



A Freight Strategy for Urban South Hampshire



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Foreword

by Councillor Melville Kendal, Chairman, Transport for South Hampshire Joint Committee

The partnership Transport for South Hampshire was established in 2007 as a delivery agency for the South Hampshire sub-region, bringing together the local transport authorities, the transport operators, business interests and government agencies to deliver change.

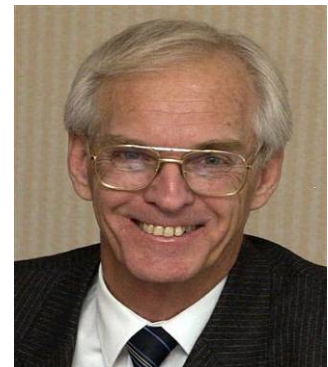
We all know that the transport situation in South Hampshire, with its two vibrant cities of Southampton and Portsmouth, its successful ports and airport and its highly mobile population is under pressure. Our roads are congested at peak times affecting journey time reliability and our railway services are witnessing continuing growth.

As part of the move to create a more vibrant economy, development is planned, as part of the recently published South East Plan covering the period to the year 2026. With this development comes even greater demand for access to employment, schools, shopping and other facilities. This will create more demand for freight and deliveries. With sensible planning we can reduce the impact that this will have on our transport networks. But it will demand a step change in our approach to mobility and our rate of investment. The partnership has a long term strategy of Reduce, Manage and Invest, that will promote a range of desirable transport infrastructure improvements, if we are to avoid our transport networks grinding to a halt.

The local authorities involved in Transport for South Hampshire have identified the need to produce a coherent freight strategy for the sub-region to try and identify and address the many challenges and pressures facing the freight industry and provide a forum for the sector to make its views known. This document aims to highlight innovative ways of tackling freight issues that have been successfully applied elsewhere.

This strategy outlines the approach by Transport for South Hampshire to freight, suggesting a range of actions that a new Hampshire and TfSH Freight Forum and various partners will seek to deliver to assist with the challenges of delivering economic growth for the freight and logistics sector, without gridlock.

Councillor Melville Kendal
Chairman,
Transport for South Hampshire



1. INTRODUCTION

1.1 Background

Freight is a major part of the UK economy. The distribution, supply chain and logistics industry employs 2.3 million people - 8% of the UK workforce. UK industry spends £75 billion per year on transporting goods by road and rail. Approximately 10% of GDP is spent on transport and communications in the South East.

“CONGESTION ON ENGLAND’S ROADS, IF UNCHECKED, WILL INCREASE COSTS TO BUSINESSES AND FREIGHT BY OVER £10BN A YEAR BY 2025”

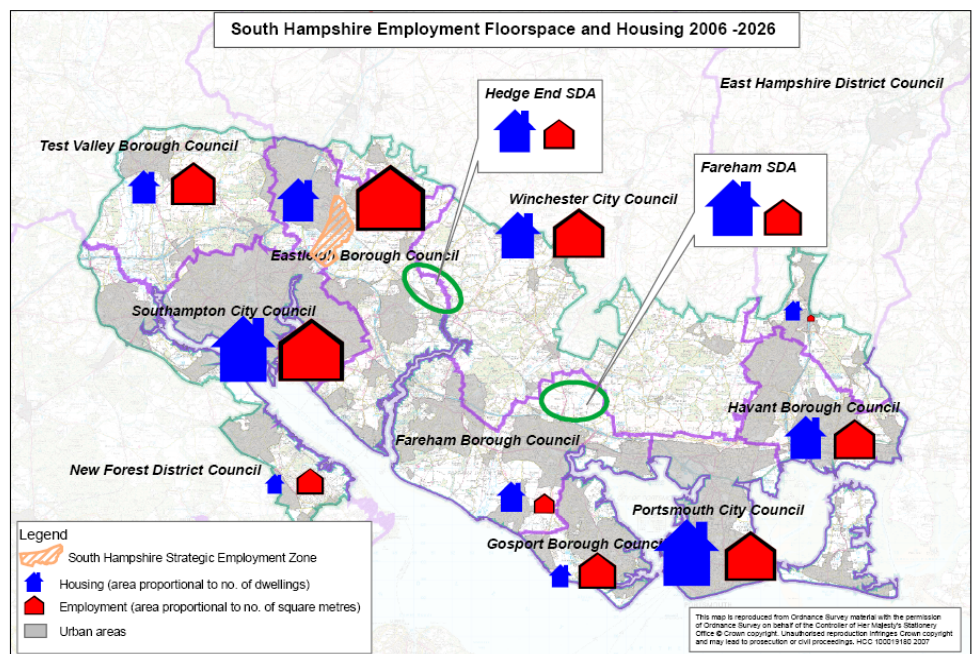
The Eddington Transport Study: The case for action December 2006

The 2006 Eddington Transport Study concluded that a healthy transport network, capable of fulfilling the expectations of the freight industry is vital for the economy. The study showed that poor transport links adversely affect the economy, introducing inefficiencies into the supply chain of manufacturing and service industries. Financial stability and economic growth cannot be reconciled with transport in decline. However, there is also a need to ensure that goods are moved in the most sustainable way. Environmental implications of freight distribution need to be considered, as

well as issues relating to safety, disturbance, and health.

Transport for South Hampshire (TfSH) is the transport delivery agency for the South Hampshire sub-region and covers the cities of Southampton and Portsmouth, the Boroughs of Eastleigh, Fareham, Gosport and Havant, and parts of the districts of New Forest, Test Valley, Winchester and East Hampshire. The South East Plan, published in May 2009 identified the Partnership for Urban South Hampshire (PUSH) sub-region as a New Growth Point. This will see up to 80,000

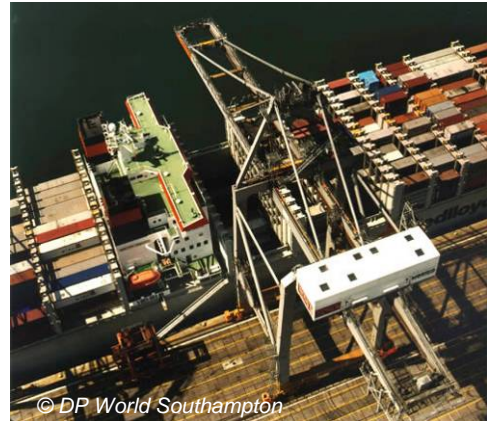
new residential dwellings and 2 million square metres of new employment floor space provided in the sub region up to 2026. The transport impacts of this large scale new development will have to be carefully managed, and substantial investment in new highway and public transport infrastructure will be required to avoid worsening congestion and gridlock. This planned development will lead to more travel – much of it will be by car - with the consequent impacts on the environment and journey time reliability for the freight sector. At the same time, growth in levels of activity at the international gateways of Southampton International Airport and the ports of Portsmouth and Southampton, mean that freight transport issues must be identified and work commenced to address them now.



The South Hampshire sub-region is strategically important in terms of freight transport. Its location on the south coast provides a focus for Europe with transport links of national, regional and local importance. The Trans-European Networks for road and rail converge in the South Hampshire sub-

region to provide, along with Kent, one of two key 'Gateways' in the south of England for mainland Europe.

The ports of Portsmouth and Southampton serve important roles as 'international gateways' on the south coast of England serving mainland Europe and international deep sea shipping routes. This important role of the ports was recognised by the Department for Transport (DfT) in its policy paper 'Delivering a Sustainable Transport System: The Logistics Perspective' published in December 2008. Southampton International Airport is also extremely well situated in relation to highway and rail networks. Maintaining good access to these facilities, by road and rail, is important for the economy. The problem is that the road and rail networks which provide access to international markets and centres of economic activity within the South Hampshire sub-region and beyond are heavily congested.



This TfSH freight strategy along with a parallel strategy for the County of Hampshire, aims to be the first all-encompassing freight strategy which considers the needs of the economy, the environment, residents and visitors within the TfSH area. At the time of writing, the severity of the current recession has made supporting the economy through an effective reliable transport network especially important to help businesses get through the downturn and support job-creation and future planned growth.

1.2 Definition of Freight Distribution

Freight distribution is the physical carriage of goods by any mode (by road, rail, air, water, and pipeline). This includes the provision of services and utilities and the movement of waste. For the purpose of this strategy, freight distribution refers to the movement of goods (and services) through, within, into and out of the south Hampshire sub-region.

Sustainable Freight Distribution refers to the safe, reliable and efficient movement of freight and servicing trips to, from, within and through the TfSH area, to support the economy of the sub-region, in balance with the needs of other transport users, the environment and residents' quality of life.

1.3 Aims and Objectives

The proposed aim for this emerging TfSH freight strategy is:

"To facilitate the safe and efficient transportation of freight into, out of and within the TfSH sub-region, supporting a competitive local and regional economy, whilst taking into account the existing and future needs of our society and the environment."

It is suggested that this aim will be met through achieving the following objectives:

1. To maximise the contribution of the freight and logistics sector to maintaining and enhancing the economic competitiveness of the sub region
2. To secure investment in measures that seek to make best use of existing capacity and improve journey time reliability on strategic lorry and rail freight network routes
3. To support the provision of new capacity on those road and rail corridors within the sub-region critical to customers of freight and logistics operators, including access routes to port and dock areas
4. To improve understanding and communication between local authorities and freight and logistics operators, and raise the profile of freight within local transport planning

5. To achieve wider recognition of the vital role played by the freight and logistics sector in delivering a flexible and responsive service economy, and create more positive perceptions of the freight sector
6. To promote positive freight planning linked to environmental, community and safety considerations
7. To encourage a holistic multi-modal approach to freight transport which recognises the most appropriate mode for each type of movement

These objectives have been developed to incorporate the LTP2 policy objectives as set out in the Solent Transport Strategy (shared by Hampshire County and Portsmouth and Southampton City Councils), within the TfSH Statement (April 2008) and to reflect the Department for Transport's five policy goals as set out in *Delivering a Sustainable Transport System* published in November 2008:

- to **support** national **economic** competitiveness and **growth**, by delivering reliable and efficient transport networks;
- to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**;
- to **contribute to better safety and health** and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
- to **promote** greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society; and
- to **improve quality of life** for transport users and non-transport users, and to promote a **healthy natural environment**.

Chapter 9 of this strategy contains an outline action plan setting out 16 measures that it is proposed TfSH and our partners would deliver, which contribute towards the overall aim and the seven strategy objectives above.

1.4 How the Freight Strategy has been developed

A number of local transport authorities within the UK have developed, or are in the process of developing freight strategies. This is often done in conjunction with the freight transport industry through bodies such as the Freight Transport Association and Road Haulage Association and other interested parties. This section summarises the approach that has been taken in developing the TfSH Freight strategy.

The TfSH Freight Forum

As well as officers of the TfSH local transport authorities, the TfSH Freight Forum comprises providers and users of freight services across all modes of freight transport of significance to the sub-region (road, rail, ports & shipping) and transport planners, and includes key stakeholders such as the Freight Transport Association, SEEDA, Network Rail, the Highways Agency, port operators and representatives from the retail sector. Throughout the development of the strategy, Forum members have participated in meetings and seminars, which have provided significant technical input as well as oversight to the content of the strategy.

Consultation on a draft Freight Strategy

A 12-week public consultation on a draft version of the TfSH Freight Strategy took place between July and October 2008 (This was a joint consultation, also seeking views on the draft Hampshire County Freight Strategy). The consultation represented a key stage in developing the strategy, by engaging widely with all those with an interest in freight issues in the sub-region and beyond. The

consultation draft strategies were endorsed by the Freight Forum. Both were publicised via press releases and the websites of Hampshire County Council the two City Councils (Southampton and Portsmouth).

Details were sent to 392 organisations with an interest in the movement of freight, including district, parish and town councils and Local Strategic Partnerships, neighbouring local transport authorities, the Highways Agency, Network Rail, Natural England, the ports, numerous freight and logistics operators, retail centre trade associations, all Chambers of Commerce and all county councillors.

Responses were received from a wide cross section of organisations and individuals, including transport network owners/ operators, freight users/operators, industry and other interest groups, and local/regional authorities. The majority of respondents were either parish or town councils, district councils, residents or community groups. Good response rates were received from business interest groups, the ports and rail freight operators. A generally low level of response came from logistics operators, hauliers and businesses. The main findings are summarised below:

- Respondents either welcomed the draft Strategy or engaged in analysis or debate on the key issues and proposals in the document;
- Respondents felt the draft strategy set out the issues facing the freight transport industry and the issues that concerned groups and communities with an interest in freight;
- Respondents felt that national and local policy and investment decisions needed to recognise the key role played by the freight sector in supporting economic competitiveness;
- The major transport challenges facing the freight sector were felt to be congestion, providing and investing in much needed additional highway and rail capacity on strategic national corridors (the M3, M27 and A34), starting preparatory work on planned investment now and improving journey time reliability;
- Feedback suggested that the public sector should be supporting development of new railfreight facilities and terminals, managing and securing investment in the strategic highway network, developing closer dialogue with freight and logistics operators, improving management of freight deliveries and addressing lorry noise and pollution;
- It was felt TfSH needed to take a stronger lead in lobbying central government for more investment in rail and in helping to identify priorities for investment;
- 100 per cent of respondents wanted more port-generated freight to be transported onward by rail or short sea shipping to destinations in the Midlands and the North;
- 95 per cent expressed support for safeguarding rail and water connected sites and lorry parks through the planning system; and
- 89 per cent of respondents felt that there was a need for a strategic lorry parking facility located somewhere along the M27 corridor; and
- It was felt that in areas of Hampshire, outside of the South Hampshire sub-region, the County Council needed to work with communities to address their concerns about HGV routeing, by seeking to manage the adverse impacts of lorries.
- Respondents suggested a number of amendments should be made to the draft strategy, which have been incorporated into this final version of the strategy.

2. ROAD FREIGHT ISSUES

2.1 Strategic Routes (and those suitable for through freight traffic movements)

Traffic volumes on the UK motorway network have grown by 27% over the last 10 years. Government policy is to cater for road freight movements on the Motorway and Primary Route Network, except for access and local deliveries. The Primary Route Network consists of Trunk Road (A-Road) routes, which are the responsibility of the Highways Agency; and key Principal Road (A-Road) routes, which are the responsibility of the local highway authority. In the South Hampshire sub-region, the following routes form the Advisory Strategic Lorry Route Network:

North-South routes providing access to the TfSH sub-region:

- M3: London-Basingstoke-Southampton
- A3(T)/A3(M): London-Portsmouth
- A34(T): Midlands-Oxford-Southampton

East-West coastal routes within the sub-region:

- M27 Cadnam - Rownhams - Hedge End - Fareham - Cosham
- M271 & A35 into Southampton (Redbridge Road & Millbrook Road West)
- M275 Cosham - Portsmouth

East-West coastal routes providing access to the TfSH sub-region:

- A27(T): Eastbourne-Brighton-Chichester-Portsmouth
- A31(T): M27-Ringwood-Bere Regis



The M3, M27 and the A34(T) are part of the Trans-European Road Network (TEN), which provide strategic access to the sub-region, including to the ports of Southampton and Portsmouth. The Department for Transport policy document *Delivering a Sustainable Transport System* identifies 14 strategic national corridors (road and rail). The London to Southampton (M3 corridor and South West Main Line) and South Coast Ports to the Midlands (M3/A34/M40 corridor and rail route) form two of these 14 strategic corridors.

2.2 Congestion on the Motorway and Trunk road network

Travel patterns in the sub-region were transformed by the construction of motorways and other



Congestion on the M27 near Junction 7 during the morning peak

major road improvements mostly in the 1980s, particularly the M3, M27 and A3(M) which, with the A34(T), A3(T), A31(T) and A303(T), provided a high quality spine network. All these roads are part of the national road network managed by the Highways Agency for the Department for Transport (DfT). The new freedom of movement for people with access to a car, allowed a transformation with residential, commercial and employment related development all migrating to areas with good access to the motorway. Much of this new development has operated with very high car use levels and is generally less suitable for access by public transport or other means.

Freight Strategy

2. Road Freight Issues

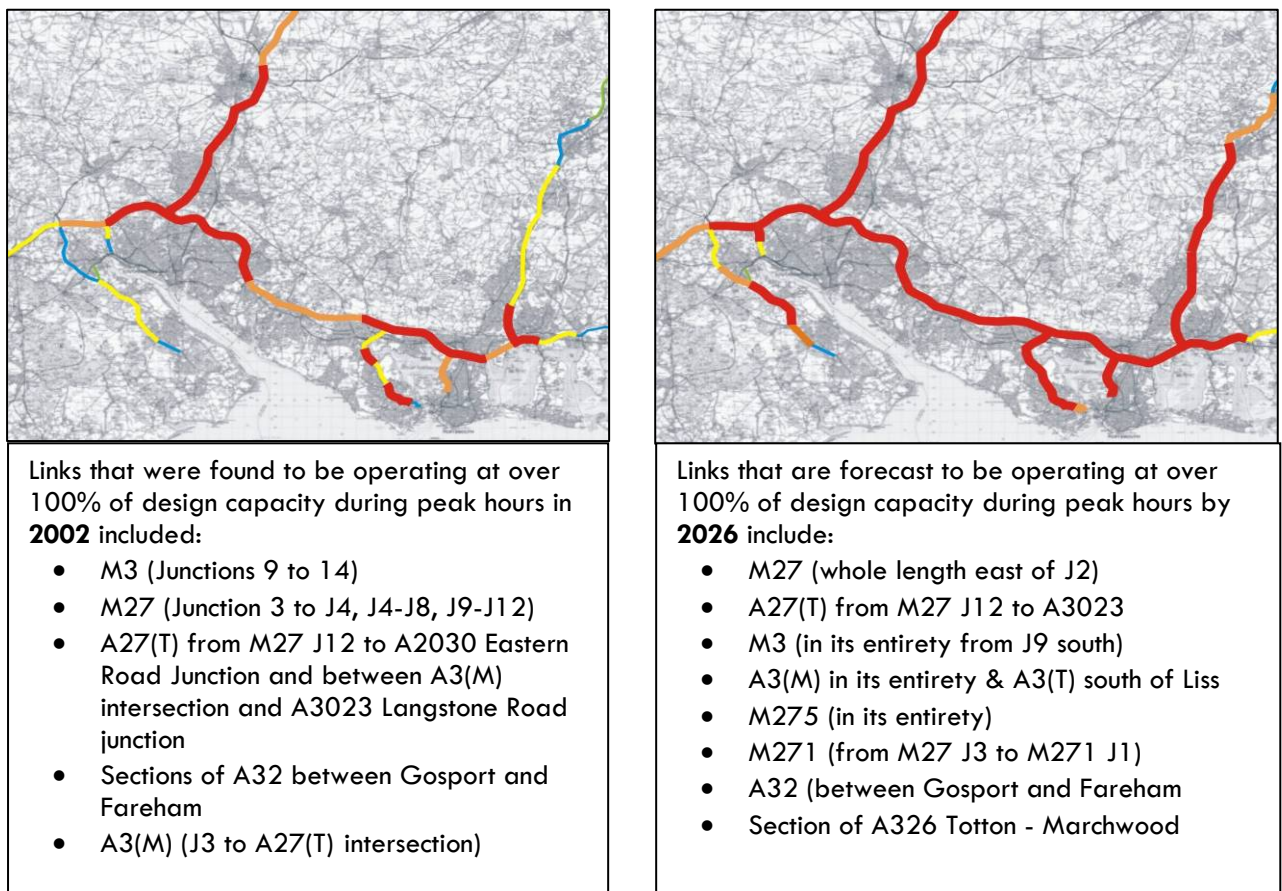
The success of the motorways has to a degree exacerbated the problems that are now faced in terms of congestion, as more people have access to cars, and car use continues to grow.

The busiest sections of motorway for all traffic are the M3 J13-14 (133,300 cars per day), the A27 between M27 and A3(M) (131,200), the M27 J3-4 (122,600), the M27 J5-7 (121,700) and the M3 J10-11 (118,900). National traffic forecasts published in 2008 predict that while traffic levels will show only limited changes up to 2010, traffic nationally will grow by 32% by 2025 and congestion will increase by 37% (both against a 2003 base). As people travel further and car ownership levels increase, the demands placed on the existing road network will increase.

The percentage of HGVs as a proportion of total traffic on the motorway and trunk road network varies. The section with the highest proportion of HGVs is the A34 north of the M3 J9 (14%). On the M27, 12% of traffic is comprised of HGVs and 10% of traffic on the A36 corridor towards Salisbury is HGV traffic.

Large sections of the Strategic Lorry Network are predicted to be operating over capacity by 2026. Worst affected will be the M3 (between Junction 2 and 8 and between Junction 9 and 14), all of the M27 and parts of A3(M), the A27(T) (east of J12), and the southern end of the A34(T) on the approaches to Junction 9 of the M3. This problem is shown on Figure 2.2.1 below.

Figure 2.2.1 – Stress Maps, showing Motorways and Trunk Roads within urban south Hampshire and on access routes into the sub-region currently (and forecast to be) operating at capacity – red denotes traffic volumes in excess of design capacity



M3 and M27 – The M3 south of Junction 9 and the whole length of the M27 will by 2026 be operating in excess of design capacity, as shown in Figure 2.2.1, resulting in severe congestion at peak times. There is a need to consider measures such as Active Traffic Management

Freight Strategy

2. Road Freight Issues

(incorporating elements of hard shoulder running) to prevent congestion and delays having a harmful adverse effect on the economy of the south Hampshire sub-region. Similar measures may be necessary on the M3 in the North East of the county. Delays regularly occur on the A34 southbound, towards the intersection with Junction 9 of the M3.

Access to and from the sub-region

A34 Route – The A34(T) is heavily used by HGVs travelling from Southampton and South Hampshire to the West Midlands and beyond. It currently carries more than 6000 HGVs/day on its busiest sections. Up to 20% of vehicle flows on parts of the A34 corridor to the M40 are HGVs. Traffic on the A34(T) merges with traffic on the M3 at Junction 9, and there are concerns about the ability of the junction to cope with the high volumes of traffic. Long delays can occur to southbound traffic, particularly in the evening peak and at weekends. The County Council has begun to investigate potential options for converting Junction 9 into a grade separated free flow junction between the A34/M3, but securing funding for this improvement remains a major hurdle.

A3 Hindhead Bottleneck – The A3 is used by over 2750 HGVs per day on its busiest sections (Petersfield to Horndean). The £371m Hindhead Improvement, currently under construction, will be completed by 2011. This involves the realignment of a section of A3 on the Hampshire/Surrey border into dual two lane bored tunnels, and grade-separation of the junctions at each end of the Hindhead section, removing the final section of single-carriageway between London and Portsmouth and avoiding congestion caused by the traffic lights at the A3(T)/A287 junction). The scheme also removes traffic from an Area of Outstanding Natural Beauty.



Computer Image of Tunnel Portals

2.3 Problems and Issues on the Local Transport Authorities' Road Networks

Congestion

Traffic data shows that regular peak hour congestion occurs at the following locations on the Local Transport Authorities' Road Network (roads in the sub-region managed and maintained by Hampshire County Council, and Southampton and Portsmouth City Councils):

- In the vicinity of and approaches to motorway network junctions
- B3385 Newgate Lane (Fareham/ Gosport);
- A32 Fareham Road (Fareham/ Gosport);
- B3334 Gosport Road (Stubbington);
- A259 Havant Road/West St (Havant);
- A326 (between the M27 and the Oil Refinery at Fawley);
- A27 (at various locations between Portsmouth and Southampton);
- A335 - Thomas Lewis Way, Bevois Valley Road & Onslow Road (Southampton);
- A33 The Avenue and A35 - Winchester Road, Tebourba Way (Southampton);
- A3057 - Shirley High Street and Shirley Road (Southampton);
- A3024 - Bursledon Road, Maybray King Way, Bitterne Road West, Northam Road Brunswick Place, Cumberland Place, Havelock Road, (Southampton);
- A2030 - (Portsea Island) and A2047 London Road (Portsmouth);
- M275 - access to the Continental Ferry Port; and
- A3 Portsmouth – Access to the Isle of Wight Ferry terminal

This list is not meant to be exhaustive – it is recognised that congestion problems do occur elsewhere on the highway network.

Environmental Width and Weight Limits



Environmental width and weight restrictions can be introduced on roads where it is desirable to reduce the number of HGVs and where a suitable alternative route exists. These restrictions are usually 'except for access', allowing lorries to service local businesses. Enforcement of these width and weights limit is the responsibility of the Police. In addition, on very narrow minor roads, information signs (such as the one depicted on the right) can be erected to advise lorries that the road is not suited to HGVs, provided that a suitable alternative route exists. Unlike width or weight limits, which are backed by legal traffic orders, these information signs cannot be enforced by the Police.

**Unsuitable for
heavy goods
vehicles**



Weak Bridges and Height Restrictions

Maintenance of bridges on the strategic network is the responsibility of the Highways Agency. There are no weight or height restrictions on the Strategic Lorry Route Network. Maintenance of bridges on the Local Lorry Route Network is the responsibility of Hampshire County Council and Portsmouth and Southampton City Councils.

Height restrictions are in operation at A35 Totton Bypass (4.991m /16'4); A3057 North of Romsey (4.496m /14'9) and in Portsmouth at Rudmore Roundabout North (4.870m /16'4) and Rudmore Roundabout – South (5.030m /16'6), B2154 St Georges Road, A3 Anglesea Road, Alec Rose Lane (3.0m /10'3), A27(T) Farlington Roundabout, A27 Southampton Road and A329 Northern Road. In Southampton on the strategic or local lorry network within the city, there are no height restrictions below 16'6", however on the A27 Bassett Green Road, Swaythling (not a local lorry network route) there is a 3.3m (11') restriction.

Abnormal Indivisible Loads

A number of routes across the sub-region have been designated for use by abnormal loads. These routes do not necessarily follow the advisory lorry route network – as routes are based on geometry of large loads.

An "abnormal indivisible load" is defined in the Road Vehicles (Authorisation of Special Types) (General) Order 2003 as:

"a load that cannot without undue expense or risk of damage be divided into two or more loads for the purpose of being carried on a road."

Notifications for Abnormal Indivisible Loads are required where loads or vehicles exceed maximum vehicle weight, axle weight or dimension limits in any of the following ways:

Restriction relating to	Category	Action Required
Weight	gross weight or axle weight exceeding Construction and Use Regulation (44,000kg)	two clear days notice with indemnity to Highway and Bridge Authorities
	gross weight (of vehicle carrying the load) exceeding 80,000 kg (78.74tons) and up to 150,000kgs (147.63 tons)	two clear days notice to Police and 5 clear days notice with indemnity to Highway and Bridge authorities
	gross weight (of vehicle carrying the load) exceeding 150,000kgs (147.63 tons)	comply with a Highways Agency Special Order (8 weeks notice) plus give five clear days notice to Police and five clear days notice with indemnity to Highway and Bridge Authorities

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2. Road Freight Issues

Width	Width exceeding 3.0 metres (9'6")	two clear days notice to the police if up to 5.0 metres (16'5")
	Width exceeding 5.0 metres (16'5") up to 6.1 metres (20')	Highways Agency (10 days notice) form VR1 plus two clear days notice to Police.
	Width exceeding 6.1 metres (20')	Highways Agency Special Order (8 weeks notice) plus five clear days notice to Police and five clear days notice with indemnity to Highway and Bridge Authorities
Length	Length exceeding 18.75 metres	two clear days notice to the police. (60'1") up to 30 metres (98'5") rigid- (Vehicle or train of vehicles)
	Length exceeding 30 metres (98'5") rigid	Highways Agency Special Order (8 weeks notice) to Police and five clear days notice with indemnity to Road and Bridge Authorities

Advice from the Police:

No abnormal load movements are permitted during a Bank Holiday (12 noon Friday – 06:00 Tuesday). No abnormal load movements are permitted in Southampton or Portsmouth between 07:00 and 09:30 and 16:00 and 18:00 daily.

This advice is followed in the main by hauliers but is not enforceable in law. The published routes for abnormal loads are currently being reviewed and some minor changes may be made to some of the routes for wide, high and heavy abnormal loads.

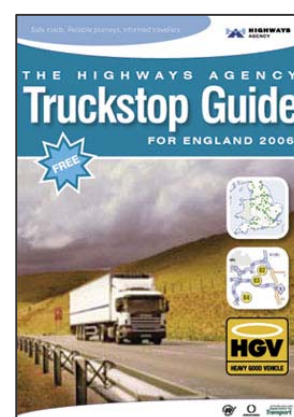
Accidents involving Goods Vehicles

In 2006/07, there were 42 recorded personal injury accidents in the Hampshire Constabulary area involving HGVs resulting in fatality or serious injury. This is unchanged from 2005/06 levels.

2.4 Provision of Driver Rest Facilities

Lorry Parks

Lorry parks play an important role for the freight industry. The requirement for adequate parking and rest facilities for lorry drivers, became more important when the EU Working Time Directive (2002/15/EC) came into force in 2005. This means vehicles must park up more frequently, and for longer periods. To help drivers locate facilities, in 2006, the Highways Agency produced a map based *Truckstop Guide* to show truck stops in the vicinity of Motorways and Trunk Roads. This gives information about facilities at each location. This map has been very well received by HGV drivers, and is available at a number of service areas or can be viewed online via <http://www.highways.gov.uk/knowledge/13659.aspx>. Copies can also be requested by calling the Highways Agency Information Line (HAIL) on 08457 50 40 30. At the time of writing, an updated guide is being produced. Other guides such as the AA *Roadside Cafes and Truckstop Guide* are also available.



For drivers with valuable loads, secure parking facilities for overnight stays are vital. Some 3,000 or more heavy goods vehicles and their loads still go missing nationally every year - many of which are never recovered - representing an estimated insurance value of around £1 billion annually. Where adequate lorry parking is not available this leads to overspill into lay-bys, industrial estates and residential areas close to the motorway and trunk road network.

Freight Strategy

2. Road Freight Issues

Lorry Parks are divided into Strategic and Local facilities. Strategic Lorry Parks are those located adjacent to the Strategic Lorry Network. Within South Hampshire there are two strategic lorry parking facilities at:

- The Portsmouth Truck Stop, Walton Road, Farlington, Portsmouth
- on the M27 at the Motorway Service Area at Rownhams (between Junctions 3 and 4).

A short way to the north of the sub-region, there are strategic lorry parking facilities at Winchester services on the M3 and at Sutton Scotney on the A34.

Within south Hampshire, local lorry parking sites are at:

- Oakbank Road, Woolston, by the Itchen Toll bridge
- The Precinct Car Park, Portchester
- Mumby Road Lorry Park, Gosport
- The A36 at Ower, near J2 of the M27

And overnight lorry parking is also permitted at Stubbington Community Centre Car Park for HGVs under 12m in length. Most of the lorry parks can be accessed easily with minimal disruption to local residents.



Meeting the need for strategic lorry parking

Following problems in the Segensworth area (west of Fareham) that have been identified by the Segensworth Business Forum (SBF), Hampshire County Council and the Highways Agency are involved in discussions on whether to commission a study to look at quantifying the need for additional supply of strategic lorry parking. In light of the expected growth of both ports it may be necessary to consider the need for a suitable nearby motorway service area or truck stop on the M27 corridor between Southampton and Portsmouth.

Overnight Parking Bans

Bans on overnight parking of HGVs on street exist within the urban areas of Southampton, Portsmouth and Havant. These restrictions are by way of traffic regulation orders.

Cross Boundary Issues – Strategic Lorry Routing in surrounding authorities

West Sussex have named the A27(T) as the Strategic Lorry Route to/from South Hampshire. Strategic lorry movements from the Chichester and Midhurst area are encouraged to use the A3(M)/ A3(T) corridor within Hampshire for journeys towards London. A lorry route map was produced by the County Council in February 2007 and is available by telephoning 01243 642105 (quoting Lorry Route Map) or it can be downloaded from their website at: http://www.westsussex.gov.uk/ccm/cms-service/stream/asset/?asset_id=3041558

3. RAIL FREIGHT ISSUES

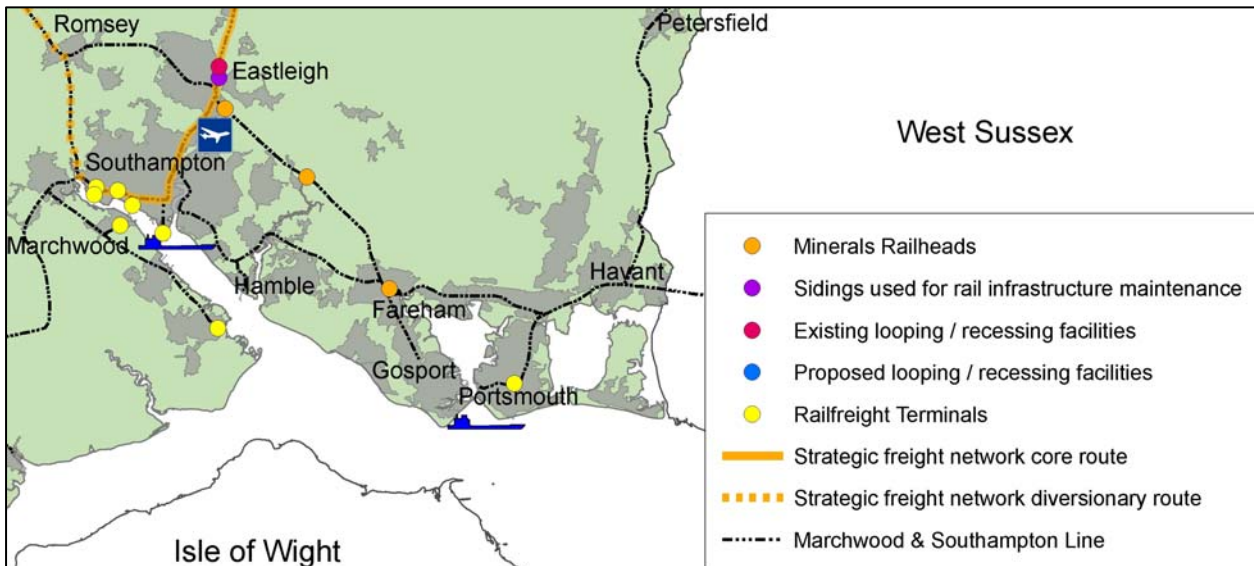
The UK rail freight industry has grown significantly in the 14 years since privatisation, increasing market share and reversing the long-term decline in demand for rail freight observed over the preceding 40 years or more. Volumes of rail freight are forecast to continue to grow, with the biggest increase in the volume of maritime containers - set to double over the next ten years.

The DfT's July 2007 White Paper 'Delivering a sustainable railway' proposed the development of a Strategic Freight Network (SFN) in England and Wales as part of its high level strategy to address the growing demands on the network for moving passengers and freight. In April 2008, Network Rail published a report which defined the SFN by identifying a network of core and diversionary routes. The Strategic Freight Network is a network of core trunk routes with sufficient capacity and appropriate gauge to carry the expected major flows of freight against the background of growth in both the passenger and freight markets.

The Network Rail report set out recommendations for a programme of enhancements (additional capacity and gauge enhancement works) which Network Rail and its freight customers view as being key to the development of the network. The report recommended schemes that the Government should implement in the next five years providing estimated costs and an assessment of deliverability of these improvements.

Within the South Hampshire sub-region, the Southampton-Basingstoke-Reading rail corridor forms part of the SFN (shown in orange on Figure 3.1). The SFN report recommends that a £55m scheme is implemented by 2014 to enhance the rail gauge on the route from Southampton to Basingstoke via Laverstock and Andover, to serve both as a diversionary route when there is disruption to the main line south of Basingstoke and will also provide additional capacity in the future should the main line reach capacity. The need for an additional passing loop at Basingstoke by 2014 is also identified to help reduce the potential for delays to passenger services.

Figure 3.1 – Rail Freight facilities in South Hampshire



3.1 Overview of main rail freight flows

The majority of freight flowing within and out of the sub-region is mainly concentrated on the Reading-Basingstoke-Southampton corridor, providing a key link between the southern rail network and the main lines to the Midlands and North.

Freight Strategy

3. Rail Freight Issues

The main origin/destination for rail freight within the sub-region is the Port of Southampton:

- There are three railfreight container terminals within DP World Southampton (formerly known as Southampton Container Port) that handle deep sea container traffic. DP World Southampton is a joint venture between DP World and ABP;
- Freightliner runs 21 freight trains per day (Mon-Fri) out of their two rail container terminals in the port (Maritime and Millbrook), carrying 6 million tonnes of freight a year to destinations such as Birmingham, Liverpool, Manchester and Leeds;
- DB Schenker (formerly EWS) run up to ten trains a day from their own separate terminal within the western docks to destinations in Birmingham, Burton, Widnes, Manchester and Wakefield;
- 255,000 containers per year are transported from DP World Southampton by rail. This is expected to grow as a result of port expansion plans; and
- Other flows to and from the port include Jaguar cars for export from Halewood & Castle Bromwich, Ford Transits (from the plant at Swaythling) and imported Ford cars forwarded by rail to the North West and Scotland (all of these handled by DB Schenker) and three trains a week of imported Gypsum for forwarding to the plant at Mountfield, East Sussex (handled by GBRf).

Existing freight terminals within urban south Hampshire are:

- Fawley – approximately 250,000 tonnes of freight (oil tanks) are carried by rail to and from Fawley Refinery and are transported on the Fawley to Southampton line. Two trains a week of crude oil are brought in from Holybourne (near Alton). Traffic originating at Fawley includes Bitumen, transported to Birmingham and fuel oil to various rail depots across the south and south west. In total around five trains of fuel oil a week originate from Fawley;
- Marchwood – military trains (carrying tanks and military equipment) run between Marchwood military port and other MoD rail depots across the UK, utilising the Fawley to Southampton line;
- There are also stone aggregate terminals at Eastleigh, Botley and Fareham (shown as orange circles on Fig 3.1). These terminals receive around nine trains a week of aggregates from quarries in the Mendips.



Central government does not usually invest in rail terminals, interchanges or warehouses. These facilities are normally provided by the private sector on a commercial basis.

The SMART Project – Gauge Enhancement on the Southampton to West Midlands corridor

To meet the needs of their customers, shipping lines are increasingly using 9'6" high and 40' long containers (and some are up to 45' long). Approximately one third of all deep sea containers are now 9'6", and it is estimated that within five years that proportion will exceed 40%, and within 10 years, it will exceed 50%. These 9'6" high containers are too big to go on the rail corridor between Southampton and the West Midlands on standard rail wagons. A limited number of special "well wagons" are currently used to transport some of these containers by rail. Without action to improve the rail gauge to allow these containers to be carried on normal wagons, rail's market share of deep sea containers from the port of Southampton would decrease.

SEEDA has been the catalyst in unlocking £54 million of funding towards upgrading the rail gauge on this rail corridor to W10 standard. SEEDA led a successful bid to the DfT for funding

Freight Strategy

3. Rail Freight Issues

from the Transport Innovation Fund 'Productivity' (TIF-P) programme and has provided leadership in developing third party and private sector funding contributions. The core delivery partners, including the Department for Transport (DfT), SEEDA and Advantage West Midlands (AWM) in a joint Regional Development Agency partnership, Network Rail, ABP and SCT each contributed a substantial financial amount to the project. The wider SMART group partnership included a number of shipping lines, Freightliner and DB Schenker.



In October 2007, the DfT agreed to provide funding from TIF-P to match fund contributions from the partners referred to above. The total project cost of the gauge enhancement work on the whole Southampton to West Midlands corridor is in the region of £54 million. Network Rail are carrying out the detailed design work required to provide a 9'6" loading gauge to enhance the attractiveness of rail for container movements from the port of Southampton towards the West Midlands and the North by 2011. This will involve lowering the track through

tunnels and altering some bridges. The aim of this work is to maintain current volumes and secure a greater market share of the inland movement of containers to and from the major deep sea ports. As a key international gateway for UK trade, any improvement to the Port of Southampton's rail links will also directly benefit the regional and national economy. By improving the efficiency and reliability of the logistics chain, the rail gauge enhancement will help increase economic productivity. It is estimated that reduced congestion on the roads in the Southampton and Winchester area alone will generate an increase of £13.6m in gross domestic product (GDP).

EU investment in new rail freight infrastructure

In 2007, the EU-funded IMPACTE project (SEEDA led) provided €2.7 million of funding, together with a European Regional Development Fund (ERDF) contribution of €610,000 towards the cost of providing an expanded rail container loading terminal at Southampton western docks operated by DB Schenker enabling more and longer trains to be accommodated.

This funding stream also contributed towards the provision of a new £600,000 railhead in Fratton Goods Yard, to serve the Port of Portsmouth. The first freight services to use the new railhead were containers of imported bananas. These services began running in February 2009.

3.2 Accommodating Growth in rail freight

There are a finite number of pathways available for freight services. At peak times, passenger services are the priority. Freight services are timed to fit in around passenger services. This is particularly the case for freight movements to and from the new Freight Goods Yard at Fratton in Portsmouth. Intermodal freight trains carrying deep sea containers can travel at higher speeds than bulk rail freight traffic such as petroleum or aggregates. Intermodal freight trains therefore take up less capacity than slower freight trains, so are easier to accommodate in between passenger services.

The planned expansion of DP World Southampton container port at the Port of Southampton (referred to in Chapter 4) will present challenges for the rail network. This can be addressed to some extent through running of longer trains, loading existing trains more fully, and operating trains six or seven days a week instead of the current five. Sidings at



Freight Strategy

3. Rail Freight Issues

the container terminals have been lengthened in preparation for running longer container trains.

Major improvements worth £425m are planned at Reading station and on its' western approaches. This investment, planned during the period 2010 to 2014, will provide grade separation for freight from the south, meaning that container trains running on the Southampton-West Midlands corridor will no longer have to cross the fast lines on the flat, offering greater operational flexibility. A major re-signalling scheme has recently been delivered on the Reading – Basingstoke route, where two aspect signalling has been replaced with three aspect, increasing capacity on this route.

As a result of growth in passenger and container traffic it is anticipated that, in the next 10-15 years, capacity constraints may become an issue on the double track sections of the Southampton to Basingstoke route of the Strategic Freight Network. These constraints will limit the scope for greater movement of freight by rail, unless investment in additional capacity is forthcoming. The County Council is fully supportive of Network Rail's recommendations for future investment towards both gauge enhancements on the Southampton to Basingstoke via Laverstock diversionary route (by 2014), and additional passing loops at Basingstoke.

Other problems include the need for additional rail facilities to cope with the increase in imported aggregate materials into the sub-region, and avoid long distance movement of such materials by road. The 9 aggregates trains per week that deliver up to 10,000 tonnes of limestone from the



Mendips to the sub-region carry the equivalent of 440 HGV movements of aggregates. The Hampshire Minerals Plan contains policies to encourage the supply of rail, sea-borne and recycled aggregates in place of locally extracted material. There may be other sites on the rail network, such as existing disused sidings that could be developed into new railheads or terminals, to help reduce HGV movements. Rail is able to perform well against road in cost terms for large volumes and over longer distances.

Consultation/Joint-working

In raising the profile of rail freight, Transport for South Hampshire has regular dialogue with *Network Rail* and freight operators such as *Freightliner* and *DB Schenker*, in recognition of the important role that local authorities play in maintaining and improving access to rail freight terminals and safeguarding sites for future rail use. The economic downturn has affected volumes of freight to and from the Port of Southampton. There has been a decline in container traffic imports and volumes of cars for export transported by rail. When the economy strengthens again, the delivery of the SMART project will allow more container traffic to be transported by rail, and help reduce lorry movements to and from the West Midlands and beyond.

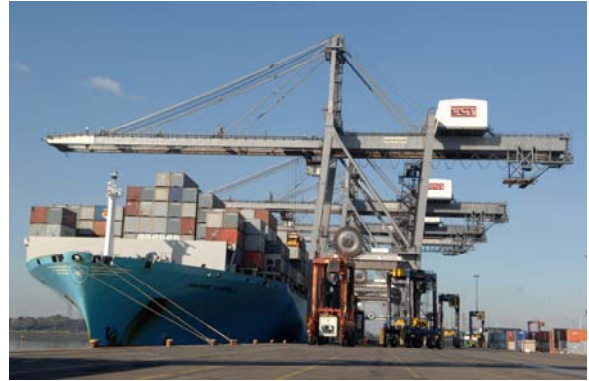
4. MARITIME FREIGHT ISSUES

4.1 The function of the two International Gateways

Urban South Hampshire is an important gateway to the continent and beyond, with major ports at Southampton and Portsmouth. Southampton is one of Europe's most important deep sea ports. In 2007 the port handled 43.3 million tonnes of freight. The Port of Portsmouth operates ro-ro ferry services to a number of continental ports in France and Spain.

The ports of Southampton and Portsmouth are not only essential to the economy of southern Hampshire, but are of significant national and European importance. Good access between both of these ports and their hinterland is of considerable strategic importance to the United Kingdom and is integral to sustaining their role as one of the main sea gateways between Britain and western France, Spain and other destinations. The forecast

horizon adopted by the DfT for the ports industry is 2030. By that year, the final origin or destination of more than 40% of all goods being moved within the UK will be abroad, most passing through gateway hub ports. UK traffic has increased from 2.4 million containers (3.6 million Twenty foot Equivalent Units [TEU]) in 1988 to 5.4 million containers (8.9 million TEU) in 2007, at an average rate of 4% containers (5% TEU) per annum. Changes to supply chain globalisation and a general shift of production to the Far East is driving a huge increase in containerisation, and UK traffic is forecast to almost double over the next 25 years. The leading global container shipping lines are planning to build super 'post-panamax' vessels with nominal capacity of over 13,000 TEU.



Container ship unloading at Southampton

4.2 The Port of Southampton

The Port of Southampton deals with a sizable value of UK imports and exports to non-EU countries. In 2004, the Port imported goods worth just over £14 billion (second only to Felixstowe), and was the leading UK port for exports with goods exported worth £12 billion. In freight terms, the Port of Southampton deals in container shipping, dry and liquid bulks and vehicles (both import and export). There are three intermodal rail terminals at the Port of Southampton. The growing passenger cruise market based at the port has extensive servicing supply chains.

The Port of Southampton, operated by ABP, handled 43.3 million tonnes of goods in 2007. 7% of all UK trade by tonnage passes through Southampton (making it the 4th largest port in the UK by tonnage). The port contributes £2 billion a year to the local economy. 12,000 people are employed by the port and port-related industries. The port handles 76,000 commercial shipping movements per year.

DP World Southampton handled 1.87m TEU of deep-sea containers in 2007 (making it the second largest container port in the UK after Felixstowe, and the 11th largest in Europe by throughput). In 2007, the port had a share of 21% of all container traffic arriving and departing from the UK. 27-30% of onward movement from the container port is by rail and 5% by short sea shipping (through 5 feeder services). The port is the UK's leading vehicle-handling port (with 668,000 movements in 2006).

The port has long been the UK's principal cruise port, with over 738,000 cruise passengers passing through the port in 2006 (250 calls, 62% of the UK market).

Around 23 million tonnes of oil and petroleum-related products are handled at the oil refineries of Esso, at Fawley, and BP, at Hamble, each year. It is also a major handler of liquid and dry bulks.

Planned future expansion of DP World Southampton (container port)

Table 4.2.2 below shows the forecast increases in container traffic travelling through the two largest UK deep-sea container ports of Felixstowe and Southampton. By 2030, throughput at Southampton is expected to almost double. These forecasts were prepared before the current economic downturn.

Table 4.2.2 Port traffic forecast: Felixstowe and Southampton: million TEUs

Port	2010	2015	2020	2025	2030
Felixstowe	4.5	5.5	6.5	7.7	9.4
Southampton	2.6	3.4	4.0	4.7	4.9

DP World Southampton and ABP Southampton plan to double the throughput of the container port on the existing footprint of the site. As a first phase of the expansion programme, by summer 2009 four new gantry cranes will be commissioned, increasing total capacity to 2m TEU per annum. The second phase will see redevelopment of 201 and 202 berth into a new container terminal to accommodate 400m length vessels, increasing capacity to 2.7m TEU. The third phase will see the introduction of automatic stacking crane (ASC) technology, giving a total capacity of 3.7m TEU. To minimise the impact of this growth on the trunk road network, ABP are aiming to achieve a 40% modal split for rail and for 25% of container traffic to be trans-shipped by sea via feeder services to other UK ports.

4.3 The Port of Portsmouth

The Port of Portsmouth handles considerable volumes of 'roll-on, roll-off' freight traffic – which forms the bulk of freight throughput. Other important cargoes include fresh imported fruit and ballast.

Cross Channel Ferry Services

Four ferry operators can accommodate accompanied or unaccompanied HGV trailers on various routes to ports in France, Spain and the Channel Islands.

Condor Ferries offer a twice daily all year round service linking Portsmouth with the Channel Islands. The passenger service departs from Portsmouth each morning whilst a freight service departs each evening. Condor Ferries also offer a once weekly service from Portsmouth to Cherbourg. P&O Ferries sail from Portsmouth to Bilbao in northern Spain every three days. The service has capacity for up to 62 freight vehicles. LD Lines provide an overnight crossing and late afternoon return from Portsmouth to Le Havre. The service has capacity for up to 120 trucks. Brittany Ferries offer up to four crossings per day on the Portsmouth to Caen route and one crossing per day on the Portsmouth to St Malo and the Portsmouth to Cherbourg routes. The services have a varying capacity for between 40 and 120 lorries. Brittany Ferries plan to introduce a new service operating one day a week from Portsmouth to Santander in 2009.

It does not have a direct connection to the national railway network. However, Portsmouth Intermodal Goods Yard (PIGY) at Fratton Railway Yard, a short road journey from the port was opened in November 2007. The initial aim is to see 2% of Port-generated freight traffic transported onward by rail.

Freight Strategy

4. Maritime Freight Issues

Portsmouth Commercial Port is in the ownership of Portsmouth City Council and is controlled by the Commercial Port Board, made up from a committee of Local Councillors.



In 2006, the port dealt with 1,160,441 tonnes of imports, and 223,430 tonnes of exports. The main imports are fruit (65%), primarily from South America, North Africa and the Caribbean / West Indies, and ballast (34%).

Over 750,000 tonnes of fruit was imported on board 271 ships, via the commercial wharves at Portsmouth during 2006.

In 2006, the port had 3,000 cruise passengers passing through (13 calls)

The port also handled 104 tonnes of vehicle imports in 2006.

In 2006, the Ro-Ro ferry services to the continental ports and Channel Islands carried 269,317 freight units. This is a decline on 1998 levels (334,851 freight units), reflecting the growing predominance of the Dover-Calais freight ferry corridor

Cross Boundary Issues: Freight Access to the Isle of Wight

Three cross-Solent vehicle ferry routes (shown as red dashed lines on the map) provide access to the Isle of Wight for the majority of commercial vehicles that service the island. In 2004, the three routes carried 1.7 million cars and 263,000 commercial vehicles. In 1991, they carried 183,000 commercial vehicles. In rank order of number of commercial vehicle movements, the Portsmouth to Fishbourne route is the most popular. In 2004, this route carried 149,400 commercial vehicles. This is followed by the Southampton to East Cowes route, which carried 84,500 commercial vehicles in the same year. The lowest flows of commercial vehicles are on the Lymington to Yarmouth route. In 2004, this carried 37,600 vehicles. During January, there are much lower levels of commercial vehicles carried, but the rest of the year, freight volumes carried are fairly consistent.



Limited capacity on ferries and congestion at ports on both sides of the Solent are both important issues that can affect onward journeys for freight operators, particularly during the peak of the summer tourist season in August, when all the ferry routes carry large volumes of coaches and cars. By 2020, forecasts by Isle of Wight Tourism predict that volumes of commercial vehicles could increase by between 27 and 40%. Car volumes will also grow by between 24 and 53%.

4.4 Other Ports and wharves

In addition to the larger ports at ABP Southampton and Portsmouth Commercial Port, within the TfSH sub-region there are nine wharves along the Solent coast that play an important role in importing marine dredged aggregate.



Wharves in Hampshire

- **Marchwood Aggregates Wharf, Marchwood** - Aggregate wharf importing marine dredged aggregate. The site also incorporates a concrete batching plant and an aggregate bagging plant.
- **Bakers Aggregates Wharf, Southampton** - Currently inactive. The wharf is safeguarded for minerals and general marine industry uses.
- **Burnley Aggregates Wharf, Southampton** - Importation, processing and onward distribution of marine aggregates.
- **Dibles Aggregates Wharf, Southampton** - Importation, processing and onward distribution of marine aggregates.
- **Leamouth Aggregates Wharf, Southampton** - Importation of marine aggregates, and other materials. The site incorporates a concrete plant.
- **Supermarine Aggregates Wharf, Southampton** - Aggregate wharf importing marine dredged aggregate and some crushed rock and building sand.
- **Upper Quay Aggregates Wharf, Fareham** - wharf importing marine dredged aggregate.
- **Kendalls Aggregates Wharf, Portsmouth** - Aggregate wharf importing marine dredged aggregate for processing and distribution
- **Bedhampton Aggregates Wharf, Havant** - importing marine dredged aggregate.

5. AIR FREIGHT ISSUES

5.1 Background

The UK air freight sector experienced sustained growth in the 1990s, with a doubling of freight lifted nationally from 1.1 to 2.3 million tonnes from 1988 to 2000. Following a dip in 2001 to around 2.2 million tonnes, traffic increased to 2.4 million tonnes in 2004, then subsequently dropped back to 2.3 million tonnes in 2006. Note that while these figures only represent around 1% of UK exports in terms of tonnage lifted, it is estimated that air freight accounts for around 25% of exports by value (DfT, Focus on Ports, 2006).



London (Heathrow, Gatwick and Stansted), Manchester and Nottingham East Midlands airports accounted for almost 95% of all UK air freight in 2006. Over 60% of this travels in the belly-holds of passenger aircraft, which is in turn dominated by traffic through Heathrow (which alone accounts for over 50% of UK air freight and around 80% of UK belly-hold cargo). To put this in context, it is worth considering the reasons why the air freight market in the UK is dominated by a small number of key airports:

- Belly-hold capacity in passenger flights is generally (sometimes only) available from main gateway airports (Heathrow, Gatwick & Manchester). However, airports that have seen such flights begin to or increasingly serve them (Glasgow and Birmingham) have seen consequent increases in air freight.
- Services using freighter aircraft use airports that suit their markets best. For instance, 'fast parcels' operators schedule regular flights by freighter aircraft, typically within Europe, but in the first instance seek a single location in the UK (most use Nottingham East Midlands).
- Other long-haul freight typically focuses on London, with Stansted being the most popular airport.

Within the South East region, as well as Heathrow and Gatwick airports, there is a modest freight operation at Kent International Airport (Manston)

5.2 Southampton International Airport

Southampton International Airport is a regionally significant airport. In 2007, 297 tonnes of air freight were transported through the airport. The cargo throughput predominantly consists of courier and express deliveries. Other cargo types include supplies for ships berthed at local ports. The majority of cargo movements to and from the airport are via the hold of passenger aircraft with very occasional freight-only flights. As the airport is closed at night, it is not used by specific air freight customers who tend to operate overnight. Southampton has made some provision for expansion of cargo facilities in its master plan by 2030, but growth will mostly be in the form of passenger numbers which are expected to grow from 1.84 million in 2005 to 3.05 million per year by 2015 to 6 million a year in 2030.

5.3 Bournemouth International Airport

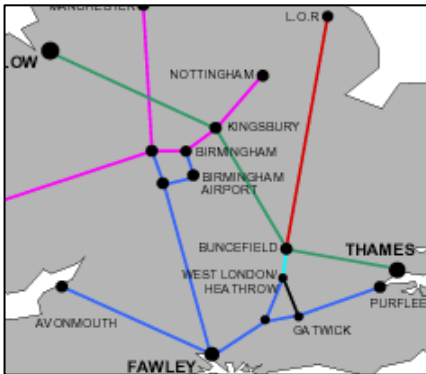
This airport, close to the west of the TfSH sub-region, handles significantly higher volumes of air cargo than Southampton Airport and offers the main cargo handling capability for the south coast area. Unlike Southampton, the bulk of cargo freight is in the form of freight-only cargo aircraft, with only small volumes of freight transported in the belly hold of passenger aircraft. In 2006, 5068 tonnes of air freight and 5496 tonnes of mail freight were transported via the airport. The cargo terminal is used for the majority of cargo to and from the Channel Islands and the airport is also a major spoke for UK Royal Mail and newspaper operations. Freight volumes are expected to remain at current throughput levels.

6. TRANSPORT OF FREIGHT BY PIPELINE

The UK has a sophisticated network of underground pipelines to transport the petrol and diesel products from the refineries on the coast, to local distribution terminals. The pipelines are either gas (natural gas or ethylene) or oil pipelines (the majority of which are multi-product pipelines which means that they carry different grades of refined petroleum products, gasoline, aviation and diesel fuels).

Privately Owned Pipelines from Fawley

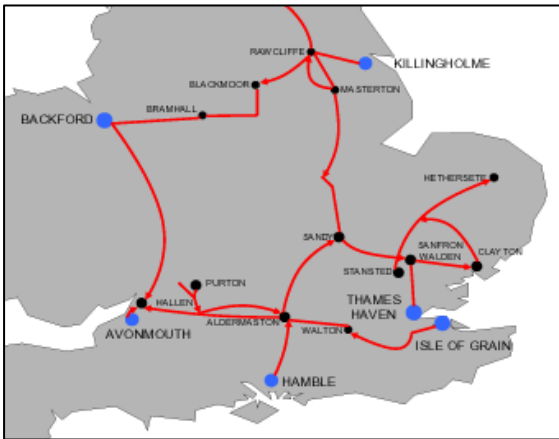
The Esso Pipeline System takes product from its Fawley refinery on Southampton Water to its terminals at Avonmouth, Birmingham, West London and Purfleet and also Heathrow and Gatwick airports.



The Esso oil refinery at Fawley processes 20 million tonnes of crude oil a year. The site is more than twice as large as Heathrow Airport. On average six oil tankers dock at the site every day. The refined products are transported to their markets via road, rail, underground pipeline and by sea.

Ten million gallons of finished products a year are transported out of the site via a number of pipelines. Various refined products travel to West London and Purfleet in Essex. Pipelines also connect Fawley with Avonmouth near Bristol and to Wolverhampton and Birmingham. Aviation fuel is transported via pipeline from Fawley via Alton, to Heathrow and Gatwick.

These pipelines play an important role in keeping down the number of lorry movements to and from the refinery on the county road network.



Government Owned Pipelines

The Government Pipelines and Storage System (GPSS) is a UK pipeline system run by the Oil and Pipelines Agency for the MOD. The network consists of some 2500 kilometres of pipeline and 46 other facilities. The network is interconnected with several private networks. It is used to provide aviation fuel, lubricants and industrial gases to MOD sites. The network runs from Hamble, within the TfSH sub-region northwards to Aldermaston (within West Berkshire).

Local Pipelines

Within south Hampshire, there is also a local 56 mile pipeline for crude oil, connecting the Wytych farm oil field in Dorset (on the southern shore of Poole Harbour) to BP's Hamble terminal on Southampton water.

7. LOCAL FREIGHT ISSUES

Various local issues relating to routing, access and deliveries exist within the urban South Hampshire sub-region. These issues reflect local circumstances, and are addressed through the relevant Local Transport Plan Area Strategies.

7.1 Local Freight Issues within Southampton

In some district shopping centres such as Shirley, which have no rear access to retail premises, inconsiderate parking by multiple delivery drivers can result in congestion problems, with cars unable to flow freely in both directions past the delivery vehicles. Similar congestion problems can occur on roads adjacent to construction sites. The box below gives more details:

Box 7.1: Freight problems and issues in Southampton

The Port of Southampton, which is an essential part of the city's economy, dominates freight movement. It is vital that freight continues to move freely into and out of the port and all appropriate measures should be taken to facilitate this movement within the city and the wider region. An increase in the level of port activity is expected following heavy investment in new infrastructure such as additional cranes and more space for containers. The channel into Southampton Water is to be dredged facilitating access for larger container ships with a deeper draft. Such investment is good for the growth of the port, but will obviously see an increase in freight movements that will need to be managed.



The recent confirmation of the rail gauge enhancement scheme and increasing use of trans-shipment will decrease the proportion of containers that need to travel by road. However, the level of growth predicted will still see an overall increase in road movements. The majority of road based port traffic currently has a relatively uninterrupted route into the city from the M271 and along the A3024/A3057 to the various dock gates. This route can become congested during peaks times, although these delays are largely caused by commuter traffic. There are proposals to improve road access to the Eastern Docks in the vicinity of Dock Gate 4. A minority of port traffic uses the A33 corridor, although this does cause some issues for local residents. However, it is essential that two routes are available to maintain adequate access to the port.

Other freight movements service retail and industry sectors. Delivery facilities at Southampton's central retail area are largely excellent and as a consequence, delivery trucks can unload stock without causing an obstruction on the network. However, in local and district centres, many deliveries are made from the road side which blocks or partially obstructs a carriageway whilst goods are unloaded. This can lead to congestion that reduces the journey time reliability of bus journeys.

There are similar problems connected with the delivery of construction materials. Many development sites within the city are too small to be accessed by HGVs and building materials are again unloaded from the roadside. The impact of this activity depends largely on the location of the development site. Complaints have been received from local residents regarding delivery vehicles blocking off residential streets for extended periods.

7.2 Local Freight Issues within and on routes into Portsmouth



The M27 experiences slow moving traffic and congestion on the section between Junction 11 (Fareham) and Junction 12 (M275) – this is caused by the steepness of a hill located approximately halfway between the two junctions. In 2008 the Highways Agency began work on a £27m project to construct climbing lanes on the uphill sections. This will aid traffic flow reduce congestion and improve safety on this section of motorway.

M27 Climbing lane J11-J12

In some district centres such as North End and Albert Road there are localised problems associated with inconsiderate parking, by both car users and delivery drivers. This behaviour contributes towards problems of poor air quality in these areas. London Road and Mile End Road have been identified as Air Quality Management areas. The access and delivery proposals for the new Northern Quarter have evolved following close working with the freight industry.

Within Portsmouth the issue of HGVs parking on residential streets has become less of an issue since the introduction of waiting restrictions although extensive areas of densely developed terraced housing and limited off-street car parking can mean that overnight parking of light goods vehicles on-street can lead to problems for some residents by competing for scarce parking and through visual intrusion. There is one operational lorry park in the city at Walton Road easily accessed from the A27(T).

Box 7.2: Freight problems and issues in Portsmouth

The key problems and potential solutions identified by the City Council are:

The main access to the Continental Ferry Port (CFP) is off the M275, congestion on this route into the city affect drivers making connections with ferry services to the continent. The CFP is of national significance and maintaining strong links with strategic road and rail networks is of prime importance. The freight that passes through the port is predominantly roll-on/roll-off traffic, which reaches its UK destinations by road.

This route is also the main route for goods vehicles travelling to the Isle of Wight on the frequent sailings from the car ferry terminal on Gunwharf Road. To access this route involves travelling along the A3 round the city centre, which is subject to delays and congestion at peak periods. Congestion on the approaches to the ferry terminal consequently can adversely affect ferry operations.

Historically the main entrance to the Naval Dockyard has been Unicorn Gate, bringing traffic through the City Centre with consequent problems. The MoD recently completed improvements to the East Gate (now renamed Trafalgar Gate) including new security measures. However vehicle access remains via Prospect Road/Flathouse Road, a single carriageway road not only serving the Dockyard but also the main entrance for the Commercial Port and a road where commercial vehicles serving the docks and unavoidably queue, impeding other traffic. As part of the Northern Quarter redevelopment a new signal controlled junction on Mile End Road will enable a right turn to Prospect Road. When funding is available this will be upgraded to a new, dual carriageway link between Mile end Road and Trafalgar Gate.

8. FREIGHT INITIATIVES AND BEST PRACTICE

8.1 Types of Interventions and Measures

A range of different interventions and measures have been successfully applied in other parts of the UK to address freight issues, usually developed by local Freight Quality Partnerships (FQPs). FQPs are recommended by the Department for Transport (DfT), and the Freight Transport Association (FTA). They provide a formal forum for undertaking consultation, and can help guide and progress proposed freight investments and measures. Key benefits of FQPs are:

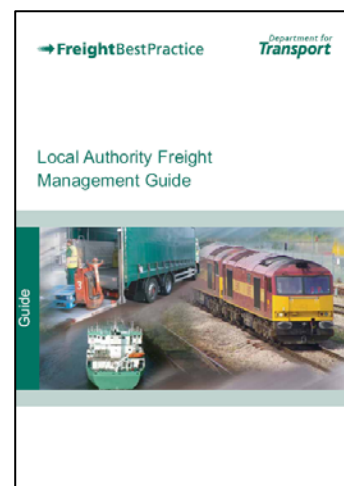
- **Enhanced understanding:** FQPs help local authorities to better understand the needs and aspirations of businesses and the freight transport industry.
- **Increased knowledge:** FQPs can play an important role in briefing local authority officers on freight issues and help establish new centres of knowledge and expertise.
- **Stimulation of best practice:** FQPs provide a natural mechanism for the exchange of information and ideas.
- **Increased efficiency:** FQPs facilitate joint working, increase resource availability and provide a single point of contact for freight issues.
- **Focus on delivery:** FQPs create a framework that can provide impetus and direction for the delivery of initiatives and measures to tackle identified issues relating to distribution and logistics.

(DfT, Feb 2003, Good Practice Guide 335: A guide on how to set up and run Freight Quality Partnerships)

Scope exists to build upon the work of the Hampshire Countywide Freight Quality Partnership (established January 2000 but which has been dormant in recent years). This can provide an important forum for consultation and development of Countywide freight-related issues. To date no FQPs have been set up within Portsmouth. Southampton City Council did establish an FQP around ten years ago, but this now no longer meets.

The DfT document “Local Authority Freight Management Guide” provides examples of UK best practice on freight and is one of many useful documents that can be downloaded from the Freight Best Practice website, at www.freightbestpractice.org.uk. Many of the interventions and measures suggested could be applied to address the issues and challenges facing the urban South Hampshire sub-region identified in Chapters 2 to 7. These are summarised overleaf (Table 8.1) and described in subsequent paragraphs of this section.

Table 8.1: Types of Policies and Measures



Measures	Description	Potential Benefits may include
Distribution System Measures <ul style="list-style-type: none"> - Unattended delivery solutions - Freight Consolidation Centres - Efficient Home Delivery Solutions - Land Use Planning - Travel Plans - Freight Facilities Grants / REPS - Waterbourne Freight Grants 	Measures which improve operational efficiency, enhance the distribution infrastructure or promote the transfer of freight to ‘greener’ modes.	<ul style="list-style-type: none"> • reduced vehicle mileage resulting in lower emissions, less noise, reduced accidents and less congestion; • economic growth and regeneration resulting from new freight facilities or improved infrastructure; • lower operating costs

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Table 8.1: Types of Policies and Measures (cont'd)

Measures	Description	Potential Benefits may include
Access Measures <ul style="list-style-type: none"> - City Centre Environmental Zones - Clear Zones - 'Pay-as-you-leave' Parking Charges - Environmental Parking Policy - Freight use of Bus / High Occupancy Vehicle (HOV) Lanes - Lifting of Night-time Lorry Curfews 	Access restrictions or relaxations and physical measures that make it easier for goods and service vehicles to operate in a particular area.	<ul style="list-style-type: none"> • improved safety, particularly for pedestrians and cyclists; • disruption to local residents minimised; • congestion relieved with consequent environmental and economic benefits; • freight journey times reduced; • better facilities for vehicles and drivers.
Point of Delivery Measures <ul style="list-style-type: none"> - Prioritised Parking for Service Providers (could include systems to allow "pre-booking" of loading bays) 	Measures that facilitate parking, loading and unloading at the point of delivery.	<ul style="list-style-type: none"> • improved safety particularly for pedestrians and cyclists; • delivery times reduced; • congestion relieved.
Information Measures <ul style="list-style-type: none"> - Advisory Freight Route Plans - Comprehensive Freight Guidance Maps for main urban centres - Information Boards 	Information measures inform drivers of the best routes to help them reach their destination quickly and with least disruption.	<ul style="list-style-type: none"> • disruption to local residents minimised; • wasted mileage eliminated, with consequent environment, safety and cost benefits; • freight journey times reduced.
Vehicle Standards and Vehicle Use Measures <ul style="list-style-type: none"> - Encourage the use of alternative fuels - Encourage use of quieter lorries - Encourage safer and more fuel efficient driving - Encourage the use of more energy efficient lorries - Speed Limit Enforcement and 20 mph Speed Limits 	Measures that reduce vehicle emissions and noise, improve fuel consumption and improve safety.	<ul style="list-style-type: none"> • improved air quality; • reduced greenhouse gases; • reduced noise; • improved safety; • reduced operating costs; • improved public image.
Education and Public Awareness Measures <ul style="list-style-type: none"> - Public Awareness - Food Miles 	Measures that raise public awareness of the environmental issues associated with the delivery of goods they purchase.	<ul style="list-style-type: none"> • raise public awareness; • encourage businesses to adopt more sustainable practices; • benefit local economy through greater consumption of locally produced goods.
Routeing Measures and Maintenance <ul style="list-style-type: none"> - Routeing Strategies - Keeping Lorries off Lanes - Environmental Weight Limits - Bridge Strengthening and Road Maintenance - HGV specific sat-nav mapping 	Measures which ensure delivery vehicles use appropriate routes, which are maintained to a suitable standard.	<ul style="list-style-type: none"> • disruption to local residents minimised; • improved safety particularly for pedestrians and cyclists; • improved air quality; • protects the local environment.

8.2 Distribution System Measures

Freight Consolidation Centres

These centres on the edges of cities enable a reduction in the number and frequency of separate lorries carrying small loads entering an urban centre to go to the same place. Freight Consolidation Centres (FCCs) have been set up in London, Bristol (see Box 6.2.1 below for more details of this scheme), Norwich and many cities in continental Europe. Many cities and FQPs are currently investigating the potential to establish their own FCC. Other benefits of FCCs are they can help alleviate congestion for other road users, reduce wasted delivery times and reduce parking problems for loading or unloading.

However, FCCs are not a one-size fits all solution suitable for all businesses – deliveries to larger retail stores tend to already be very efficient (with goods vehicles filled to near capacity), but deliveries of smaller loads could make use of FCCs and benefit from improved utilisation of vehicles towards the end of their journeys. Existing FCCs are not financially sustainable and require a level of subsidy towards operating costs.

Box 8.2.1: Case Study: Broadmarsh FCC, Bristol



Broadmarsh FCC started operation in May 2004, and was initially supported by funding from the EU VIVALDI programme. Further EU funding to develop the service was secured via the EU-funded START programme up to 2008. Bristol City Council subsidises 65% of the cost of the service, with the remaining 35% coming from voluntary retailer contributions. The FCC is used by 63 stores within the shopping centre (typically small/medium sizes stores such as homeware, women's fashion or shoe retailers). The FCC is run

under contract by DHL based at its' Regional Distribution Centre warehouse at Avonmouth. This helped to reduce start-up costs. The FCC vehicles operate trips from Avonmouth into Broadmarsh arriving at 7:30am, 10am and early afternoon using two dedicated vehicles. The early morning trip is the most well-used.

Deliveries to DHL's centre by participating retailers are typically made between 4am and 7am. From August 2008, the FCC will utilise one electric van, which will do two trips per day. As part of the service, the vehicle also collects unwanted packaging, which has proved popular. As part of the business plan to encourage more use of the service, occupiers of a new adjacent shopping centre development opening in September 2008 are being targeted, to encourage voluntary sign up to the service. A plan to insert clauses into lease agreements was not pursued as the developer found it problematic. Plans exist to allow the FCC delivery vehicles to use the A4 Portway bus lane, to improve journey time reliability. It is hoped that this will encourage more retailers to use the service.

The City Council has developed a Business Plan to help reduce subsidy levels for the service.

It proves difficult for promoters of the FCC concept to quantify and persuade potential users of the delivery service of the "cashable" benefits to justify signing up to use an FCC. The more users that are attracted, the more viable the service, but this creates difficulties in quantifying the likely take-up of a proposed FCC. Such centres could be funded in a sustainable way through supplemental charges on business rates or via Business Improvement District investment. A good case would need to be made.

Efficient Home Delivery Solutions

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Demand for home delivery both of food and non-food items has grown substantially in recent years. Internet shopping is the fastest growing retail sector. E-retail spending rose by 50% in the year to December 2007, against flat high street sales. By 2020, it is estimated that the UK internet shopping market will be worth £164 billion.



Retailers offering home delivery services have found that their internet shopping service results in higher CO₂ emissions and more mileage and inefficiencies. However, this must be set against the improved convenience for users. Research could be carried out to assess scope for co-ordinating home delivery schedules - Some companies allow their customers to choose a delivery time and date when they would like their purchases to be delivered to their home. A 'home delivery' schedule could encourage people who live in the same street to

choose the same time and day for their delivery, in return for a discounted delivery charge. This would reduce the number of miles and the number of vans needed to make deliveries.

Unattended delivery solutions, using secure lockers

"Unattended delivery solutions" such as electronic locker banks are proving increasingly popular amongst postal services across Europe. In the UK they are popular for business to business deliveries and allow customers to collect parcels without having to wait for them to be delivered to their business address. A few companies such as BearBox, ByBox, Collectpoint and RelayStar offer networks of secure delivery boxes in a wide range of locations. Locker banks can help to reduce mileage, reduce fuel consumption, and improve the convenience of freight deliveries for businesses, freight deliverers, and consumers. Locker banks are very secure, and are accessed by way of PIN numbers given to the authorised person accessing the locker bank.

These technologies are extensively used by service engineers and medical support services. Potential exists for greater use of electronic lockers in the business to home delivery market, to reduce the inconvenience and cost of missed deliveries. Collectpoint are now targeting this market.



Land Use Planning Policies

Through the Local Development Framework (LDF) process, land use planning policy seeks to locate developments generating substantial freight movements away from congested central and residential areas, ensuring adequate access to the motorway and trunk road network. Opportunities for freight generating development to be served by rail or waterways should be promoted through land use planning policies, by influencing the location of such development.

Travel Plans

Currently, most plans tend to concentrate on the 'staff' transport issues rather than the 'delivery' or 'freight' aspects. Large organisations (e.g. hospitals, universities, large employers) should be encouraged to include freight issues (e.g. service deliveries) within their travel plans. Organisations based within a business park (or an area where organisations are clustered close together) should be encouraged to formulate a Travel Plan Network.

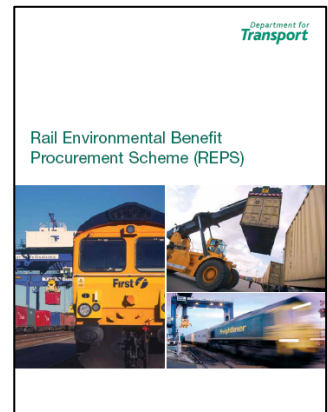
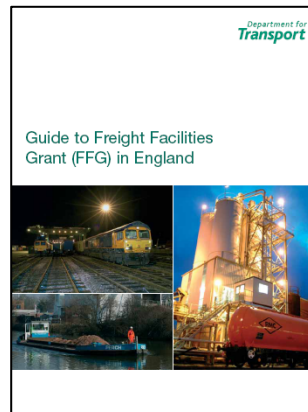
Freight Grants

The following grants are available, making freight transport by rail or water an economically viable alternative to using road transport:

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- Freight Facilities Grants (FFG) to offset the capital cost of providing rail and water freight handling facilities. For more information visit:
<http://www.dft.gov.uk/pgr/freight/railfreight/rfg/freightfacilitiesgrantffgguide>
- Rail Environmental Benefit Procurement Scheme (REPS) to assist companies with the operating costs associated with running rail freight transport instead of road. For more information visit:
<http://www.dft.gov.uk/pgr/freight/railfreight/rfg/railenvironmentalbenefitproc1172>
- Waterborne Freight Grant scheme (WFG) to assist companies with the operating costs, for up to three years, associated with running water freight transport instead of road (where water is more expensive than road).



8.3 Access Measures

City Centre Environmental Zones

The EU-funded BESTUFS project has funded various pilot projects that have investigated alternative models of distribution in city centres – known as city logistics solutions. The primary objective was to create transport solutions which benefited the city environment in terms of road safety, air and noise pollution, accessibility, energy consumption, safety and the visual environment. More information about these projects can be found on the BESTUFS website www.bestufs.net

‘Pay-as-you-leave’ Parking Charges

The introduction of the ‘pay-as-you-leave’ charging system in public car-parks (instead of the pay and display system), whereby users will only be charged for actual time spent in the facility, may provide more scope for encouraging service providers to use public car-parks. However, public car parks will only be attractive to service providers who do not have to carry and use large amounts of equipment in their job.

Environmental Parking Policy

The introduction of a parking policy related to the environmental performance of vehicles was progressed through the MIRACLES project in Winchester. The revised car parking strategy would provide financial discounts for low polluting vehicles parking in the city centre, and higher charges for gross polluting vehicles. A viable alternative for gross polluting vehicles could be offered at the park and ride scheme on the outskirts of the city. This initiative impacts on service providers in Winchester.

No Car lanes or Freight use of Bus/ High Occupancy Vehicle (HOV) Lanes



Introduction of “No car” lanes or allowing goods vehicles to share Bus/ HOV lanes can assist freight vehicles in accessing town centres. Several years ago, Newcastle City Council introduced a number of “No Car” lanes, within the city centre and on some radial corridors. Research by JMP and the University of Newcastle suggests that “No Car” lanes have quicker journey time for all vehicles than bus

lanes. However, accident rates and levels of contraventions were higher than for bus lanes. The latter may be due to less general understanding about who is eligible to use a “no car” lane. In Norwich and Bristol, the use of a bus lane on a particular radial corridor is to be permitted for freight vehicles used for deliveries between the city centre and the FCC. This has the potential to increase take up of use of the FCC, due to improved journey time reliability by FCC delivery vehicles.

Lifting of Night-time Lorry Curfews

The Freight Transport Association (FTA) have worked with the Noise Abatement Society and Wandsworth Borough Council to trial night time deliveries to a large supermarket located in a residential area. This initiative showed that by careful adherence to a management plan and staff training, systems could be put in place to minimise the amount of noise generated by night time deliveries, and avoid disturbing residents. The majority of deliveries are still made during the day, but two overnight deliveries have helped the operation of the store, and allowed deliveries during the morning peak to be avoided. The FTA has produced a toolkit offering a methodology to apply when negotiating to relax “delivery curfews”. The toolkit is available at <http://www2.fta.co.uk/information/otherissues/urbanaccess/index.htm>.



8.4 Point of Delivery Measures

Prioritised Parking for Service Providers

Other solutions to parking problems for service delivers include:

- designating certain areas of on-street parking for ‘service providers’ only;
- issuing registered ‘supplier’ or ‘service engineer’ windscreen stickers to allow free limited waiting in certain areas.

This area is the responsibility of unitary and district councils, and the approach taken varies from council to council. Many do offer “tradesmens waivers” allowing use of on-street pay and display bays free of charge. However, these have to be applied for in advance, and may be available in limited quantities. The Smartfreight Project, is a three year research programme that is looking at Information and Communication Technology (ICT) solutions that integrate urban traffic management systems with the management of freight and logistics in urban areas. In the future this could enable some sort of system of “pre-booking” of loading bays in areas without rear-access servicing, to reduce risk of congestion occurring. For more information about Smartfreight, visit www.smartfreight.info . This work could complement potential measures that seek to more closely integrate Urban Traffic Control systems of the three local transport authorities, and improve flow of information to road freight operators.

8.5 Information Measures

Comprehensive Freight Guidance Map for urban centres

There could be scope for local authorities to facilitate the production of comprehensive Freight Guidance Maps for the main urban centres, showing lorry routes, height and weight restrictions, loading/unloading restrictions, and the location of the main shopping areas, industrial areas, and key businesses. This could be based on the Freight Route Map produced by Bristol City Council,

and is likely to be in the form of a free fold-out leaflet, available at petrol filling stations, motorway service stations, etc.

Information Boards

Provision of information boards at entrances to large industrial estates and lorry parking areas, is a simple low cost measure that can help drivers use the best routes to and from their destination, reduce mileage, and speed up delivery times.

Freight specific Sat-Nav

Most satellite navigation devices are installed with software that caters for the needs of car drivers and light vans, which are able to navigate normal routes safely and legally. However, the selected routes are often not appropriate for larger trucks and leave them unable to go forward or turn around. The Ordnance Survey are looking to supply details of height and weight restrictions to equipment manufacturers. At the time of writing, some sat-nav software developers have developed systems that adjust the routing and navigation according to the dimensions of the vehicle. Such systems allow the driver to enter the weight, height, length, width and cargo, and the software then calculates a suitable route based on the information inputted.

8.6 Vehicle Standards and Vehicle Use Measures

Use of Environmentally friendly delivery vehicles

A number of parcel delivery logistics firms are trialling the use of electrically powered vans for delivery runs within large urban areas. TNT have carried out a trial in London on a run that makes 50 to 60 drops per day. The results showed a saving of £1500 in fuel costs and 5.6 tonnes less CO₂. As a result of this trial, TNT have decided to order 47 more electric vehicles for use in larger urban conurbations. DHL has carried out similar trials for delivery runs within larger cities.



Enhanced Environmental Vehicles (EEVs)

Enhanced Environmental Vehicles is an Environment Council initiative based on stringent emission standards for very low emission vehicles. Manufacturers who so wish are able, on a voluntary basis, to certify their vehicles as EEVs. It is hoped that the creation of European-wide EEV standards will encourage the development of alternatively-fuelled vehicles and establish a clear definition of very low emission vehicles which could be used as part of traffic management measures.

Encourage the use of alternative fuels

From 1 April 2008, 2.5% of the content of fuel sold at the pumps is derived from biofuels. The government has set a target for this to increase to 5% by 2010, as part of efforts to reduce carbon emissions from transport sources. The EU has set a further target of 10% by 2020. Research suggests that once the greenhouse gases produced by the process of growing the crops for biofuel are factored in - from ploughing the fields, making the fertiliser, harvesting the crops, processing them, to transporting the finished fuel - the environmental benefits are seriously compromised. Concerns have been expressed that meeting the demand for a significant increase in biofuels could itself have adverse effects for other non-transport agendas, such as increasing the rate of deforestation or reducing global food supplies and therefore development of biofuels should be only a part of a wider development of fossil fuel alternatives.

Encourage the use of quieter lorries

Recent improvements in design, mean that modern HGVs are much quieter than they used to be, including refrigeration units (however the quietest refrigeration units are significantly more expensive). In many cases, it is the wire roll cages, used to load and unload goods from the vehicles, which generate the most noise. This is linked to the FTA's work on night time deliveries and the toolkit referred to in section 8.3.

Encourage safer and more fuel efficient driving



As the global economy emerges from recession, the volatility of oil prices is expected to worsen in future years. It is estimated that each HGV in the UK uses on average 4,000 gallons of fuel per year. Variability of fuel prices makes it increasingly difficult for hauliers to

factor in future price rises into contract tender bids. The Safe and Fuel Efficient Driving (SAFED) standard was created in a bid to cut costs for haulage companies and help protect the environment. It was developed by a steering group of experts and guidance is available for both operators of HGV and van fleets. By installing a fuel management system it is thought to be possible to reduce consumption by around five per cent. Operators that implement SAFED can benefit from reduced fuel costs, increased productivity and potential reductions in insurance. For more information, visit www.safed.org.uk

The Freight Best Practice website is a useful resource for logistics operators in suggesting practical steps to save on fuel. Tools available at www.freightbestpractice.org.uk include a fuel ready reckoner, a Fuel Management Guide and fuel saving tips for drivers and managers.

Encourage the use of more efficient lorries

More efficient fleet utilisation means lower energy consumption and less pollution, for any given volume and pattern of distribution. The UK logistics industry is already highly efficient, having made good use of advances in fleet management technology.

The operation of 44 tonne HGVs with six axles were permitted for general use within the UK from 2000. These vehicles result in significantly less wear and tear on roads and bridges than 40 tonne, 5 axle lorries. Road maintenance is a substantial burden on the taxpayer, and it is therefore in the wider public interest that the use of vehicles with lower axle loadings should be encouraged as far as possible.

44 tonne lorries burn slightly more fuel, but the additional capacity results in a reduction in the total number of lorries required and a reduction in the total fuel burnt per tonne km, resulting in a less pollution overall.

Speed Limit Enforcement and 20 mph Speed Limits

Management of HGV speeds takes place as a part of a general road safety enforcement activity. 20 mph zones have proven to be highly effective in reducing speeds, accidents and casualties, particularly amongst pedestrians and cyclists. They were initially introduced in 1991 to residential areas, but could also have a role to play in the management of HGV speeds, where appropriate.



8.7 Education and Public Awareness Measures



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Public Awareness - Food Miles

Since the freight/service sector responds to demands placed on it by consumers, one means of reducing environmental impacts would be to encourage consumers to adopt more sustainable consumption

patterns. Education programmes, using concepts such as 'food miles', would help to sensitise consumers to the impacts of their choice and thereby encourage businesses to adopt more sustainable practices. Currently a third of food consumed in the UK is produced overseas.

This would help to reduce freight movements and encourage consumption of more locally produced goods, in turn helping to stimulate local economies. The current concept of Food Miles ignores overall energy consumption, so this shortcoming would need to be addressed.

8.8 Routeing Measures

Routeing Strategies

A routeing strategy identifies suitable routes for strategic and local delivery vehicles. They need to be accompanied by clear and comprehensive on-road signing, and maps and other relevant information should be made available to lorry drivers.

Environmental Width and Weight Limits

As explained in section 2.3, there may be a case for introduction of such limits in certain circumstances, where it is desirable to reduce the number of HGVs and where a suitable alternative route exists. Lorries requiring access (such as refuse vehicles, servicing of local businesses and in some cases local deliveries) are exempt from these width and weight limits. Enforcement of these limits is the responsibility of the police. Advisory information signs such as "Unsuitable for heavy goods vehicles" can be installed to discourage HGVs from using very narrow minor roads.

9. TfSH FREIGHT ACTION PLAN

9.1 Introduction

Effective solutions to tackle the existing and future challenges identified in Chapters 2 to 7 will require closer partnership working between private freight operators and the public sector, principally by way of re-invigorated Freight Quality Partnerships. There are no one-size fits all solutions, and measures and interventions suitable for one area are not necessarily suitable in another.

The Action Plan groups potential actions under the headings of four categories which broadly follow the categories of possible interventions outlined in chapter 8. Point of Delivery Measures, Vehicle Standards & Vehicle Use Measures and Educational Measures have been grouped together to form Other Measures. As a result the remaining categories in the action plan are as follows:

- Establish mechanisms for dialogue with freight industry
- Measures to promote and encourage sustainable distribution
- Measures to improve economic competitiveness
- Routeing and maintenance measures
- Other measures

The action plan gives information on how each proposed recommendation would contribute towards the objectives set out in Chapter 1 of the strategy. It shows the parties that will be involved, and importantly the timescale envisaged for each recommendation to be implemented. The timescale is dependent on the availability of resources.

Establish mechanisms for dialogue with Freight Industry

Measures	Lead Partners	Target for Commencing Implementation	Contribution to strategy Policies
Establish a Hampshire and TfSH Freight Forum to act as sounding board and advisory group on strategic freight challenges.	HCC, TfSH, FTA, RHA, Highways Agency, Network Rail, HEP, port & freight operators	2009	1-7
Develop Freight Quality Partnerships to address more local freight issues.	HCC, TfSH, freight operators, community interests	2009	1-7

Measures to Promote and Encourage Sustainable Distribution

Measures	Lead Partners	Target for Commencing Implementation	Contribution to strategy Policies
Introduce traffic management measures which improve scheduling of delivery vehicles.	HCC, TfSH, District and Borough Councils	Ongoing	1, 4, 6

Freight Strategy

9. Freight Action Plan

Measures	Lead Partners	Target for Commencing Implementation	Contribution to strategy Policies
Help to raise awareness of scope for innovative / technological solutions (e.g. locker banks, loading bay pre-booking).	HCC, TfSH, SCC, PCC, HEP, Chambers of Commerce	2009	1, 3, 6
Continue to work with freight operators, Network Rail, and local planning authorities to explore the opportunities for transferring freight from road to rail.	HCC, TfSH, Network Rail, rail freight operators, local businesses	Ongoing	1, 2, 3, 4, 6, 7
Support Portsmouth City's policy to encourage Portsmouth Port traffic to utilise Fratton Goods Yard railhead for the transfer of high volume longer distance freight from road to rail.	TfSH, Port of Portsmouth, relevant businesses, PCC	Ongoing	1, 3, 4, 6, 7
Encourage sustainable development practices in businesses through the development of travel plans	HCC, SCC, PCC, local authorities	Ongoing	3, 4, 6

Measures to improve economic competitiveness

Measures	Lead Partners	Target for Commencing Implementation	Contribution to strategy Policies
Undertake transport modelling to predict cumulative impact of planned growth on the Sub-regions transport network, and support bids for transport investment.	HCC, BDBC, TfSH, PUSH, local authorities, Highways Agency, SEERA/SEEDA, DfT, major developers	2009	2, 3
Work closely with the HA to plan and bid for investment needed to manage congestion on the trunk road network and access points to it, to mitigate any worsening in journey time reliability resulting from forecast traffic growth	HCC, TfSH, Highways Agency, SEERA & Network Rail.	Ongoing	2, 3, 6, 7

Freight Strategy

9. Freight Action Plan

Measures	Lead Partners	Target for Commencing Implementation	Contribution to strategy Policies
Work closely with Southampton and Portsmouth City Councils to plan and support bids for funding towards rail capacity improvements.	HCC, SCC, PCC, TfSH, SEERA, Network Rail	Ongoing	2, 3, 6, 7
Continue to work in partnership with the Port of Southampton and the Port of Portsmouth to exploit any further opportunities for funding from EU programmes towards port-rail terminal improvements.	HCC, TfSH, SEEDA, Network Rail, rail freight operators, port operators, businesses	Ongoing	1, 2, 3, 4, 6, 7

Routeing and Maintenance Measures

Measures	Lead Partners	Target for Commencing Implementation	Contribution to strategy Policies
Work to produce a lorry route map and information guide for South Hampshire and distribute to freight and logistics operators.	HCC, TfSH, FTA, RHA, local authorities	2009/10	6
Develop a process for communities to raise concerns about adverse impacts of HGVs and for assessing scope to address them.	HCC, TfSH, SCC, PCC, local authorities	2009	6
Introduce weight or width restrictions on unsuitable roads for HGVs, where appropriate.	HCC, TfSH, SCC, PCC, local authorities, Hampshire Constabulary	Ongoing	6
Implement route strategies for principal and local freight routes.	HCC, TfSH, SCC, PCC, local authorities, Highways Agency	2010	4, 6
Work with partners to investigate need for new strategic lorry parks within South Hampshire.	HCC, TfSH, Highways Agency, HEP	2009	2, 3, 6

Freight Strategy

9. Freight Action Plan

Measures	Lead Partners	Target for Commencing Implementation	Contribution to strategy Policies
Continue to ensure roads and bridges on strategic Routes are maintained to the necessary standard.	HCC, TfSH, SCC, PCC, Highways Agency	Ongoing	1, 6

Miscellaneous Measures

Measures	Lead Partners	Target for Commencing Implementation	Contribution to strategy Policies
Monitor EU/ UK best practice and research into projects, such as the Motorways of the Sea and opportunities for urban South Hampshire.	HCC, TfSH, HEP, Port operators	Ongoing	3, 4, 6
Promote and raise awareness of the SAFED standard and Freight Best Practice guidance on improving fuel efficiency to lorry operators through appropriate business groups and bodies.	HCC, TfSH, Chamber of Commerce, local businesses	Ongoing	4, 6
Support initiatives to raise public awareness of the vital role played in the supply chain by ports and logistics operators in supplying consumer goods and products.	HCC, TfSH, ABP Southampton, Chambers of Commerce	2009	4, 5

10. MONITORING AND REVIEW

Inevitably, much is dependent on the securing of funding to implement freight initiatives and improvements. This TfSH Freight Strategy has been revised and updated to take account of feedback from the consultation process carried out during 2008.

The Hampshire and TfSH Freight Forum which provided considerable input into this strategy will play a leading role in the progression and implementation of the Action Plan set out in Chapter 9 which has been revised to take account of feedback received during the consultation process.



The purpose and remit of the Hampshire and TfSH Freight Forum will be:

- giving a voice to the freight sector;
- acting as a promoter of transport interventions to improve access to and enhance the economic competitiveness of the sub-region; and
- operating as a consultative group for TfSH in the development and revision of policies affecting freight and providing advice on investment priorities for freight.

The Freight Forum will be a useful forum for discussing and agreeing a consensus on particular issues. It is recognised that by continued close partnership working on freight, the group can make a useful contribution towards meeting national, regional and sub-regional objectives of increasing the economic competitiveness of urban South Hampshire.

To ensure the robustness of the Freight Strategy, it will be necessary to undertake revisions and updates within a five year timescale. It is proposed that the Freight Forum will play an active part in this process.