

**A Report for the Sevenoaks Joint Transport Board**

**“HGV movements on the highway network”**

**For Information**

## “HGV movements on the highway network”

### 1. Heavy Goods Vehicles (HGVs)/Commercial vehicles: a definition

- The technical definition<sup>1</sup> of an HGV is a '*mechanically propelled vehicle that is:*
  - *of a construction primarily suited for the carriage of goods or burden of any kind; and*
  - *designed or adapted to have a maximum weight exceeding 3,500 kilograms when in normal use and travelling on a road laden.'*

### 2. Control and regulation of HGV

- The control and regulation of HGVs, and their drivers, is performed by Traffic Commissioners.

### 3. The role of the Traffic Commissioners

- With regards to HGVs, Traffic Commissioner's have responsibility in their area for:
  - The licensing of the operators of HGVs
  - Granting vocational licences and taking action against drivers of HGVs

### 4. Can HGV's use the entire highway network?

- Certain roads are unsuitable for use by HGVs because of weight, height or width restrictions.

### 5. Traffic Regulation Orders controlling access

- A Traffic Regulation Order (TRO) is the legal instrument by which traffic authorities implement most traffic management controls on their roads, designed to regulate, restrict or prohibit the use of a road or any part of the width of a road by vehicular traffic or pedestrians.
- For more information, refer to the Department for Transport (Dft) paper "*Traffic Regulation Orders - Your Questions Answered*"<sup>2</sup>

### 6. What Traffic regulation orders are used and why?

- Permanent orders: remain in force until superseded or revoked.
- Experimental orders: may last for up to 18 months, with extensions available in certain circumstances.
- Temporary orders: (for road works, or the avoidance of danger to the public, or for litter clearance and cleaning)- may last for up to six months for footpaths, bridleways, cycle

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<sup>1</sup> Sourced from: <http://www.westminster.gov.uk/services/transportandstreets/parking/loading/40minforhgv/>

<sup>2</sup> <http://www.dft.gov.uk/pgr/roads/tpm/tmaportal/tmafeatures/tmapart6/secparkingfactsheets/trafregorders.pdf>

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tracks and byways open to all traffic; and up to 18 months on other roads, with extensions available in certain circumstances.

### 7. Information available to Freight operators on suitable routes

- Multilingual route signing to direct freight traffic to / from commercial premises by the most appropriate routes
- Strategic routes across Kent for HGVs have been agreed with the Freight Quality Partnerships
- Maps showing strategic routes have been generated and made available to hauliers (regular updating required)
- Routes suggested to accommodate HGV traffic are non-enforceable / advisory only

### 8. What is KHS doing about a Freight Strategy/Lorry Movements across Kent and locally?

- Preparation of a Kentwide Freight Strategy
- Maintain regular liaison with the DfT, Ordnance Survey and Sat Nav companies to improve data accuracy

### 9. Latest info on SATNAVs and Network Management

- Kent County Council (KCC) is collating a comprehensive inventory to provide accurate data relating to road widths, height restrictions, gradients and traffic orders
- Data to be given to Ordnance Survey and Sat Nav companies for upload onto devices

### 10. Example of schemes for lorry routing away from environmentally sensitive areas (AONB etc)

- Gloucestershire County Council (GCC) may introduce an area-wide scheme to re-route heavy goods vehicles away from the narrow lanes and villages of the Cotswolds Area of Outstanding Natural Beauty (AONB)
- As part of GCC's Freight Management Strategy, the move aims to reduce the impact of freight movement upon local communities (and at the same time protect the environment of the Cotswolds AONB) while providing operators and hauliers with a safe and efficient route network.

## Enc.

1. Satellite Navigation Devices and their impact on rural areas. A report by the Head of Network Management to the Highways Advisory Board on 8<sup>th</sup> May 2008
2. Gloucestershire Advisory Freight Route Map

