

Report to P&E 11th August 2015

Report No.1

HGV Route around Malmesbury

1. Purpose of Report

- 1.1 To seek the Committee's views on ways forward re Community Issue 3534 "Need a HGV route around Malmesbury".
- 1.2 This issue was considered by the Community Area Transport Group on 14th April 2015 where it was stated that "Freight team officers have responded to the Town councils report and it is up to the town council to consider and respond."

2. Background

- 2.1 Following concern about HGVs in the town centre, Cllr Power led a P&E Lorries Working Party which presented a report to the P&E meeting for 31st March 2014. That meeting resolved (with arising action):
 - (a) To write to prominent delivery companies informing them of problems caused by HGVs (Co-op was written to May 2014);
 - (b) Site a notice at the Chippenham Pitstop lorry stop (opposite the recycling centre) warning of weight restrictions in Malmesbury Town Centre (done August 2014);
 - (c) Ask Wiltshire Council to consider amended signage and (d) to raise the problem as a Community Issue.
- 2.2 A Community Issue was submitted on 12th August 2014 arising from the Lorries Working Party report which was split into two:
 - (a) 3534 "Need a HGV route around Malmesbury";
 - (b) 3535 "Improve signage to reduce HGVs in Malmesbury Town Centre".
- 2.3 The Community Issues were immediately recommended for discussion between the Town Council and Wiltshire Council's Principal Transport Officer and in December 2014 the recommendation was to discuss with the Sustainable Transport Group.
- 2.4 The original Lorries Working Party Report (endorsed by the P&E Committee) did not recommend any investigation of an alternative HGV route around Malmesbury. However by the time the report became a Community Issue the following recommendation was included:

" .. a local Freight Assessment to be carried out, with a view to officially registering a preferred route into Malmesbury for HGVs [travelling from Bristol]. More specifically this would be for HGVs coming along from the direction of Bristol via Park Road turning out of town up Tetbury Hill"
- 2.5 The Community Area Transport Group discussed this issue in February 2015 with the observation that

"The issue was not a volume of HGV but a few causing problems mainly those coming in from Sherston / Bristol Street. It was suggested that the

Town Council should consult locally about their proposed HGV route through Parklands. Officers would review with freight colleagues and identify the best way of addressing the concerns and requests from the Town Council."

- 2.4 The issue was reviewed by CATG again in April 2015 and it was recommended again that this be referred back to the Town Council, as per 1.1 above.
- 2.4 The Town Council has endorsed a Community Issue concerning speeding and lorry traffic in Bristol Street.
- 2.5 The arising objective is to consider the suitability of an alternative HGV route into the Town Centre (involving Parklands, Park Road and Gloucester Road rather than Bristol Street) and decide whether consult locally on its suitability.

3. Relevant information

- 3.1 The Town Council was consulted by Wiltshire Council regarding alternative routes during the closure of Bristol Street for sewer repairs in August 2014. The agreed alternative routes were
 - (a) HGV traffic from Sherston to Malmesbury Town Centre: Sherston – Acton Turville – A46 – A433 – Tetbury – Long Newnton (B4014) – Whitchurch Hill – High Street – Gloucester Street.

Notably the above HGV route only uses A and B class roads.
 - (b) Local traffic eastbound to Town Centre: Sherston Rd – Parklands – Old Alexander Rd – Park Rd – Gloucester Rd – Triangle
 - (c) Local traffic westbound from Town Centre: Triangle – Gloucester Rd - Park Rd - Old Alexander Rd – Alexander Rd – Corn Gastons – Sherston Rd.
- 3.2 Wiltshire Council's "Freight Gateway" facility allows drivers to plan journeys suitable for lorries of different dimensions www.freightgateway.co.uk/wiltshire/. This facility was used to obtain "preferred routes" for an 8-tonne vehicle as follows.
 - (a) Between Sherston and the Town Hall which is shown (after two explanatory slides) on page 3 of Appendix 1 to this report. The preferred route uses Bristol Street and not Parklands, Park Road and Gloucester Road.
 - (b) Between Sherston and Buildbase in Park Road, shown on page 4 of Appendix 1. The preferred route uses Bristol Street and not Parklands, Park Road and Gloucester Road.
 - (c) Between Sherston and Beuttell Way, shown on page 5 of Appendix 1. The preferred route avoids the town altogether for most of its route and follows that (A433, Tetbury, B4014) recommended by Wiltshire Council for HGVs when Bristol Street was closed.

4. Recommendation

- 4.1 While there would be great advantage to the town to provide an alternative HGV route that does not involve Bristol Street, there is evidence that a route via Parklands and Park Road would not be satisfactory:

- (a) Wiltshire Council's recommended HGV route that avoided Bristol Street went to great lengths (literally) to avoid a Parklands – Park Road route, routing traffic from Sherston via the A46, A433 and Tetbury on A or B-class roads.
- (b) In the same context, the Town Council recommended a Parklands – Park Road route for local traffic only if it were a one-way route.
- (c) The Wiltshire Freight Gateway system steadfastly refuses to use Parklands – Park Road as a route from Sherston to Malmesbury Town Centre, although it does use an alternative northerly route to reach Beuttell Way.

4.2 Accordingly the Committee is recommended to consider that

- (a) A Parklands – Park Road HGV route as an alternative to the Bristol Street route would not be satisfactory;
- (b) It would not be worth the effort and expense to consult with the public regarding the satisfactoriness or otherwise of this alternative route.

4.3 However, given the attractiveness of removing all HGV traffic from Malmesbury Town Centre and Bristol Street, Committee is asked to consider the radical idea that the two "via Tetbury" HGV routes recommended by Wiltshire Council (3.1 (a) and 3.2 (c) above) be explored. In that case, the information provided on Wiltshire Council's Freight Routing page would be of interest
www.wiltshire.gov.uk/parkingtransportandstreets/roadshighwaysstreetcare/transportfreight/transportroadfreight.htm

5. Financial implications

5.1 The financial implications of the recommendations above are unknown.

6. Arising matter

6.1 In researching the preferred HGV routes recommended by the Wiltshire Freight Gateway online system, a number of test routes were examined. In many cases the system's recommendations were bizarre and routed the test 8-tonne vehicle through Town Centre weight-restricted zone. Pages 6 to 11 of Appendix 1 show the following:

- 6 - Erroneous Routing M4 to Buildbase
- 7 - Erroneous Routing Birmingham to Buildbase
- 8 - Erroneous Routing Birmingham to Glos Rd Industrial Estate
- 9 - Correct Routing M4 to Beuttell Way
- 10 - Erroneous Routing Bristol to Glos Rd Co-op (the Co-op distribution centre is in Bristol)
- 11 - Routing Bristol to High St Co-op (the route in the Co-op's travel plan)

6.2 Committee is invited to consider whether Wiltshire Council should be made aware of deficiencies in its Freight Gateway system

Cllr John Gundry
Deputy Chair
Planning and Environment Committee
Malmesbury Town Council

4th August 2015