

Summary of a Community Lorrywatch Presentation by David McCandless, MD Community Roadwatch(UK) CIC (CRW) at the Pidley-cum-Fenton Parish Council Meeting on 12 Jun 19

Background. The Parish Council, in response to residents' concerns at the damage and nuisance being caused by increasing numbers and sizes of HGVs, requested CRW to carry out a Lorrywatch* survey to determine the type, weight and numbers of HGVs using the narrow B1040 through Pidley and the narrower, unsuitable Fenton Bends.

Aim. The Council's ultimate aim is to reduce the number of the heaviest HGVs to acceptable levels or exclude them totally, except for access, either voluntarily by hauliers signing a CRW Covenant – as Mick George had done for his HGVs (see CRW website) - or by employing formal, affordable, effective means and measures to obtain the level of pacification needed to improve its residents' safety, environment and quality of life.

Results. Mr McCandless outlined the results of a comprehensive CRW Lorrywatch sessions CRW, audited by District Cllr Jill Tavener, had carried out in front of the Mad Cat public house, the Village Hall and in the 'layby' opposite Fen Road. The survey comprised seven one hour sessions at different times of the day except the early morning because the recent rain had caused those to have been cancelled. In all, 114 HGVs were observed and their 'Revenue' weights determined from the DVLA website using their Registrations. Also, CRW had identified the companies owning all the liveried HGVs - including foreign-plated ones with UK offices. This data would enable the Council, if it wished, or request CRW on its behalf, to contact companies of the heaviest persistent lorries to point out the problems their transits are having on the safety and well-being of the community. Companies would also be asked to use the County Council's Advisory Freight /Strategic Routes (A141) instead of this stretch of B-road that was unsuitable for the weight and length of lorries currently being experienced along it through Pidley and Fenton. Mr McCandless had written such a letter to one company but had not, to date, received a response. He left the letter with the Parish Clerk as a template for letters to other companies as the Council decided. Mr McCandless also noted that, for the most-part, the humps in Warboys Rd were obviously slowing most traffic but that the constant pounding by 18tonne-44tonne HGVs was causing them to loosen just like the same types of lorries had done to identical humps in Colne just prior to that type being installed in Pidley.

Traffic Regulation Order (TRO). When asked about a 7.5t limit TRO, Mr McCandless agreed that that would be one solution but residents should realise that such a limit applies only to those HGVs OVER 7.5t. Some large lorries are (conveniently) classified as 7.5t, or even just under at 7.49t, to allow them to use 7.5t restricted routes as shortcuts even though most can make just as much noise over the humps as some of the bigger ones. However, an HGV's vibration signature is determined primarily by its suspension, weight and speed and the number of axles hitting the humps when an HGV fails to straddle them (like when passing each other) as multiple axles can set up resonance. Also HGVs following closely behind each other can cause a greater vibration than when travelling well separated because the vibration amplitude from one does not always dissipate before being complemented by the next and the next. Mr McCandless pointed out that HGV nuisance has become more significant in recent years and that the area HCV Group is seeking to identify problems and locations in what is known as 'The Diamond' with a view to excluding HGV's from villages except for legitimate access. The Group is also keen to monitor vibration, noise and pollution levels. He suggested it might be in the Council's interest to join that group as well and send a representative to the Area Road Safety Committee where common problems – such as HGV nuisance that is a current topic - often result in common affordable solutions. The contact details of the Secretary of both Committees has been supplied to the Parish Clerk.

Speed Indicating Devices (SIDs). When asked about the effectiveness of SIDs, Mr McCandless said there is no doubt that SIDs are effective at moderating the speed of traffic if properly placed and for the time that they are 'active'. His experienced view, having been involved in the support and observation of several different types of SIDs over 10 years, was that SIDs installed at potential accident blackspots to slow speeding traffic should not trigger at too low a speed to gratuitously distract drivers. Also, with few exceptions being justified, they should show **just the speed** of vehicles **continuously** in large full-face digits without any judgemental messages (like 'Thank You' or 'Slow Down' or similar graphics). Why? When these 'message' SIDs stop working (flat battery being common) or trigger late (caused by bad head alignment) drivers actually accelerate towards them to get a 'Thank You' but then end up speeding when no message appears. SIDs in a 'Stealth' have the same effect.

****'Community Lorrywatch' is an HGV monitoring/quantifying service provided by CRW and should not be confused by the recently created 'HGV Watch' started by the Police to identify HGV infringements of weight, width and height TROs.***

This document is reproduced along with a summary of the project and other Pidley Volume-Speed data at:
www.roadwatch.org.uk/cambs/pidley