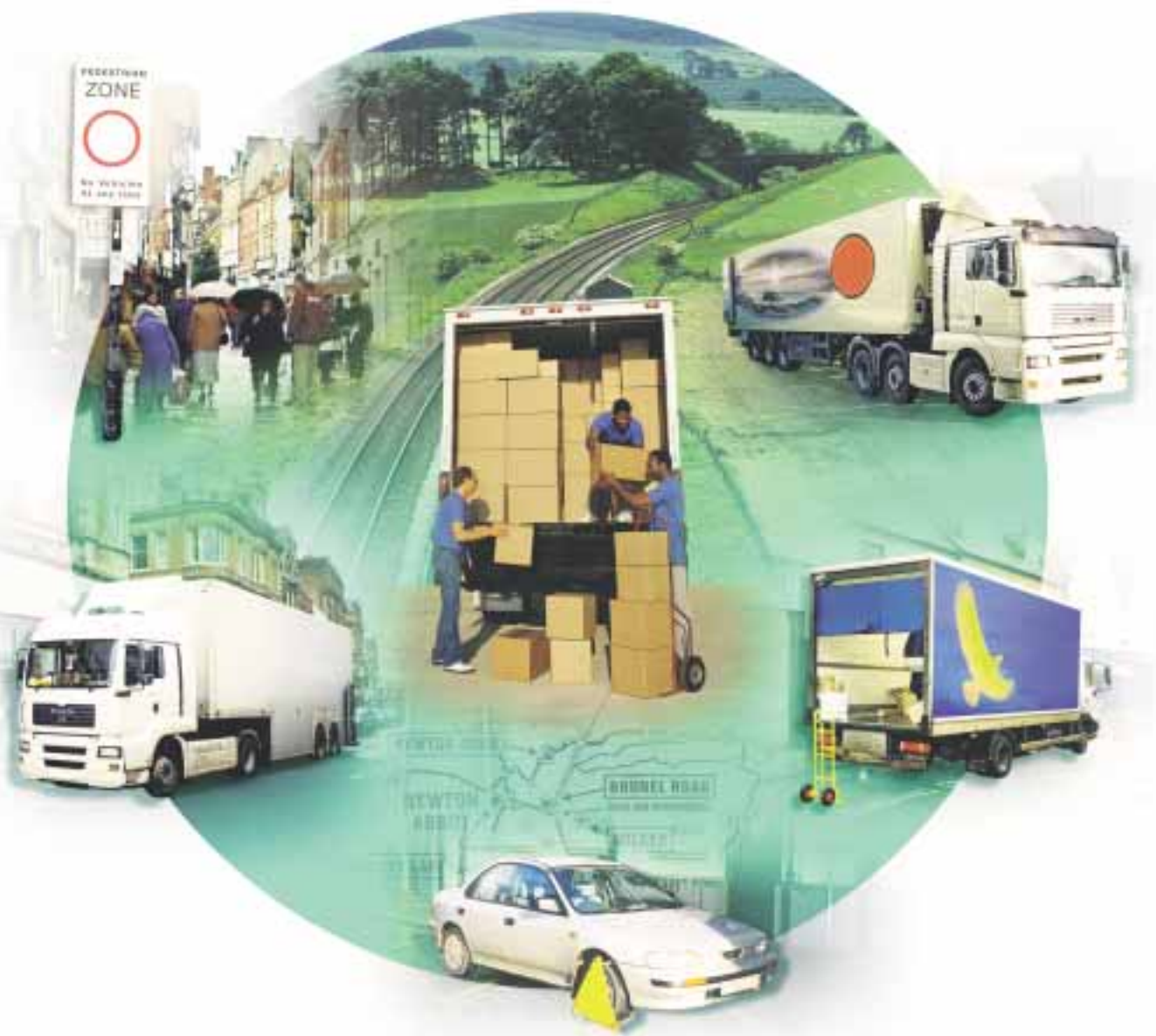


Freight Quality Partnerships

Case Studies



ACKNOWLEDGEMENTS

BRITISH RETAIL CONSORTIUM



These case studies were prepared by Simon Collings on behalf of the Department for Transport. We wish to thank all who contributed to the research, in particular:

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FOREWORD

Freight Quality Partnerships are a means for local government, businesses, freight operators, environmental groups, the local community and other interested stakeholders to work together to address specific freight transport problems. They provide a forum to achieve best practice in environmentally sensitive, economic, safe and efficient freight transport.

We need to achieve more sustainable distribution that holds the needs of the economy, the environment and society in balance. Freight Quality Partnerships can help to achieve these sustainable distribution objectives through developing constructive solutions that reconcile the access to goods and services with local environmental and social concerns.

These case studies, which are aimed at those involved in setting up and running Freight Quality Partnerships, highlight the experiences of five different FQPs, and look at why and how they were established, who is involved and what progress has been achieved to date.

INTRODUCTION

These case studies are aimed at those involved in setting up and running Freight Quality Partnerships (FQPs). FQPs are partnerships between the freight industry, local government and other interested stakeholders. They aim to develop an understanding of freight distribution issues and problems and to promote constructive solutions, which reconcile the need for access to goods and services with local environmental and social concerns.

The purpose of this publication is to provide case study examples of existing FQPs. It illustrates the process of establishing an FQP and highlights some of the solutions that different FQPs are looking at. It is a companion to *A guide on how to set up and run Freight Quality Partnerships (GPG335)* also published by the Department for Transport.



This publication is aimed primarily at local authorities and focuses on the delivery of solutions to localised freight transport problems through FQPs. It is, however, also relevant to other organisations who may wish to set up, or be involved in an FQP such as regional authorities, chambers of commerce, businesses and freight operators.

There is no ‘standard’ type of FQP; they can take different forms and address many different issues. The case studies highlight five different examples of FQP:

A local FQP concentrated on a small market town in a rural area – Newton Abbot	Page 3
A local FQP concentrated on a large urban area – Reading	Page 8
An ‘umbrella’ LTP area wide FQP initiating local FQPs – Hampshire County Council and Winchester	Page 11
An LTP area wide FQP – Derbyshire County and Derby City Councils	Page 14
A regional strategic partnership – North West Freight Advisory Group	Page 17

Whatever the type of FQP, the important characteristic is that it provides a mechanism for the freight industry, local businesses, the local community, and local government to work together in partnership to produce tangible outcomes to real freight transport problems.

The case studies highlight the reasons why the FQPs were established, how they were established, who is involved and what progress has been achieved to date.

NEWTON ABBOT AREA

1

BACKGROUND

The Newton Abbot Area FQP was the first to be established by Devon County Council. It forms part of their sustainable distribution programme that is seeking to establish a number of FQPs in the county.

The Partnership area is largely rural, interspersed with several small urban communities, including the busy market town of Newton Abbot, Teignmouth and Dawlish on the south coast, Buckfastleigh, Ashburton and Moretonhampstead in the Dartmoor National Park, Kingskerswell, Bovey Tracey and Chudleigh.

Under the Chairmanship of Jeremy Newcombe of the Newton Abbot Chamber of Trade and Commerce, the Partnership has the aim “to understand distribution issues at the local level and to promote constructive solutions taking account of the need for access for goods and environmental concerns”.

“The delivery and collection of goods is important to the quality of people’s lives. Freight transport is essential to everyday life and this means that there are challenges to be met and balances to be struck between adequate services and creating the right living environment. Freight Quality Partnerships are a good way of assessing and dealing with these issues.”

Councillor David Morrish, Devon County Council’s Executive Portfolio Holder for Environment

ESTABLISHING THE FQP

For some time there has been concern within the Council about the impact of heavy goods vehicles in Devon, in both urban and rural communities. In addition many lorry operators had identified delays caused by traffic congestion as a problem. Specific locations such as Newton Abbot had been highlighted as being a particular problem area.



Lorry delivering in the rear service area of the Market Walk shopping centre

(photo courtesy Simon Collings)

Recognising that there are no universal solutions to goods vehicle difficulties, and that issues must be tackled on a problem-by-problem basis, the Council began to enter into a dialogue with the Freight Transport Association (FTA). The FTA were enthusiastic to develop a partnership that would bring together the freight industry, local authorities and the local business community, to devise individually tailored solutions appropriate to the particular circumstances.

Based on their experience of working with other local authorities during their pioneering ‘Delivering the Goods’ initiative, the FTA advised that the process would require a significant commitment of time. Consequently, the Council decided to start developing their FQPs in stages, starting with a pilot community, rather than County-wide. To start with it was decided to focus on Newton Abbot and the surrounding area.

With the help of the FTA and the Road Haulage Association (RHA), the Council drew up a list of possible interested parties and wrote to them. The letter outlined the aims of the Government’s sustainable distribution strategy and the proposed FQP in the Newton Abbot area and sought support for the initiative. Virtually all the recipients responded positively and so an inaugural partnership meeting was arranged.

1

NEWTON ABBOT AREA

Members of the Newton Abbot Area FQP

- Devon County Council
- Teignbridge District Council
- Torbay Council
- Newton Abbot Chamber of Trade
- Newton Abbot Town Centre Partnership
- Devon Conservation Forum
- Freight Transport Association
- Road Haulage Association
- WBB Devon Clays Ltd
- Heltor Ltd
- Devon and Cornwall Constabulary
- EWS
- Transport 2000
- Sommerfield
- Boots

MANAGEMENT AND TERMS OF REFERENCE

The first meeting was held in April 2000, and the first job of the new Partnership was to decide on what they were going to do and who was going to Chair the group. In advance of the first meeting Devon County Council drew up draft terms of reference for the group to consider. These were revised following input from the partners at the first couple of meetings until agreement was reached.

Because Devon County Council initiated the Partnership, the first meeting was chaired by a county councillor. However, the intention was to identify a suitable industry or business representative to take on this role, and after the first meeting Jeremy Newcombe from the Newton Abbot Chamber of Trade obliged. This left Devon County Council to provide the secretariat and administrative functions.

Newton Abbot Area Freight Quality Partnership**Terms of Reference**

- To optimise use of the existing transport network and to support the strategic road network to benefit freight movement and minimise the incidence of lorries using unsuitable routes.
- To reduce the environmental impact of freight movement, analyse the maximum size of vehicle suitable for specific routes and limit damage to roads and pavements.
- To encourage best practice and develop environmentally sensitive, economic and efficient delivery of goods.
- To promote the maximisation of other means of freight transport such as rail and sea.
- To improve safety and reduce the intimidating effects of heavy goods vehicles on pedestrians, cyclists and other road users.
- To promote research into innovative ways to distribute and deliver goods and the feasibility of freight transfer depots.
- To maximise the use of modern high specification vehicles and ensure the most efficient operation, at both HGV depots and destination sites.
- To analyse the requirements of new developments.
- To improve air quality and minimise noise, vibration and disturbance from freight movements.
- To work with operators to minimise the use by lorries of unsuitable roads, particularly in residential areas and on rural lanes.
- To monitor the effects of different actions.

NEWTON ABBOT AREA

1

IDENTIFYING SOLUTIONS

Once the management structure and terms of reference had been agreed, the group began to focus on what specific initiatives they were going to implement. Discussions during the first few meetings had helped each of the partners to understand better what the main issues and potential solutions were. To help crystallise their thinking it was decided to carry out a postal survey of businesses in Newton Abbot. Approximately 140 questionnaires were sent out and 42 responses were received covering a good cross section of the business sector from the main shopping centre, the industrial estates, small retail outlets, offices and service industries. Issues that were raised included:

- 80% of businesses have kerbside access for deliveries and of these 57% experienced parked vehicles obstructing deliveries.
- Cars illegally or inconsiderately parked in service areas or parked so as to prevent access to off street loading/unloading facilities can cause serious problems.
- A majority of businesses were against out of hours deliveries because of staffing problems; increased costs resulting from operating later/earlier; security difficulties; the problem of checking goods and noise.
- When a time for deliveries was specified 90% of the suppliers complied.
- Requests were made for improved loading facilities and more loading bays and for an out of town depot.

In addition, the FTA carried out a survey of lorry drivers travelling in the Partnership area. This helped to identify particular access problems within the area.



From the initial meetings and the results of the business and driver surveys, the group formulated a list of measures for implementation by the Partnership. These were:

Vehicle clamped in the service area for Market Walk shopping centre

(photo courtesy Simon Collings)

Driver information measures

- Improve information for drivers including the provision of maps identifying suitable routes through and within the study area, which customers can also use to indicate their whereabouts.
- Review the provision of information boards at industrial estates.

Delivery/loading arrangements and enforcement measures

- Additional enforcement of illegal parking both on the highway and in delivery/loading and service areas.
- Review loading and traffic restrictions, investigate possible amendments to hours of deliveries and provide additional loading bays.

Rail Freight and Transhipment measures

- Pursue maximising rail freight with industry and EWSR at Hackney sidings and Heathfield.
- Provision of possible mini transfer depots.

Kingsteignton Road Corridor measures

- Carry out a corridor study on Kingsteignton Road including ingress to and egress from Newton Abbot Racecourse on race days.
- Reassess large vehicle parking at Newton Abbot Racecourse.

1

NEWTON ABBOT AREA

ACTION PLAN

Once the solutions were identified and agreed upon an action plan was formulated. The action plan set out specific tasks, who was responsible for delivering each task and by when (see box below). A project manager and a group of consultees from the Partnership were assigned to each action. Once the actions were identified funding from the LTP budget was allocated. In 2002, £5,000 was required to produce the drivers’ map, information boards and for improving loading bay areas in Newton Abbot.

PROGRESS

The group has made considerable progress already. The drivers’ map has been completed. These have been sent out to all businesses in the area together with a copy of the FQP report and action plan. The maps can be used by local businesses to pass on to their suppliers. The mail shot was used as an opportunity to seek further feedback from the business community about what the Partnership should be doing.

A review of loading restrictions in Newton Abbot has taken place and additional improved loading bay areas have been provided along the main street.

Additional parking enforcement has been provided and this parking enforcement has been particularly successful in the rear service area for the Market Walk shopping centre in Newton Abbot.

Information boards at industrial estates have also been produced and traffic signals have been provided at the main access to the Heathfield Industrial Estate.

The Partnership is seen as a continually evolving process and so far members have remained thoroughly committed to the process.

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Newton Abbot Area Freight Quality Partnership – Action Plan

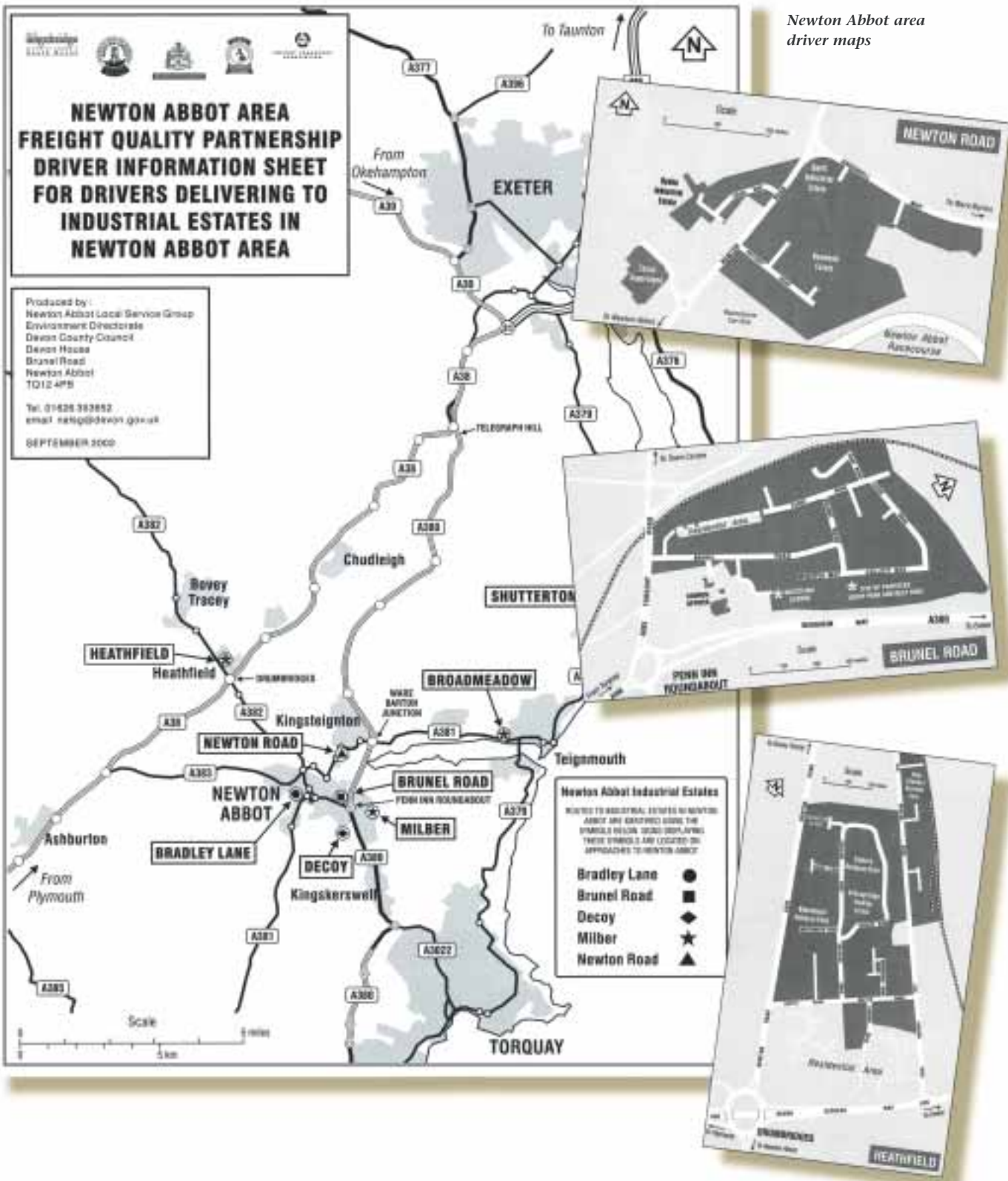
Action	Lead Partners	Project Manager	Consultees	Target Date
Production of drivers maps	LSG, SP, FTA	Bob Jones	RHA, TDC	March 2002
Review the provision of information boards at industrial estates	TDC, LSG	John Cocker	FTA, RHA	July 2002
Additional enforcement of illegal parking including in delivery / loading and service areas	Police	Nigel Bishop	TDC, Barbara-Ann Curran, Stuart Polhill, LSG	March 2002
Review loading and traffic restrictions and provide additional loading bays	LSG	Bob Jones	TDC, FTA, RHA	March 2002
Investigate possible amendments to hours of deliveries	FTA, TDC	Barrie Hodson	Philip Watts, RHA, LSG	Ongoing
Pursue maximising freight by rail	TDC, SP	Tristan Peat	EWS, Philip Watts, LSG	Ongoing
Investigate the provision of mini transfer depots e.g. at Heathfield	TDC, SP	Dick Taylor	FTA, RHA, LSG	April 2003
Carry out corridor study on Kingsteignton Road	LSG	Bob Jones	TDC, Police	October 2002
Reassess the arrangements for parking of large vehicles in Newton Abbot	TDC	John Cocker	FTA, RHA, LSG, Police	April 2002
Newton Abbot Zone Local Transport Plan Current Programme 2001 to 2006				
Improve access to Decoy Industrial Estate	LSG, SP	Dave Warbey	FTA, RHA	March 2005
Study of major traffic junctions in Newton Abbot	SP	Dave Warbey	LSG	Ongoing
Install traffic signals on A382 Battle Road at access to Heathfield Industrial Estate	LSG	Bob Jones		March 2002

Abbreviations: LSG; Devon County Council, Newton Abbot Local Service Group
RHA; Road Haulage Association
SP; Devon County Council Spatial Planning Group

FTA; Freight Transport Association
TDC; Teignbridge District Council

NEWTON ABBOT AREA

1



2

READING

BACKGROUND

Reading is situated at the heart of the thriving Thames Valley region. Historically, it was the largest urban district within Berkshire, and became a Unitary Authority in April 1998.

Reading is a major economic centre with a growing number of key commercial and business activities and the chosen European headquarters of a number of international high-tech companies. The urban area of Reading, the focus of the FQP, also incorporates the fringes of West Berkshire and Wokingham Unitary Authorities.

Reading's LTP and Urban Area Package underpin their vision for the future of a safe, clean and vibrant environment by the year 2020. Central to the future development of the city is a balanced, efficient and sustainable transport system.

The Borough Council aims to accommodate a range of modes and facilities for freight distribution into, out of and around Reading. To retain the economic vitality of the city and its regional prominence, Reading have recognised the need for measures to ensure that business activity will not be suppressed by increasing congestion. Equally, they also recognise their responsibility to provide a pleasant, safe and clean environment. It was with these objectives in mind that they decided to set up a Freight Quality Partnership for the city to encourage best practice and develop environmentally sensitive, economic and efficient delivery of goods.

Early morning deliveries in the pedestrianised heart of Reading

(photo courtesy Simon Collings)



ESTABLISHING THE FQP

Partnership working has always been at the very core of Reading's transport planning principles. As a comparatively small authority, since becoming a Unitary in 1998, they see partnerships as vital in helping them to gear their limited resources and enhance delivery of strategies. So when the Freight Transport Association approached them in late 1998 to talk about establishing a FQP, they were very receptive.

Some initial meetings between the Council and the FTA helped to scope outline objectives for the FQP and identify possible partners. They targeted a range of organisations within Reading including retailers, other large businesses, environmental organisations, the police and neighbouring local authorities.

The FQP met for the first time in 1999. An independent chairman was identified and the FTA agreed to provide the secretariat and administration functions. Meetings were held quarterly initially. The discussions focused on identifying the key issues and problems. To help clarify some of these issues and problems the FTA organised a survey of businesses within Reading.

The FQP is open to any business with an interest in distribution. The Partnership aims to have a balanced range of views, representing the interests of the many groups involved.

Current Active Members of the Reading FQP

- Simon Quin, City Centre Manager (Chair)
- Association of International Courier & Express Services
- Boots the Chemist Ltd
- Courage Ltd
- Freight Transport Association
- Marks and Spencer plc
- Reading Borough Council
- J Sainsbury plc
- Securicor Omega Express Ltd
- Thames Valley Police
- The Leasing Group Ltd
- Transport 2000
- West Berkshire District Council
- Wokingham District Council

Surveys

Two surveys were undertaken. Firstly a questionnaire was sent out to 50 Reading Businesses to get their views on what the problems were and what should be done about them. 15 businesses responded. In addition, 300 questionnaires were sent out to goods vehicle operators and their drivers to find out about particular difficulties of delivering into Reading. 50 responses were received from this survey. The surveys revealed:

- Two-thirds of businesses have daily deliveries while others receive goods weekly. The vehicles used range from light vans to 41 tonne articulated vehicles from one dedicated supplier or a number of independent suppliers.
- Access problems in many areas, with difficulties caused by indiscriminate parking making manoeuvring awkward and potentially dangerous.
- That Reading's approved lorry route was not well known and could be more effectively communicated.
- Businesses' preferred delivery times nearly all fall within the working day, but only half are able to specify delivery times to suppliers.
- Businesses identified potential difficulties with out of hours deliveries, including staffing and security issues.

From the early discussions, together with the findings from the business survey, the group were able to publish a report that acted as a position statement for their FQP. The report '*Reading: Delivering the Goods*', which was published in March 2001, set up some initial proposals including:

In the short and medium term

- Improve the enforcement or parking restrictions to facilitate deliveries.
- Improve signing and start work on a city centre freight access strategy.
- Publicise the city's strategic lorry route and produce a map for delivery vehicle drivers indicating the most suitable routes.



- Investigate the potential for out of hours deliveries, while recognising the concerns of some local businesses.
- Consider reallocating road space, such as through 'no-car lanes' to benefit all essential road users.
- Promote distribution best practice through company travel plans.
- Consider opportunities for modal shift of goods.
- Investigate the legal constraints on local authority facilities for alternative fuels such as CNG and LNG being used by commercial operators.

In the longer term

- Plans for future development should encourage development on suitably located sites to facilitate greater rail and waterborne movements of freight.
- Investigate transshipment.

ACTION PLAN

In parallel with producing their report the Partnership commissioned a study to carry out a thorough audit of existing access, parking restrictions and delivery facilities and to make specific detailed recommendations for action. To ensure that the work commissioned was in line with the Partnership's objectives, the brief was drafted by Reading Borough Council but approved by the members of the Partnership. In addition, the short listed consultants were interviewed by the Council, the chairman and the FTA.

Freight Quality Partnerships can help provide solutions for loading/unloading

(photo courtesy Simon Collings)

2

READING

The findings from the research study were used to develop a detailed action plan that listed short, medium and long-term actions. The actions were also prioritised as low, medium and high priority.

PROGRESS

Most of the progress to date has been in establishing the framework for the Partnership and in developing the action plan. However, the Partnership is now delivering tangible outputs. The first of these was an excellent, two-tier map of the greater Reading urban area and the city centre showing:

- Preferred lorry routes.
- Secondary routes.
- Delivery zones.
- Significant buildings.
- Access to fuel stations.
- Height restrictions.
- Signalised junctions.
- Banned movements.
- Restricted access areas.

The map cost c. £3,000 to produce 2,000 copies. The Chamber of Trade and the FTA using their databases of members disseminated it widely.

The Partnership has also provided a mechanism for consultation on major works in the city, making sure that the views and needs of business and the haulage industry are represented. This function has recently proved beneficial during work to improve a major city centre street where individual business were surveyed about their delivery needs before loading bays were positioned and loading restrictions applied.

Recently the Council has publicised its intention to completely review city centre access, in line with its City 2020 objectives. This will include further development of the city centre freight access plan. From survey work being undertaken, proposals will be drawn up by the Council and developed through the FQP.

“The value of our FQP? We talk to each other. But we also listen to each other and get to understand where each group is coming from, and how we might resolve conflicting objectives.”

**Graham Horn, Transport Planning Manager,
Reading Borough Council**

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HAMPSHIRE COUNTY COUNCIL AND WINCHESTER FQPs

3

BACKGROUND

Hampshire County Council established one of the very first Freight Quality Partnerships. Keen to implement emerging policy guidance on sustainable distribution they began discussions with the Freight Transport Association (FTA) and the Hampshire Economic Partnership (HEP) in 1998. This led to the signing of the Hampshire Freight Quality Partnership on 13 January 2000. The Partnership agreement was a statement of their best intentions to work in close co-operation to achieve a common objective of *“promoting efficient and sustainable means of distribution of goods to support a strong economy and environment in Hampshire”*.

Hampshire view their FQP as an ‘umbrella’ agreement providing an established framework for developing local partnerships that concentrate on particular problem areas. Hampshire County Council also participates in the FTA’s South East Freight Council and HEP’s transport forum. So once the county FQP agreement had been established they decided there was no need for the FQP group to continue meeting separately as strategic, county-wide freight issues could be addressed at these other forums. Instead, the Hampshire FQP was used as a mechanism to bring forward local partnerships within the context of Hampshire’s local area transport strategies.

Since forming their umbrella FQP two local FQPs have been established:

- Winchester Freight Quality Partnership.
- Dibden Terminal and the Waterside Freight Quality Partnership.

WINCHESTER FREIGHT QUALITY PARTNERSHIP

The Winchester FQP was the first offshoot of the Hampshire FQP. It arose out of an increasing number of complaints being received from local businesses and residents. Working with the City Council and the Town Centre Management Hampshire CC identified and contacted local businesses that might want to be involved. In the region of 30 different organisations responded positively and the inaugural meeting was held in April 2001.



The first meeting aimed to identify and agree upon the key issues and problems associated with deliveries in Winchester. The following issues were highlighted:

- Shortage of overnight parking for commercial vehicles.
- Poor advanced direction signing and knowledge of the most suitable delivery routes and times.
- Enforcement of waiting and loading restrictions.
- Adverse environmental impacts of noise from night-time deliveries.
- Building and fabric damage from large vehicles in the country lanes adjacent to Winchester and in the narrow streets of the City.

However, much of the evidence in support of these problems was anecdotal. The main conclusion from the first meeting was the need to clarify more precisely the problems associated with the movement of freight in and out of Winchester. It was agreed that a study should be carried out to gather data on the collective effects of freight movements within the City. The study would identify specific problems and recommend potential changes to freight deliveries and collections, which promoted sustainable distribution as part of the Winchester Movement and Access Plan.

Pedestrianised centre of Winchester

(photo courtesy Simon Collings)

3

HAMPSHIRE COUNTY COUNCIL AND WINCHESTER FQPs



Freight Quality Partnerships can help alleviate congestion in busy commercial streets by providing better facilities for loading and unloading goods

(photo courtesy Simon Collings)

WINCHESTER BUSINESS SURVEY

The Transportation Research Group from the University of Southampton were commissioned to carry out this work. The study concentrated on all freight movements in the city centre, Bar End and Winnall areas of Winchester to determine:

- The numbers of core goods deliveries by day and time interval and business type.
- The types of vehicles used and their mean dwell times by business type.
- Areas where goods vehicles are parked during core deliveries and the numbers of premises with dedicated unloading facilities.
- Peak business periods during the year and the associated increase in vehicle movements.
- The type and frequency of service vehicle visits to premises, mean dwell times and mode of transport used.
- The problems reported by local businesses associated with core and service deliveries made to their premises.
- The possible solutions posed by the local businesses that in their opinion would help alleviate their problems.

A questionnaire survey was sent to all businesses in the study areas. 137 responses were received, representing a response rate of 34%. The study found that overall, the four survey areas generate approximately 3690 core deliveries and 4000 service visits a week (615 and 667 respectively per day between Monday and Saturday).

The key problems and potential solutions identified by the respondents in each area were:

The High Street and central area

- Access for HGVs onto the High Street is difficult and there are few areas where lorries can park.
- Restricted delivery times (between 11:00 and 15:00) are an inconvenience. Several respondents stated that a lot of delivery companies were not aware of the access restrictions.
- Private cars, (often disabled drivers) park around goods-in bays and restrict access, particularly around The Square.

The survey encouraged business to suggest possible solutions to their problems. Twenty six specific solutions were put forward, including:

- Allow delivery vehicles to use disabled bays and taxi ranks.
- Better enforcement of parking regulations against private cars.
- Allow access to delivery vehicles in the morning up to 10:00 am.
- Allocate space for delivery vehicles to park in The Square.
- Remove posts and railings from pavement edge.
- Remove the 07:30 – 09:00 parking restriction.
- Encourage wardens to be more tolerant towards goods vehicles.
- Allow vans to park for 15 minutes on-street.
- Give local hotels/garages tax breaks to host delivery bays.
- Impose a 09:00 – 11:00 'delivery vehicle access only' in The Square.

HAMPSHIRE COUNTY COUNCIL AND WINCHESTER FQPs

3

Winnall and Bar End

Parking of private cars on Winnall Valley/Manor roads and around Bar End was mentioned by many respondents. The other major complaint was congestion caused by the M3/A34 junction.

Some suggested solutions were:

- Provide accurate industrial estate maps at entrances.
- Issue parking permits for employees to prevent people parking for the town.
- Use double yellow lines in areas where HGVs deliver.

ACTION PLAN AND PROGRESS

The findings from the research were used by the Winchester FQP to draw up an action plan. The action plan was then endorsed by the Council's LTP strategy panel and Member Advisory Panel.

Progress to date has concentrated on providing better information for drivers delivering to Winchester. The first action to be completed was the production of an advisory freight route plan, which included information on:

- Main routes into Winchester.
- City centre street map.
- Pedestrianised areas.
- Loading restrictions.
- Waiting restrictions.
- One-way system.

A project to provide information boards at industrial estates is almost near completion.

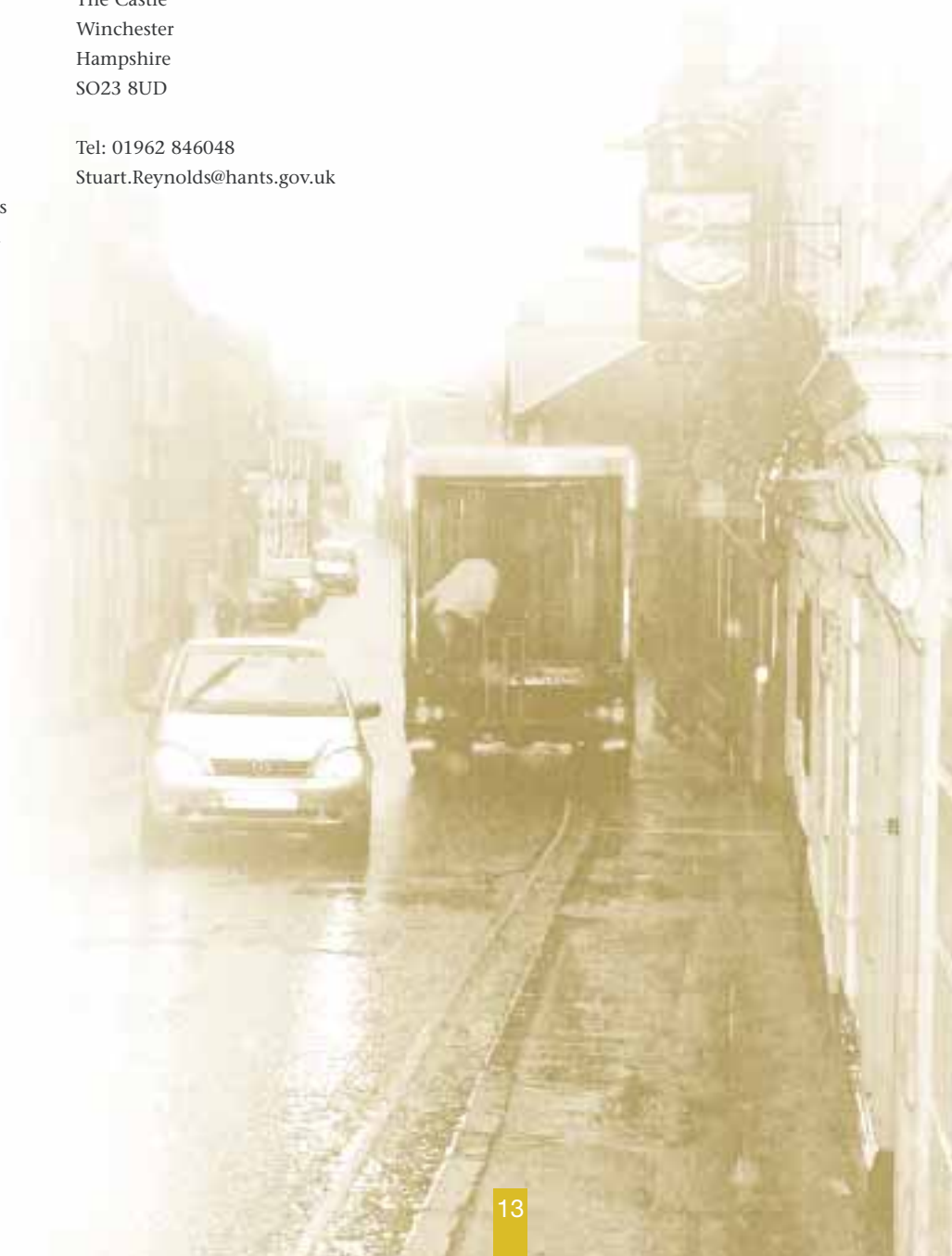
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4

DERBYSHIRE COUNTY AND DERBY CITY COUNCILS

Derbyshire County and Derby City councils set up a joint FQP in response to the Government’s White Paper on transport. The FQP has two aims:

- To produce a freight strategy for the sustainable movement of goods within Derby City and the County.
- To oversee the implementation of the strategy.

what they were trying to do and inviting them to join the Partnership. The inaugural meeting of the Partnership was held in May 2000.

“Basically, we sat down and asked the group what do you want from us?”

Yvonne Peach, Principle Transport Officer, Derbyshire County Council

Derby and Derbyshire Freight Quality Partnership Members

- Boots
- Chesterfield Borough Council
- Consignia
- Derby City Council
- Derbyshire County Council
- Derbyshire Constabulary
- EWS
- Freight Transport Association
- Government Office East Midlands
- The Highways Agency
- Peak District National Park Authority
- Peveril Securities
- Road Haulage Association
- Rolls Royce Plc
- South Derbyshire District Council
- Southern Derbyshire Chamber of Commerce
- Tarmac
- Thorntons Plc
- Toyota
- Transport 2000

Through discussions at the Partnership meetings and responses from the mail out to the business community a strategy was developed. There are five main elements to the strategy:

- 1. Raising education and awareness.** The Partnership identified the need to gather, share and disseminate more information on the movement of freight in the area to facilitate understanding of current needs and future aspirations. Raising public awareness of freight issues is also considered as important.
- 2. Reducing environmental impact.** The Partnership wishes to address the air quality, noise and visual intrusion impacts of freight movements. It recognises that these impacts are worsened by road congestion and slow moving traffic. Freight vehicles travelling on unsuitable roads, especially through villages and on narrow country lanes are also a concern.
- 3. Increasing the amount of goods moved by rail.** The Partnership wishes to continue to build on Derbyshire’s success in facilitating the shift of goods from road to rail (see box). In order to reduce further the amount of goods moved by road, a regional strategic freight distribution network will need to be identified. DCC also supports the development of road/rail interchange facilities. The Partnership will continue to work with freight generators to encourage modal shift wherever possible, including promoting the availability of rail freight grants.

FORMULATING A FREIGHT STRATEGY

Derbyshire County and Derby City councils decided to develop a joint FQP, as they already had a joint LTP. In the past they would have written a strategy internally before any consultation took place. The result would be a strategy focused primarily on their agenda only.

In preparing their new freight strategy Derbyshire wanted the emphasis to be on partnership from the very start. Consequently they formed a small group made up of authority and industry partners and brainstormed what the key issues were. They then wrote to a large number of businesses to explain

DERBYSHIRE COUNTY AND DERBY CITY COUNCILS

4

4. Managing the movement of goods by road.

The Partnership recognises that road haulage will continue to dominate the movement of goods as for most movements it is the only practical mode. Accessibility and information are key issues for operators. Improved signing and information will help keep vehicles to the best routes. Improving and enforcing vehicle standards is also important to improve safety, efficiency and environmental performance.

5. Influencing land use planning.

The Partnership recognises the importance of integrating land-use planning and transport policy. It wishes to safeguard rail lines and rail served sites, which may influence the movement of goods in the long term. It will seek to encourage planning applications in locations served easily by rail and/or major roads and encourage the provision of service facilities and overnight lorry parks in appropriate locations.

Derbyshire Helps Move Freight on to Rail

Since 1993 Derbyshire County Council has sought to increase the amount of freight carried by rail. Their work has facilitated:

- Local companies winning eight significant grants worth over £13 million to switch to, or continue rail freight operations.
- The transfer of 8 million tonnes of freight per annum from road to rail.

Their work has gained the authority a National Transport Award organised by the Commission for Integrated Transport (CfIT) in September 2001. The award recognised efforts made in Derbyshire to actively encourage quarrying companies, open cast firms and other local businesses to transport freight by rail instead of road wherever possible. This has been achieved through influencing land-use planning and helping firms apply for Government grants. Two companies which have successfully applied for freight grants recently are:

- **UK Coal** has been given a £438,000 grant from the Strategic Rail Authority to create a coal loading facility at the Forge and Monument open cast coal site in Codnor and restore the link with the main railway line. UK Coal is also investing £630,000 in the scheme, which became operational in Summer 2002. 600,000 tonnes of coal will be transported by rail over the next two years. This will remove 24,000 lorry trips from the roads.
- **Buxton Lime Industries, (BLI)**, part of the Tarmac Group, is the most recent company to have gained a significant rail freight grant. The Strategic Rail Authority has given £11.74 million towards providing new rail facilities at Tunstead Quarry (near Buxton) purchasing 23 new rail wagons and constructing new distribution depots in Yorkshire, the West Midlands and London. The company is also investing a further £4 million. BLI has a long-standing commitment to distribution by rail. Over 2 million tonnes a year (40%) of Tunstead limestone leaves the site by rail. The award has made it financially viable to move 300,000 tonnes of cement by rail per year to the three depots, replacing 24,000 lorry trips. The new plant will come on stream in 2003.

4

DERBYSHIRE COUNTY AND DERBY CITY COUNCILS

IMPLEMENTATION OF THE STRATEGY

Once the strategy had been prepared the Partnership began concentrating on delivering it. An action plan has been prepared and some initiatives are underway. FQP sub-groups have been set up to manage specific initiatives.

The first action was to produce a county and city wide map showing essential information for drivers. The map will be produced in paper version for mass dissemination. A web-based version is also being produced. The group are talking to other authorities in the East Midlands region about assimilating region wide information and making it available on the web using geographical information system software.



Having established the strategy, which provided a framework for action, the Partnership needed to get more specific information on the distribution problems faced by businesses and freight operators. In order to get this information the Partnership decided to send out the completed strategy to a large number of businesses and other stakeholders, accompanied by a questionnaire. The questionnaire asked for detailed information about the specific freight related problems experienced by businesses in Derbyshire and Derby.

The questionnaire was sent out in early 2003. The results will be used to formulate the future initiatives and actions of the Partnership.

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Freight Quality Partnerships can help establish measures that facilitate parking, loading and unloading at specific points of delivery.

NORTH WEST FREIGHT ADVISORY GROUP

5

BACKGROUND

Most FQPs to date have focussed on delivering solutions to local freight transport problems. In the North West of England, the partnership process has been taken a stage further thanks to the formation of the North West Freight Advisory Group. The Group was established in 1999 following the recognition, in the Regional Economic Strategy, of the importance of freight movements to the economic development of the region. The North West Development Agency asked the Freight Transport Association to pull together a wide ranging Group of freight interests to inform the regional decision making process. Since its inception, the Group has quickly established itself as the one regional grouping of freight interests that commands respect across the North West.

The Group is driven by its members desire to make a positive difference to the way in which freight transport is conducted and facilitated in the North West. Furthermore, members are constantly appraising the impact of legislation and policy issues, which may affect the way in which freight movements are conducted in the region. Thus, one of the primary aims of the Group is to work in partnership to address such issues and achieve manageable objectives.

Terms of Reference

“ To promote the integral role of freight transport to economic growth in the region and seek sustainable freight transport solutions through partnership.”

“ To be the best informed independent network on freight issues in the North West and to share this knowledge openly”.

AREAS OF INFLUENCE AND DECISION MAKING

The Group’s aim is to make a positive difference to the way in which freight transport is conducted and facilitated in the North West. Achieving measurable objectives is paramount with the following criteria central to the Group’s agenda:

- **Influencing transport infrastructure developments**, capacity and operation, across all modes.
- **Understanding the Government to industry agenda** (including Government Office for the North West, the Northwest Development Agency, the North West Regional Assembly and Local Authorities).
- **Offering industry to Government feedback** and information sharing.
- **Industry to industry information sharing**, both across modes and industry sectors.
- **Sharing, encouragement and promotion of best practice**, both within industry and between industry and Government.

Regional Freight Quality Partnerships can help identify strategic infrastructure priorities needed to promote efficient freight transport.

(photo courtesy Highways Agency)



5

NORTH WEST FREIGHT ADVISORY GROUP

THE NORTH WEST REGION

The North West is a diverse and distinctive region and home to some 6.9 million people – around one in eight of the national population. It is characterised by a number of key features:

- the city centres of Manchester and Liverpool and their surrounding conurbations;
- a major international airport plus three smaller airports;
- a major international seaport plus a further eight active ports of varying sizes;
- an extensive network of motorways and trunk roads;
- a rail network serving key regional cities and towns.

Economically, following the decline of many traditional manufacturing and related industries, the emphasis in the region has been directed towards making the North West more competitive and encouraging the sectors with most potential for growth. The movement of freight plays a significant role in supporting the viability of these sectors enabling customers and businesses to be served with goods and services. There is, therefore, a need to ensure that a high quality transport system is developed to maximise the efficiency of the movement of goods and services in the most sustainable way.

It is against this background that the members of the North West Freight Advisory Group have produced an infrastructure priority list and agreed on the need to formulate the North West Regional Freight Strategy.

FREIGHT INFRASTRUCTURE PRIORITY LIST

One of the Group's first tasks was to identify a range of infrastructure priorities urgently needed to promote efficient freight transport which represents all modal, industry and public sector freight interests. This list was published in January 2001 and contained the following priorities:

- M6 Motorway Midlands to Manchester – early completion of the Multi Modal Study and implementation of the recommended measures to increase capacity.
- Deeside Park Junctions – early completion of the study and implementation of the recommended measures to increase capacity.
- Completion of the West Coast Mainline including protection for the priority of freight movements.
- An Intermodal Freight Village for the Region (such as the proposed development at Parkside) sufficient to satisfy expected industry demand.
- Increase capacity on Transpennine Rail Route – Seaforth to Hull.
- Complete and implement Route Management Strategy for M62 (Liverpool to Hull).
- Improve access to Liverpool Docks from M62 including Junction 6 to service increased demand arising from current and future developments.
- Implement improvements to Mersey Crossing at Runcorn.
- Improve road access from M6 to Port of Heysham.
- Support in principle for the Central Railways proposal.

SCHEMES TO BE PROGRESSED WITH URGENCY:-

- A57 / A626 Mottram to Tintwistle Bypass.
- M60 Junctions 5 to 8.
- A66 Stainburn to Great Clifton bypass.
- A500 Basford, Hough, Shavington bypass.
- A74(M) Carlisle to Guardsmill upgrade to motorway.
- A66 Temple Sowerby to Winderwath improvement.
- A590 High and Low Newton improvement.
- A595 Parton to Lilleyhall improvement.

The Group has achieved significant progress in its lobbying activity in relation to these priorities and will continue to strive for further improvements whilst also adding new freight priorities for the region.

THE NORTH WEST REGIONAL FREIGHT STRATEGY – OBJECTIVES

The North West Freight Advisory Group is also responsible for the development of the North West Regional Freight Strategy – the Country's first such document. This has been administered by a small subgroup of the Freight Advisory Group. During this process, a set of specific objectives were identified:

- to assist the promotion of sustainable development by maximising the use of existing transport infrastructure, implementing selective enhancements where necessary and minimising the environmental impact of freight transport;
- to attract and retain inward investment by improving accessibility to, from and within the region for those who use or operate freight transport;
- to provide a vibrant, efficient and safe regional freight industry by encouraging a range of high quality transport modes and services;
- to involve both public and private sector interests by encouraging partnership work to facilitate a better understanding amongst regional and local authorities of how modern supply chains operate.

KEY FREIGHT ISSUES FOR THE NORTH WEST

As part of the process of formulating the strategy, the North West Freight Advisory Group have identified a number of factors which impact on the movement of freight, ranging from national through regional to local issues. Each can influence mode and route choice, and time of travel. It is not possible for a Regional Freight Strategy to address every issue, hence the Strategy focuses on issues which have a regional dimension and significance.

Management and Maintenance of the Regional Highway Network

- Network capacity constraints both within and outwith the North West and their impacts on journey time reliability.
- Consistency of management and maintenance practice, including freight routing/signing and the provision of advance warning of road works.
- Network condition and its implications for noise levels, damage to vehicles and cargo, and accelerating deterioration of road infrastructure.

Management and Operation of the Regional Rail Network

- Meeting the demands presented by the growth aspirations of both passenger and freight operators for use of a rail network with finite capacity.
- Restricted loading gauges which limit the potential for rail freight growth.
- Improving the provision and reliability of rail freight without adversely affecting its competitiveness relative to road freight.

Airports, Ports and Waterways

- Increasing the use of airports and ports in the North West to avoid unnecessary road journeys to the South East or Continental Europe.
- The system of international air route licensing agreements.
- Legal restrictions on business opportunities for local authority owned airports.
- The need for improved road and rail access to airports and ports in the Region.
- Improving the potential of short-sea shipping as a more sustainable alternative to land transport.
- Improving the potential of inland waterways such as the Manchester Ship Canal for the movement of freight.

5

NORTH WEST FREIGHT ADVISORY GROUP

Sustainable Distribution

- Improving the efficiency of freight delivery in urban areas.
- The impact of freight transport on air quality.
- The potential impacts of external influences such as the European Union Working Time Directives, skills shortages and the Driver Training Directive.
- The North West's requirements for inter-modal and local, smaller scale multi-user freight terminals.
- The implications of road user charging and other fiscal changes on the movement of freight.
- Protecting existing and future rail development sites in the Region.

NORTH WEST FREIGHT CONFERENCE

As part of the process of developing the North West Regional Freight Strategy, the Freight Advisory Group were responsible for staging the North West Freight Conference, held at the Atlantic Suite, Manchester Airport, in late September 2002. The purpose of the Conference was, not only to promote the freight industry in the North West, but to primarily start the debate on the issues that need to be addressed by a Freight Strategy. This Conference provided an ideal opportunity for both the private and public sectors to input into the formulation of the North West Regional Freight Strategy.

The Conference was addressed by David Jamieson MP, Parliamentary Under Secretary of State for Transport, who gave his full support for the work conducted by the North West Freight Advisory Group, and highlighted the fact that the partnership process established in the North West was an example that other regions should adopt.

Membership of the North West Freight Advisory Groups Associated British Ports

- British Waterways
- Central Railways
- Confederation of British Industry
- Cumbria County Council
- English, Welsh & Scottish Railways Ltd
- Freight Transport Association
- Freightliner Ltd
- Government Office North West
- Highways Agency
- Lancashire County Council
- Littlewoods Retail Ltd
- Liverpool Airport plc
- Liverpool Chamber of Commerce
- Manchester Airport plc
- Manchester Chamber of Commerce
- Manchester Ship Canal Company
- Mersey Docks & Harbour Company
- North West Development Agency
- North West Regional Assembly
- Peel Holdings
- Railtrack North West
- Road Haulage Association
- Strategic Rail Authority
- Vauxhall Motors Ltd
- Wigan Metropolitan Borough Council – (representing Association of Greater Manchester Authorities)

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BEST PRACTICE

TransportEnergy Best Practice programme provides authoritative, independent information and advice to help implement sustainable transport initiatives. This information is disseminated through publications, videos and software, together with seminars, workshops and other events. For further information visit our web site at www.transportenergy.org.uk/bestpractice or contact the Helpline 0845 602 1425.

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