

Item No. 5



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

10 years of the Heavy Goods Vehicle Management Strategy

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Introduction

The Dublin Port tunnel was designed to provide a fast link from the motorway network to the Port facilities for port related traffic, especially large trucks that prior to the introduction of the Port Tunnel were using the city centre and suburban roads to access the port. However due to the location of the tunnel on the North South axis a complementary HGV management plan was required to ensure the maximum number of trucks used the port tunnel and not the city streets, while at the same time ensuring that the economic activity of the city could continue to grow.

In April 2006 the full City Council debated a proposal regarding the implementation of a HGV cordon 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 City 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 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 limited 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 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 are:

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

To manage the necessary delivery requirements.

Managing diverted HGVs under partial or full DPT closure conditions.

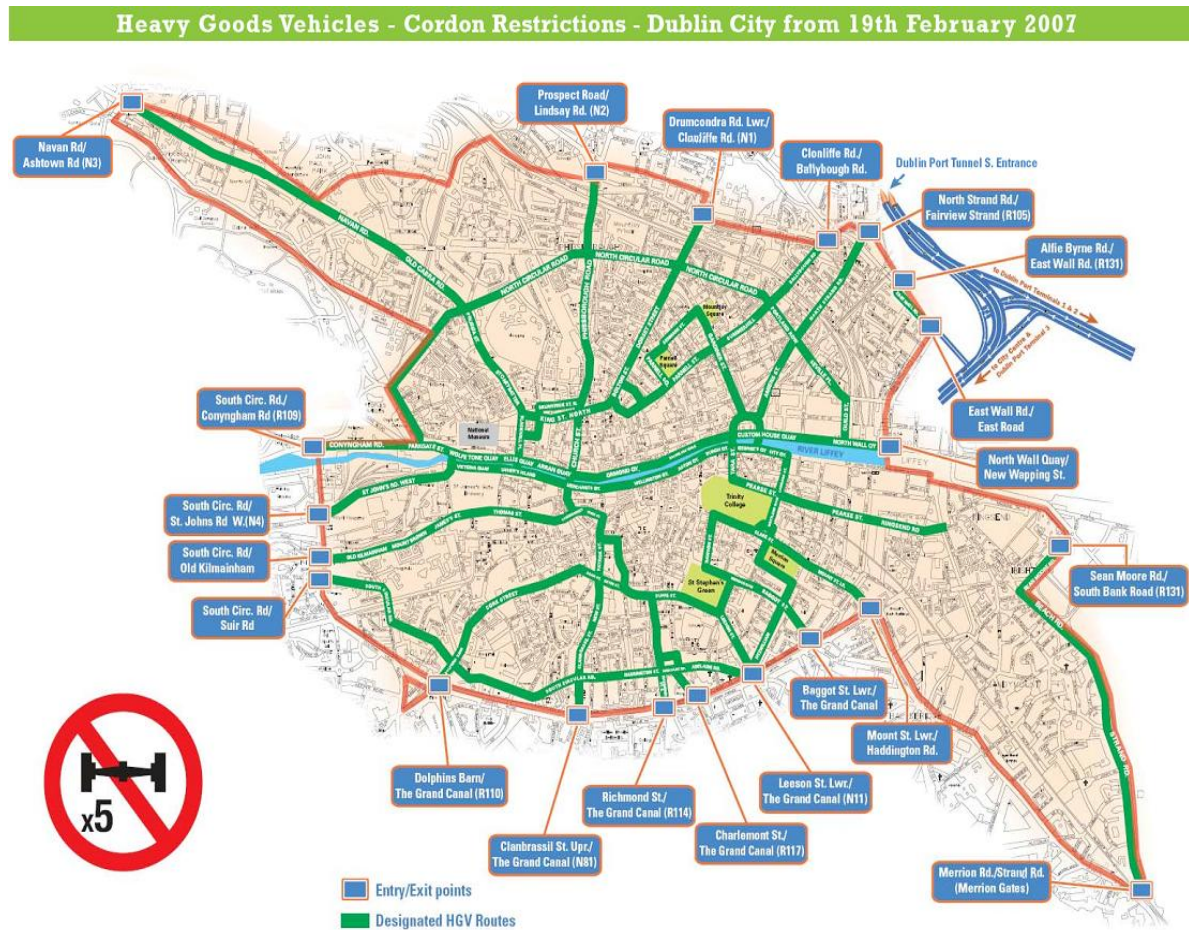
The operation of an East Link rebate scheme for affected hauliers.

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.

Implementation

The ban on 5+ axle vehicles between 07:00- 19:00 came into effect on the 19th of February 2007 with the cordon area shown below. A major publicity campaign was put in place including dedicated website hgv.ie, maps, information sessions and a text messaging service for news of any tunnel closures.



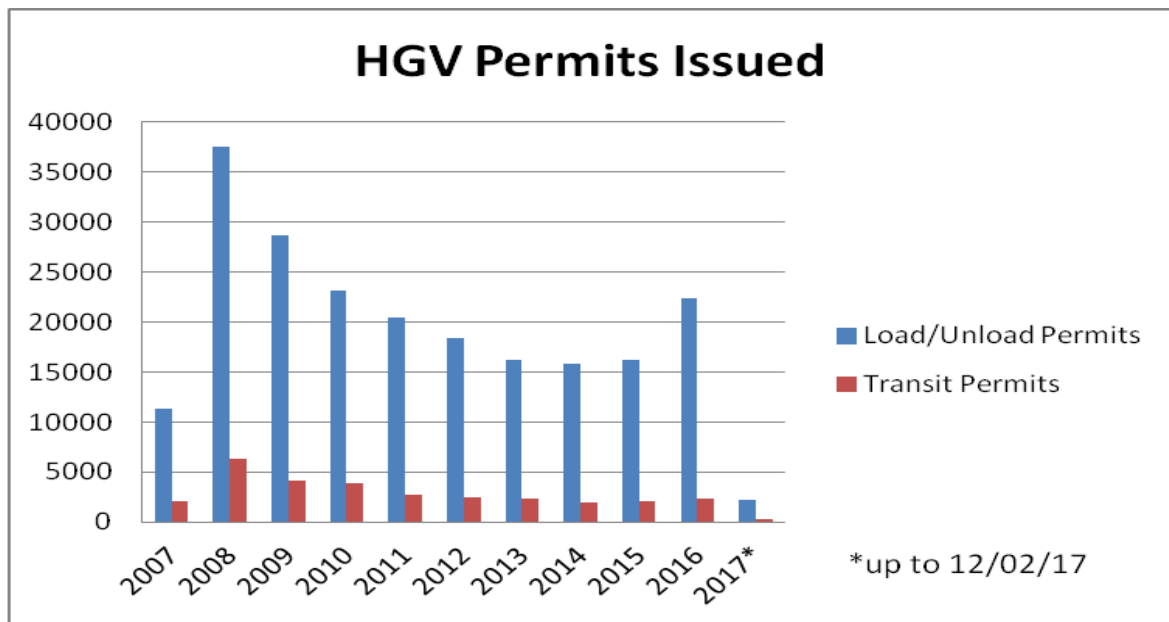
The scheme required the introduction by the department of transport of new regulations for a permit scheme and also for the use of axle numbers on road signage.

HGV 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 entry 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 a route out from the port, there is no charge for this permit. With the introduction of the maximum height legislation in 2013 over height vehicles are no longer allowed to request a transit permit.



Total number of load/unload permits issued to date is: 212,281*

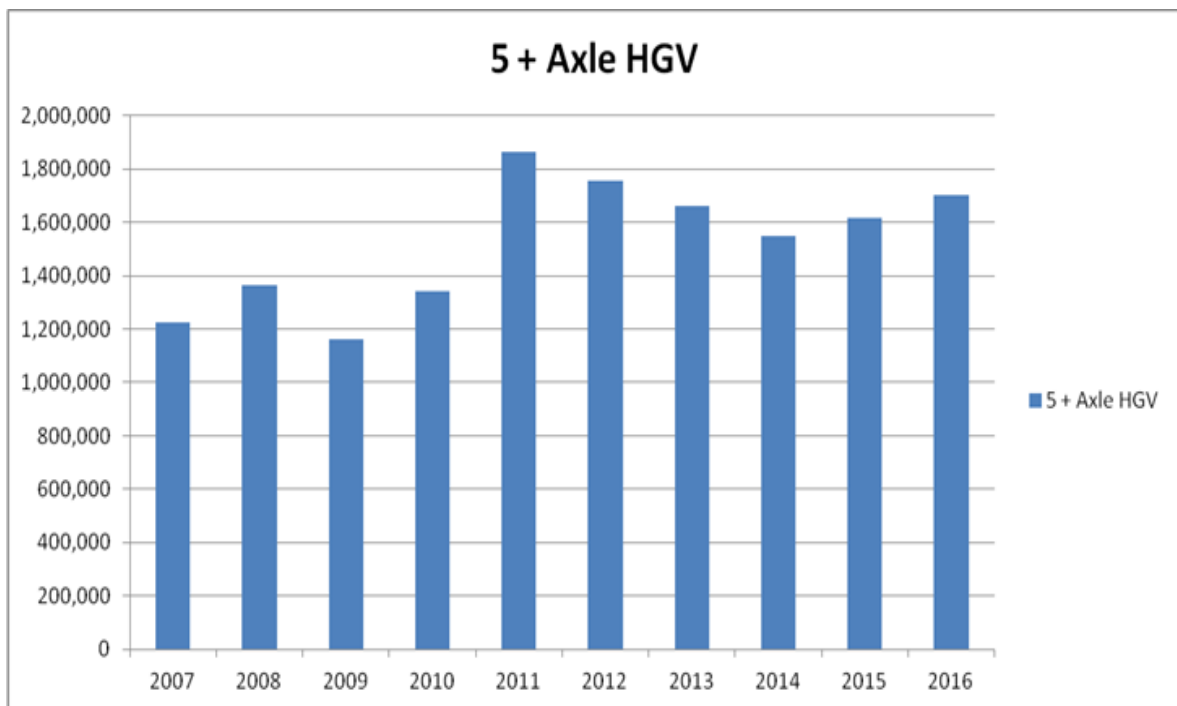
Total number of transit permits issued: 30,622*

*As of the 12th February 2017

Reduction of numbers of 5+ axles

Date	Reduction in 5+ axle vehicles 07:00- 19:00
Tunnel Opens December 2006	52% reduction in 5+ axle movements in the city
HGV strategy February 2007	91% reduction in 5+ vehicle axle movements in the city

The 10 years of the Port Tunnel and HGV management have removed **15,232,772** 5+ axle vehicle trips from the city streets



(Number of 5+ axle vehicles using the Dublin Port Tunnel)

Each day since it came into operation an average of **4,172** 5+ axle vehicles has been removed from the city streets.

Note the numbers per day would fill 80Kms of roadway

HGV rebate scheme Eastlink (Tom Clarke) Toll Bridge

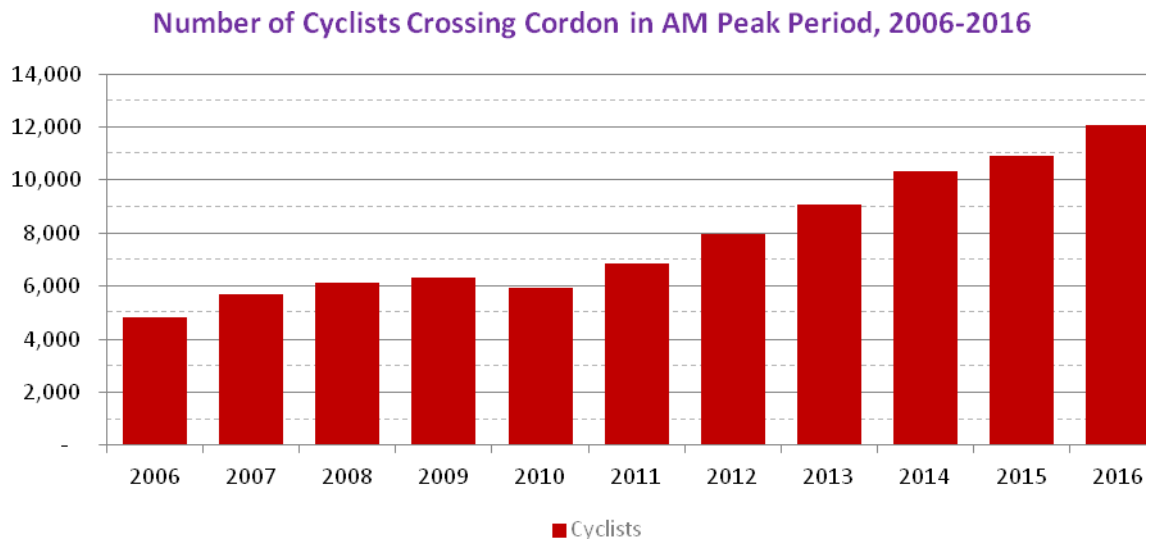
The rebate scheme on the toll bridge applies during the hours of the HGV ban in the city centre and a haulier who uses the bridge can claim a rebate on their toll provided they meet set criteria.

To date costs of the HGV toll rebate, cost of the HGV permit system and the income from the permits is shown below.

HGV Rebates	9,436,240
HGV permit system costs	347,016
Income from the HGV permits	910,080
<i>Total Cost to DCC since 2007</i>	<i>8,526,159.85</i>

Impact of the strategy

The reduction in 5+ axle movements has allowed for the introduction of the Dublin Bike scheme and has greatly facilitated the growth in cycling in the city.



Next Steps

It is clear that the HGV strategy has been very successful and has helped to make the city a safer, quieter and more environmentally friendly area.

DCC will continue to monitor the operation for the HGV strategy and will be upgrading the existing HGV system over the next number of years.

In addition to aid in enforcement and to provide information to citizens an application is being developed to allow querying of permit status using smart phones and to pass this information to Dublin City Council.

An example of what this could look like is shown below.

