



**Report to Chairperson and Members of the
Transportation Strategic Policy Committee**

**HGV management system
and 4 axle vehicles**

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Introduction

The Dublin Port tunnel is designed to remove Port related vehicles, especially large trucks from the city centre and suburban roads leading to the Port area. In conjunction with the Dublin Port Tunnel project, a HGV management plan was required to be put in place. This was to ensure that the benefits of the tunnel were maximised while at the same time ensuring that the economic activity of the city could continue to grow.

In April 2006, implementation of a HGV cordon was proposed which would allow for the City Council to ban large trucks based on the number of axles from a wide area of the city. The original proposal was to allow trucks to still access the port area from East Wall Road and from Strand Road; however, the Council decision was that there should not be any surface access to the port tunnel during the hours of the HGV ban.

The HGV management strategy that was then put in place was to ban all 5+ axle vehicles during the hours of 07.00-19.00 seven days a week from a designated cordon area and so ensure that all 5+ axle truck access to Dublin Port was via the Port Tunnel and not the city streets.

However, in order to ensure that necessary commercial activity could continue in the city a permit scheme for 5+ axle vehicles that need to load/unload within the city centre area needed to be put in place.

As a consequence of the HGV cordon now being a closed cordon around the port area, Dublin City Council were required to put in place a scheme whereby the hauliers who used the Eastlink toll bridge during the hours of the ban, would have their tolls refunded, provided they met certain criteria.

The objectives of the HGV management strategy as set out in 2006 and accepted by the City Council are:

Maximising the use of the DPT and minimising use of the city streets by HGVs travelling to/from Dublin Port,

To minimize the conflicts between delivery and service requirements of businesses and the needs of all other road users.

Managing diverted HGVs under partial or full DPT closure conditions.

The operation of an East Link rebate scheme for affected hauliers.

The HGV management strategy comprises three main elements: -

1. The implementation and operation of the ban on 5+ axle vehicles within a cordon area and its associated systems.
2. The HGV Permit scheme
3. The implementation and operation of an Eastlink toll rebate scheme.

HGK Management system

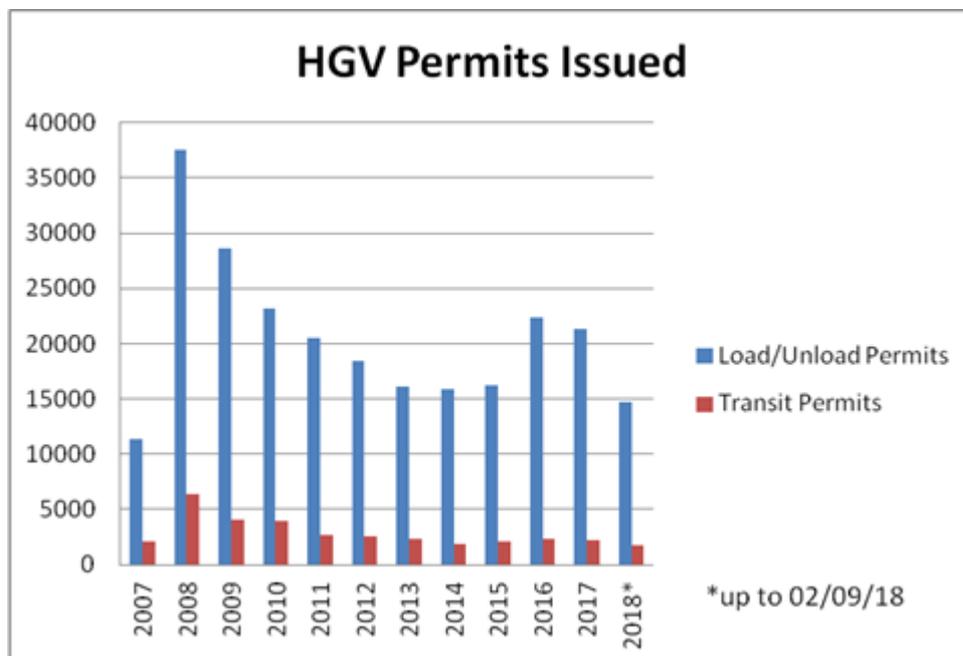
The ban on 5+ axle vehicles between 07:00 - 19:00 came into effect on the 19th of February 2007. The ban has been outstandingly successful in reducing the numbers of trucks in the city centre and especially on the North and South Quays.

HGK permit Scheme

A dedicated multilingual all electronic permit scheme was put in place to allow 5+ axle vehicles that were necessary for the economic activity in the city, to still be allowed to access premises within the city centre.

The permit scheme is a two-part process with premises who wish to use 5+ axle vehicles during the cordon hours being required to register on the system. The haulage company can then apply to deliver to premises, once it is registered; in their application they must give their entry and exit points to the cordon and their destination. The permits are a day permit costing 10 euros which allows for up to five separate entries and exits to the cordon in one day.

A transit permit class was also created which provided a route for vehicles, that were excluded from using the Port Tunnel, in order to exit/ access the port. With the introduction of the maximum height legislation in 2013 over height vehicles are no longer allowed to request a transit permit. Transit permits can now only be applied for when vehicles are not allowed to use the Port Tunnel under the Tunnel regulations. There is no charge for this permit.



HGV rebate scheme Eastlink (Tom Clarke) Toll Bridge

The rebate scheme on the toll bridge applies during the hours of the 5+ HGV ban in the city centre and a haulier who uses the bridge can claim a rebate on their toll provided they meet set criteria. This currently means that around one million of toll income is foregone by the City Council with this measure.

Extension of 5+ axle ban to 4 axle vehicles.

The intention of the original ban was to maximise the use of the Dublin Port Tunnel and to minimise use of city streets by Port traffic and at the time an analysis of the traffic volumes in the Port showed that over 65% of all vehicle movements at the port were 5+ axle vehicles.

The number of axles was therefore set at 5 or over and this has remained the same since 2007.

When we now look at the volume of trucks using the North Wall Quay we can see that the daily numbers of 4 axle vehicles on the Quay is substantially less than the numbers of 5+ axle vehicle.

Date	Total
27/08/2018	96
28/08/2018	136
29/08/2018	110
30/08/2018	117
31/08/2018	110
Total	569

5+Axle vehicles Nth Wall Quay

Date	Total
27/08/2018	40
28/08/2018	47
29/08/2018	59
30/08/2018	49
31/08/2018	37
Total	232

4 Axle Vehicles Nth Wall Quay

At East Wall Road at the Alexandra Road the total volume of 4 and 5+ axle vehicles during the hours of the ban are 2,569 of which 4 axle vehicles are 433 or 16% of the total.

4 axle port related traffic is quite light and the extension of the ban to 4 axle vehicles will result in banning substantial numbers of non-port related movements.

Legislative context.

S.I. 638/2006 sets out the description of axles and how to determine which axles are included in the definition of excluded vehicles.

“total number of axles” in relation to a mechanically propelled vehicle, means that all the wheels of the vehicle, the centres of which lie in a vertical plane extending across the full width of the vehicle at right angles to its longitudinal axis is to be regarded as forming a single axle and in determining the total number of axles, any axle attached to a vehicle or attached to any trailer drawn by the vehicle which is capable of transmitting any part of the weight of the vehicle or trailer to the surface of a road is included in the total.

The legislation makes no difference between a 4 axle rigid or 4 axle articulated vehicle and this is an issue when we consider extending the ban to 4 axle vehicles as 5 axle vehicles are almost exclusively articulated whereas 4 axles are not.

Restrictions of current strategy.

The HGV permit system is currently based on a two stage process with premises who want to receive a delivery from a 5+ axle vehicle being required to register in the HGV system. When a premises registers they must submit the Company Registration number in order to complete their registration.

A 5+ axle vehicle can only deliver to a premises registered on the HGV system and a non-commercial premises cannot register at present on the current system to use a 5+ axle truck. Once a premises is correctly registered the system will automatically allow a haulier to obtain a permit to deliver to that premises. The system is a 24+7 multilingual system designed to allow hauliers throughout Europe to obtain permits and so not operate at any disadvantage to Irish based hauliers.

4 axle trucks are spoil removal trucks, concrete trucks and waste removal trucks and all of these vehicles may be required to load/unload at private premises, for example construction works such as extensions or new build on existing sites.

This was not envisaged in the original HGV scheme and the current permit system would need upgrading before any change to the scheme can be made but more importantly the HGV strategy will have to be revised and modified to take account of new requirements.

An assessment is needed to determine if the removal of 4 axle vehicles adds to the strategy versus the costs of implementing both on the City Council, industry and private residences. Also this assessment should determine if the ban should extend to three axle trucks at the same time.

Conclusion

The extension of the HGV management system to 4 axle vehicles would require the following :-

1. An assessment is needed to determine the impact of the proposed extension and if it is warranted.
2. A period of industry and public consultation would be needed to determine potential issues.
3. A revised HGV management strategy would then be required to set out the objectives for a HGV management strategy which includes 4 axle vehicles. This strategy would no longer just focus on Port Traffic and the Port Tunnel but rather on how the strategy works in the context of the whole city.
4. Strategy would also assess the current cordon and determine if any changes are required.
5. Strategy needs to address how non-commercial premises can register for 4 axle use and whether this is practical.
6. New strategy should also take account of items such as Euro class of vehicles allowed into cordon and if additional truck safety requirements can be legally added to permit application.
7. The existing HGV permit issuing system was put in place in 2007 and needs to be upgraded and replaced and this work is commencing.