

Appendix A: A36 Cleveland Bridge HGV Flows

1) A36 Cleveland Bridge carries approx. 1,100 HGVs over 7.5 tonnes per day (0500-2300) and 560 HGVs over 18 tonnes.

2) A roadside interview survey of HGV drivers in November 2009 indicated that 41% of HGVs >7.5t were making a local delivery or within Bath and 59% were making a through trip, including 7% to the Radstock area. For HGVs >18t, 67% make a through trip, again with 7% to the Radstock area. Figure 1 shows the proportion of through trips by HGV weight. Figure 2 shows the origin/destination of through trips for HGVs >18t.

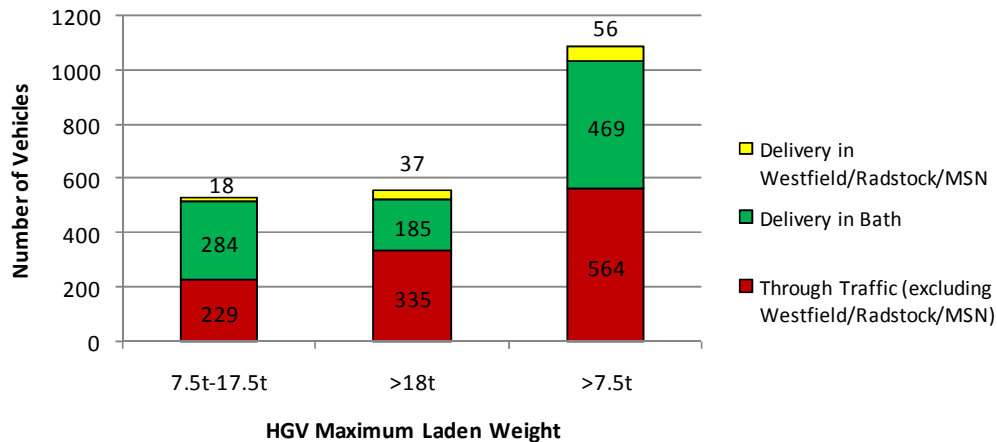


Figure 1: Distribution of HGV >18t travelling on Bathwick St (0500-2300)

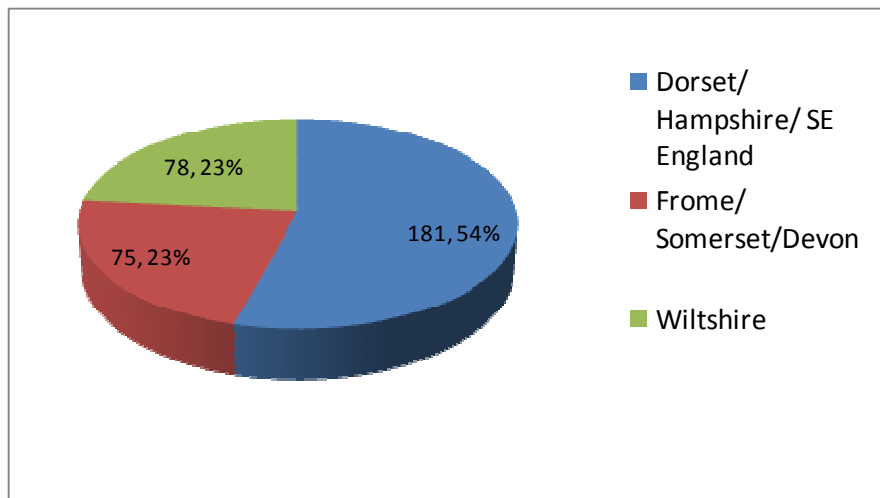


Figure 2: Origin/Destination of HGVs >18t making through trips, excluding Radstock (0500-2300)

3) HGV trips to Wiltshire are from Bristol, South Wales & the Midlands, travelling mainly to Salisbury and Warminster

4) The A4 London Road and A36 through Bath are designated as National Primary Routes, but not trunk roads. The A36 Warminster Road is a trunk road outside the Bath city boundary.

5) Alternative routes for HGVs travelling between M4 West and M5 North to A36 South are shown in Figure 1.

Tables 1 provides distance data for each route using MapInfo, together with the difference between these routes and the existing route .

Route Ref	Route	Distance Miles (difference)
Existing	A46/A4 London Rd/A36	33
1	M32/A4174/A4/A36	34 (+1)
2	A363/B3105 Staverton/A361/A363/A350	35 (+2)
3	M32/A37/A362/A361	36 (+3)
4	A350	41 (+8)

Table 1 Alternative Routes for M4 West to A36 South (M4/M32 junction to A36/A350 junction)

6) Redistribution of HGVs. If HGVs >18t are restricted from making the movement from A4 London Rd to A36 Warminster Rd, then it is predicted that the 325 HGV movements (0500-2300) will redistribute in the following proportions, based on the shortest legal route: 71% to M32/A4/A36 Bath, 20% to the A37, 6% to the A34, 2% to the A350 (6 vehicles per day) and 1% to the M5.

7) Air Quality Issues. Both the A4 London Road and A36 Bathwick St suffer from significant peak hour congestion and lie with in an Air Quality Management Area where levels of NO₂ exceed EU air quality standards.

Figure 1

