

PLANNING AND HIGHWAYS REGULATORY

COMMITTEE

Response to a consultation from Lancashire County Council on the management of Heavy Goods Vehicle movements

22nd August 2016

Report of Chief Officer (Regeneration and Planning)

PURPOSE OF REPORT

To obtain a view from the Committee on the County councils proposals to introduce restrictions on HGV movements within the central urban areas of Lancaster and Morecambe.

This report is public

RECOMMENDATIONS OF THE CHIEF OFFICER (REGENERATION AND PLANNING)

- (1) **That the County Council be advised that Lancaster City Council agrees with its proposals for a HGV Movement Strategy.**

1.0 Introduction

- 1.1 The County Council as Highway Authority are undertaking a consultation on the means by which they intend to effect the management of Heavy Goods Vehicles (HGV's) within Lancaster district to make the most effective use of the Heysham / M6 Link Road (Bay Gateway) after its opening later this year.
- 1.2 The City Council as the Local Planning Authority should make formal representations to the consultation as this is one of a number of measures which will need to be introduced to comply with the conditions attached to the Development Consent Order for the link road which was granted by the Secretary of State.

2.0 Proposal Details

- 2.1 The proposals are described in the consultation report attached as an Appendix to this report. They involve the introduction of 7.5 tonne weight limits within the wider urban area to ensure that Heavy Goods Vehicles not involved in direct servicing and deliveries in the urban area of Lancaster, Morecambe, Heysham, Carnforth and Bolton le Sands have to use the Heysham / M6 Link Road to access the Port of Heysham from the M6.
- 2.2 Any subsequent Traffic Regulation Orders implemented as a result of this strategy will be subject to enforcement. Currently enforcement is undertaken by the Police

but there are alternative options such as registration plate recognition cameras which can enable some local authorities to take over this responsibility. This will be a matter for the County Council to consider.

3.0 Details of Consultation

3.1 The County Council are undertaking widespread consultation for a six week period between 1st August and 12th September 2016.

6.0 Conclusion

6.1 The construction of the Heysham / M6 Link was supported by the City Council subject to appropriate measures being introduced to route HGV's along the link once it had been constructed. Obviously such measures cannot restrict heavy goods vehicles undertaking bona fide servicing and deliveries within the urban areas of Lancaster district but they can exclude all other traffic passing through. It is considered that the measures proposed in the strategy are entirely appropriate.

RELATIONSHIP TO POLICY FRAMEWORK

City Council's Local Development Framework Core Strategy highlights that the City Council's support for the Heysham /M6 Link was subject to a range of traffic management measures including routing HGV's along the link road once it has been constructed.

CONCLUSION OF IMPACT ASSESSMENT

(including Diversity, Human Rights, Community Safety, Sustainability and Rural Proofing)

The restriction of HGV movements throughout the main urban areas of the district has the potential to deliver road safety and air quality improvements in areas alongside primary traffic routes. It also has the potential to assist in the delivery of more sustainable public transport within the urban area.

FINANCIAL IMPLICATIONS

None

SECTION 151 OFFICER'S COMMENTS

The S.151 Officer has been consulted and has no further comments to make.

LEGAL IMPLICATIONS

The measure is part of a compliance process for the Development Consent Order which the County Council in its role as Local Planning Authority for the project must be satisfied with.

MONITORING OFFICER'S COMMENTS

Monitoring Officer has been consulted and has no further comments.

BACKGROUND PAPERS

The Development Consent Order for the Heysham/M6 Link

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