

'Local transport policy processes and the haulage industry - getting the message right'

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3rd March 2008

‘How can the road haulage industry better engage in Transport Plan development to ensure more favourable outcomes for all concerned?’

Review Transport Plan process and policy/strategy development with some examples.

Contents

- Problems and issues for road freight in the South West;
- Local/Regional Transport Plans – role, contents, influence;
- Engaging with Transport Plan development – what TP's can do for you;
- Examples – Cotswolds AONB freight strategy and South west regional freight map.

Problems and issues for road freight in the South West.

- Poor quality and congested road networks, particularly in small towns and villages;
- Lack of clarity as to preferred routes;
- Environmental impacts – noise, intimidation, dust, severance, structural damage; and
- Lack of understanding by rural communities as to role of road freight.

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Local/Regional Transport Plans – role, contents, influence;

- Role – statutory documents setting transport context, strategy and programme for a particular period;
- English LTP's at LTP2, Wales RTP's December 2008, Scotland April 2007;
- Assessed by Government for conformity to guidance:
- Developed through consultation with stakeholders;
- Ultimately agreed by Councillors.

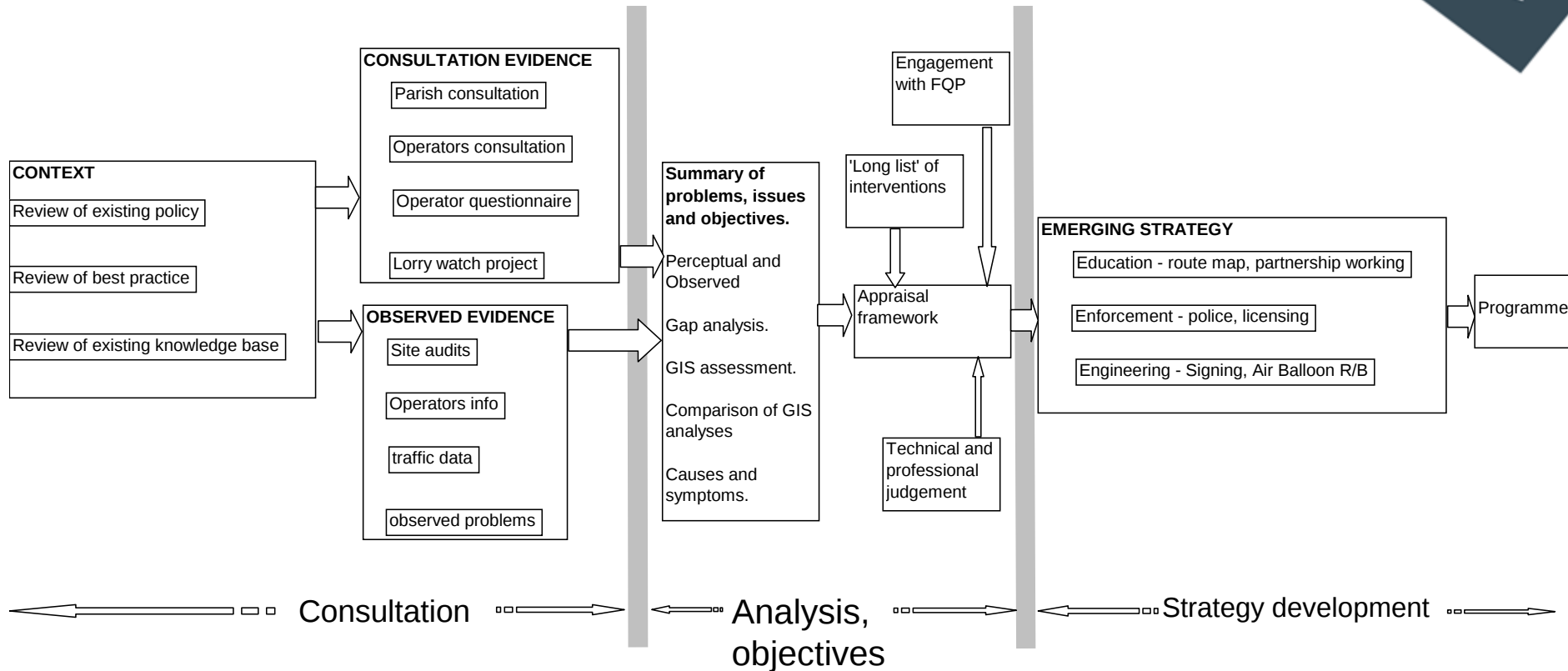
Transport Plans – Prioritisation and constraints.

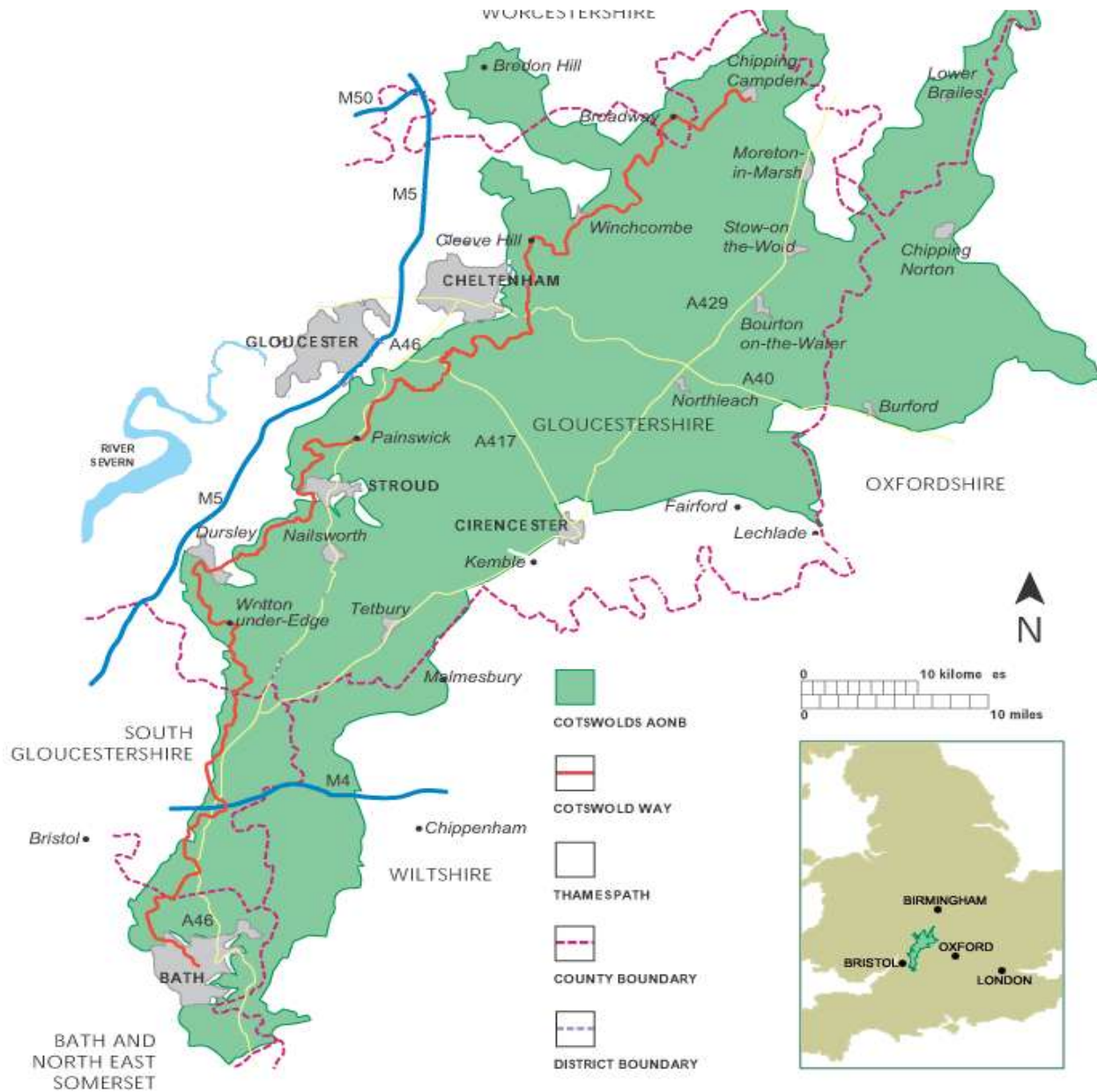
- Need to prioritise given demands on limited funds;
- Process of prioritisation to be transparent and evidence based;
- Prioritisation constrained to schemes that will deliver objectives of Transport Plan;
- To ensure schemes do well in prioritisation need to show linkages to critical objectives.

Engaging with LTP development – what LTP's can do for you

- Before or after, proactive or reactive?
- Early engagement in the policy making process – issues, evidence, opportunities, linkages;
- Freight Quality Partnership – role, function, scope.
- Worth making the effort?

Policy/strategy development





Cotswolds AONB

Gloucestershire AONB Freight Study Objective.

‘To develop a road freight strategy for the Cotswolds AONB that sets out a programme of measures and activities that will reduce the impact of road freight in the Study area’.

The study will:

- Review all available evidence and policies;
- Be developed in partnership with the freight industry and through consultation with Parish Councils; and
- Identify a practical and deliverable programme of measures that offers value for money.

[illegible]

Policy background

- Local Transport Plan sets out policies;
- County Council has a three strand approach to managing freight:
 - Development of a route strategy;
 - Implementation of weight, height, length or access restrictions;
 - Active partnership and engagement with the haulage industry.

Extract from Gloucestershire LTP

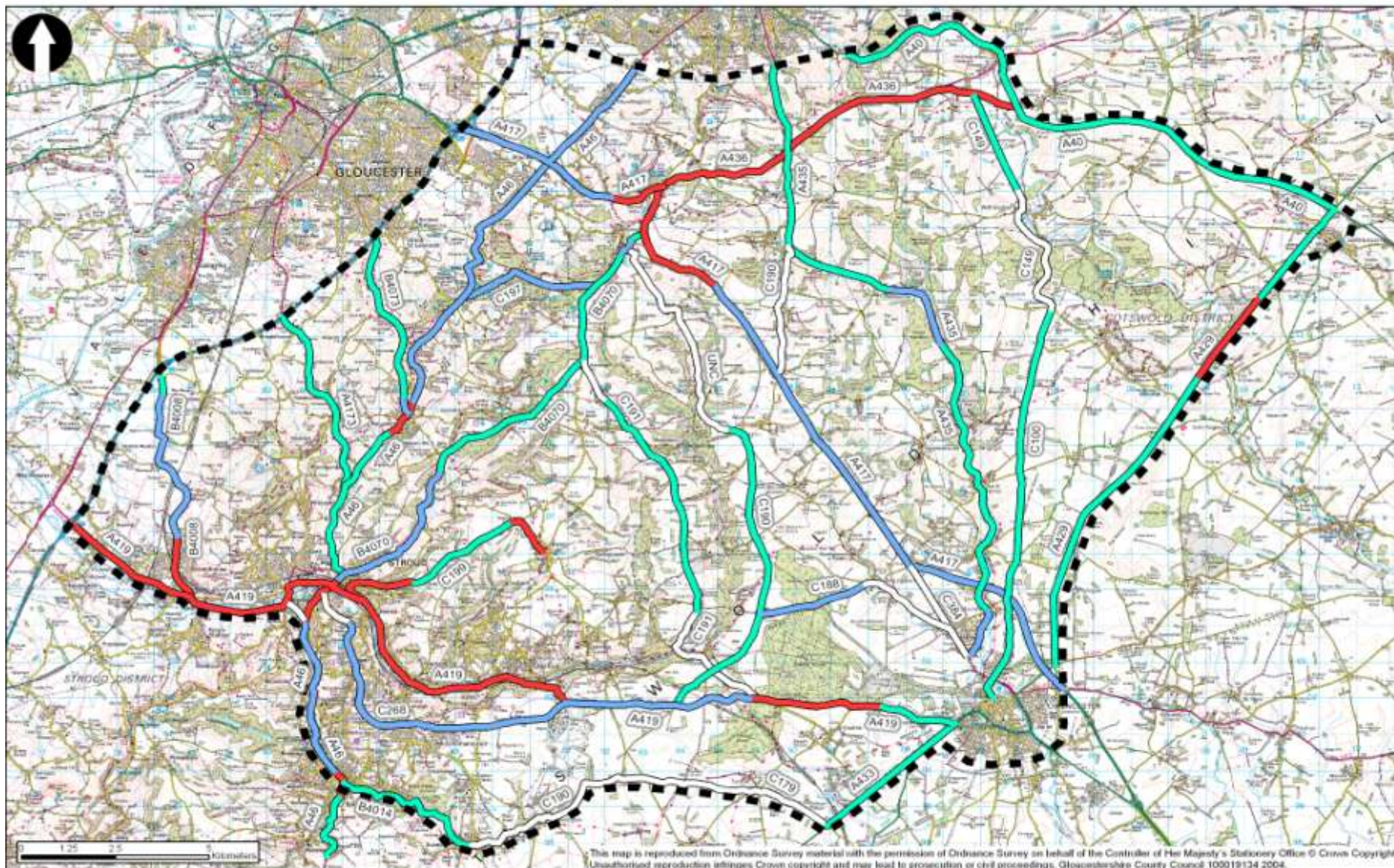
- the need to reduce HGVs on rural roads;
- the need to provide 'routes for long distance journeys', 'routes for local journeys' and 'routes for access and diversionary routes only' to be supported by signing and information;
- to place 7.5 tonne weight restrictions on all unclassified and C class roads within the Area of Outstanding Natural Beauty, and in sensitive towns and villages;
- to consider the need for and likely impacts of a night time curfew on the routes above; and
- to reduce the average percentage of HGVs on 15 key routes to less than 1% by 2010.

Reviewing the policy

- Process reviewed evidence and identified four key variables and that a comparison of the variables, on a geographic basis would be revealing:
 - HGV flow;
 - level of service;
 - role and function (level in hierarchy); and
 - environmental sensitivity.
- confirmed our intuitive understanding of what problems where and where they were; and
- used to identify which strategy elements should be applied, and where.

Cotswolds AONB Freight Management Strategy

Comparison of Environmental/Social Sensitivity of Route Sections and HGV Flow

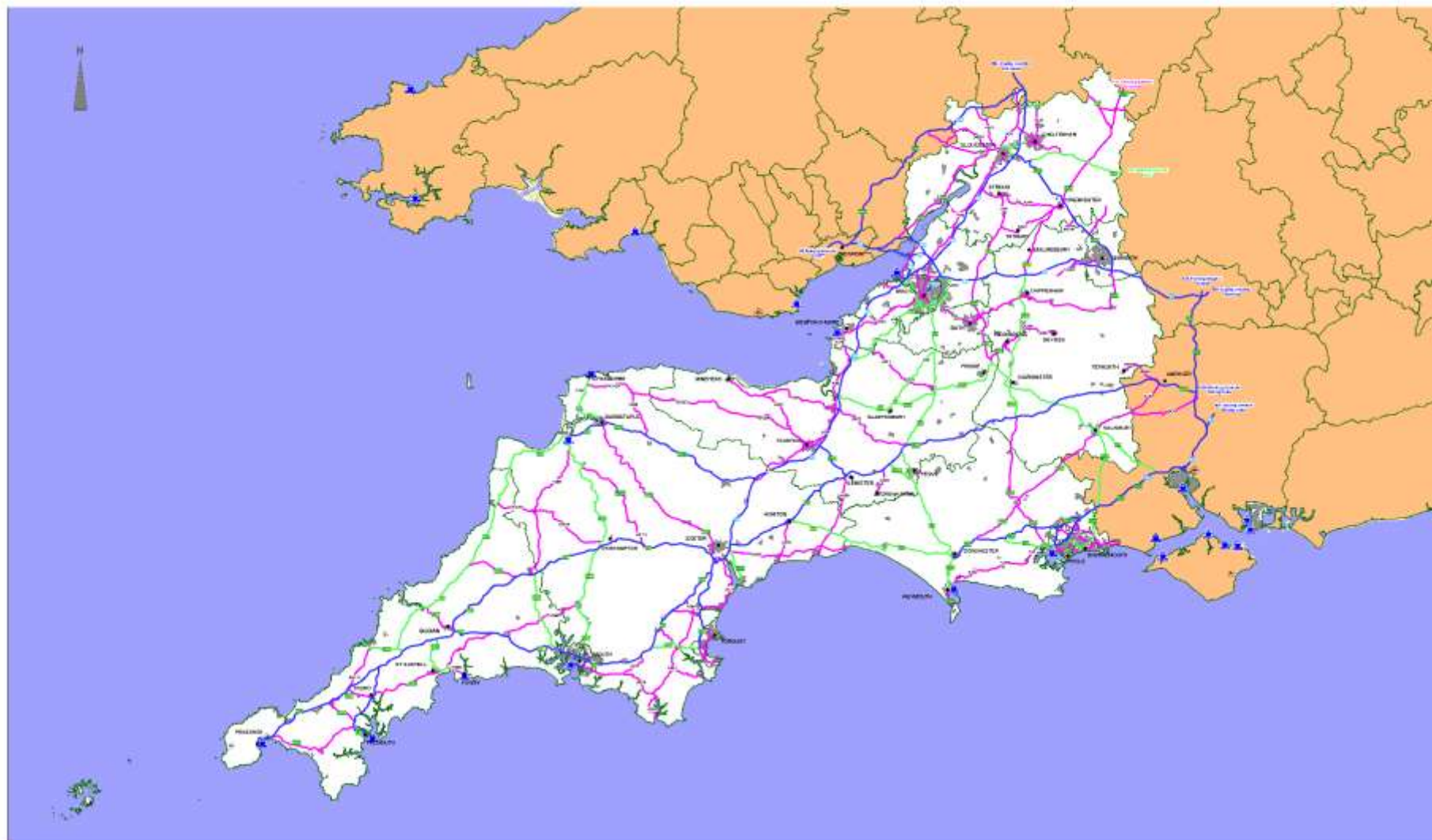


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- No HGV Data Flow Data Available
- HGV Flow Less Than Assumed Environmental/Social Capacity
- HGV Flow Equal to Assumed Environmental/Social Capacity
- HGV Flow Greater Than Assumed Environmental/Social Capacity

South West Regional Freight Map.

- Somerset County Council convened Regional Freight Forum to:
 - Better understand road freight issues in South west;
 - Attended by all Highway Authorities and RHA/FTA;
 - Key issue identified – failure to communicate with freight industry – range of symptoms.
- Main aim to provide map of routes for freight;
- View of Ordnance Survey – produce a consistent map.
- Each HA reviewed allocated routes and invited consultants to produce Regional Freight Map.



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KEY

- National Routes
- Regional Routes
- County Routes
- Motorway
- Primary Route Network
- Other Roads

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Somerset County Council
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South West Regional Freight Map

'Policy' Regional Freight Map

Programme	Start	MP	CE	End	SG
NTS	2003/06	2004/06	2004/06	2004/06	
Author	Quintus/Quintus				
5022577/020/TP/CP/003					

Regional Freight Map - Benefits

- Consistent message to hauliers and operators;
- Consistent message to communities – expectation management;
- One stop shop for mapping agencies for hierarchy;
- Maintains agreement between HAs for cross boundary issues.

Summary.

- Local and Regional Transport Plans development process sets policy environment for road freight;
- Proactive not reactive;
- Many road freight problems are insoluble so expectation management key – engagement in the policy making process
- Early engagement seems to offer benefits to (try) and align policy development and operational requirements;
- Experience in Gloucester and the South west suggests long term benefits.

**END
QUESTIONS???**