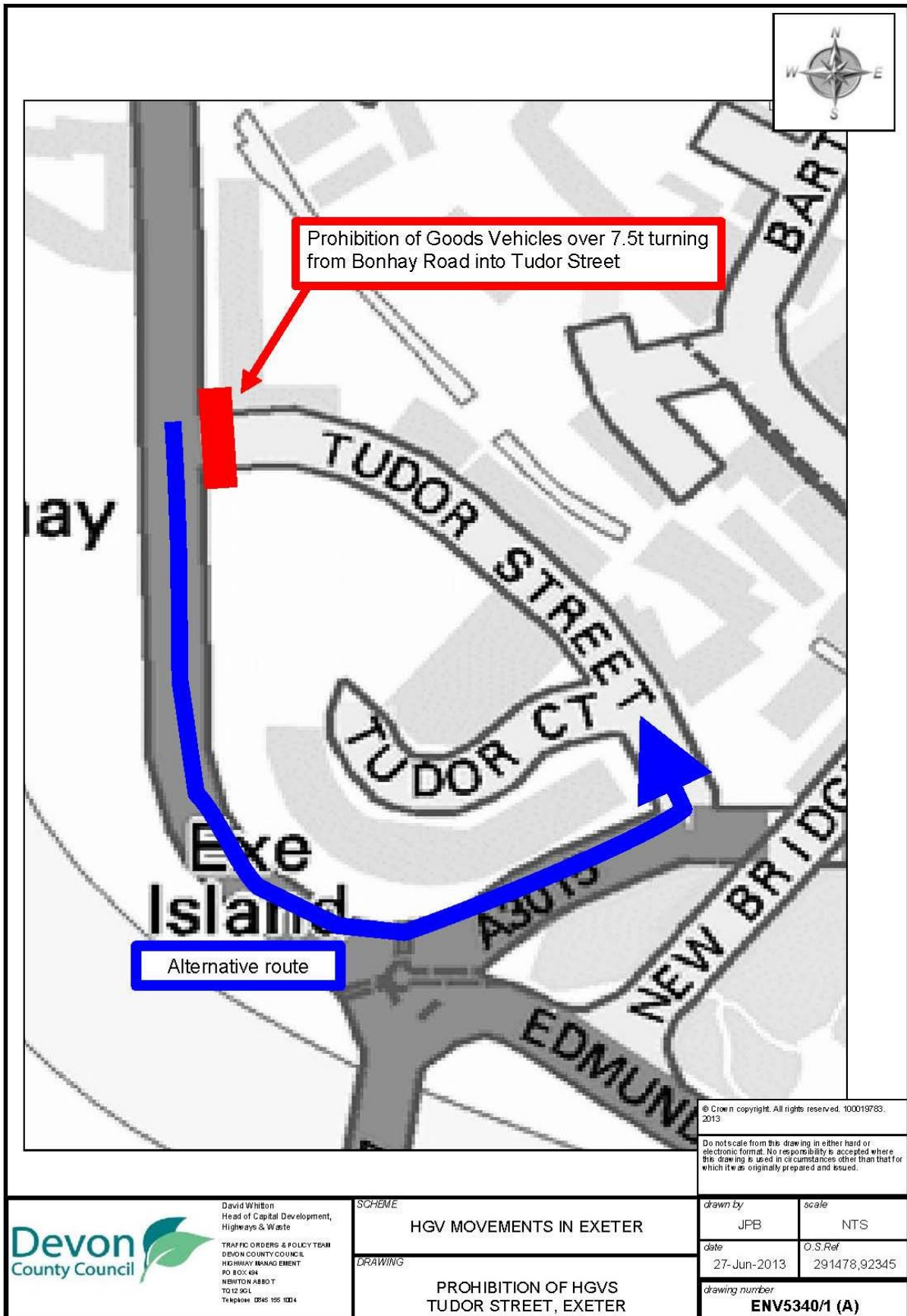
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SCHEME  
**HGV MOVEMENTS IN EXETER**

DRAWING  
**PROHIBITION OF HGVS  
MARSH BARTON, EXETER**

drawn by JPB	scale NTS
date 27-Jun-2013	O.S. Ref 292166.90618
drawing number <b>ENV5340/3 (A)</b>	



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SCHEME  
HGV MOVEMENTS IN EXETER

DRAWING  
PROHIBITION OF HGVS  
TUDOR STREET, EXETER

drawn by JPB scale NTS

date 27-Jun-2013 O.S.Ref 291478,92345

drawing number ENV5340/1 (A)