

LTP3 DORSET FREIGHT STRATEGY

ACTION PLAN REVIEW - MARCH 2017

Measure	Key Issues	Lead Partners	Target Date for Implementation	Contributes to Strategy Policies
<b>1. Dorset Freight Quality Partnership</b>				
1a Continue to develop the Dorset-wide Freight Quality Partnership.	<ul style="list-style-type: none"> <li>• Need commitment from all parties involved;</li> <li>• More business-led;</li> <li>• Need funding in place to achieve targets set by the FQP (through LTP and Growth Deal);</li> <li>• If targets not delivered partners may become complacent and involvement may wane;</li> <li>• Will identify problem areas.</li> </ul>	<ul style="list-style-type: none"> <li>• FQP partners</li> <li>• DCC, BoP, BBC</li> <li>• Dorset Local Enterprise Partnership (DLEP)</li> <li>• Neighbouring LEPs</li> <li>• RHA</li> <li>• FTA</li> <li>• Districts/Borough councils</li> <li>• Freight operators</li> <li>• Dorset Police</li> <li>• Highways England</li> <li>• Network Rail</li> </ul>	Ongoing	FS2, FS3, FS4, FS5, FS7
<b>2. To effectively manage the routing of HGV traffic to ensure that such movements remain on the strategic &amp; primary road network for as much of its journey as possible</b>				
2a Continue to work in partnership with freight satellite navigation system providers and the freight industry to help alleviate satellite navigation systems problems.	<ul style="list-style-type: none"> <li>• Highways Authorities to share all HGV data with Sat Nav companies.</li> </ul>	<ul style="list-style-type: none"> <li>• DCC, BoP, BBC</li> <li>• Satellite Navigation Companies (specialised HGV systems)</li> <li>• Ordnance Survey</li> </ul>	Ongoing	FS2, FS4
2b Review of all existing diversionary signage in Dorset.	<ul style="list-style-type: none"> <li>• This information should be collated in a format which can be circulated to, and easily understood by partners.</li> </ul>	<ul style="list-style-type: none"> <li>• DCC, BoP, BBC</li> <li>• FQP partners</li> <li>• FTA</li> <li>• RHA</li> <li>• Highways England</li> <li>• District / Borough Councils</li> </ul>	2017/18	FS2, FS5, FS7
2c Assess where positive signing may be of benefit.	<ul style="list-style-type: none"> <li>• Need to ensure that this does not result in negative impacts elsewhere on the network;</li> <li>• Should be agreed by partners.</li> </ul>	<ul style="list-style-type: none"> <li>• FQP partners</li> <li>• DCC, BoP, BBC</li> <li>• Highways England</li> <li>• District / Borough Councils</li> <li>• FTA</li> <li>• RHA</li> </ul>	2017/18	FS2, FS5, FS7
2d Undertake a review of all HGV vehicle restrictions in Dorset.	<ul style="list-style-type: none"> <li>• Need to identify type of restriction, including height, weight and night time restrictions;</li> <li>• This information should be collated in a format which can be circulated to, and easily understood by partners.</li> </ul>	<ul style="list-style-type: none"> <li>• DCC, BoP, BBC</li> <li>• FTA</li> <li>• RHA</li> <li>• BLG</li> <li>• Highways England</li> <li>• District / Borough Councils</li> </ul>	2017/18 – 2018/19	FS2, FS5
2e Develop a freight route signage strategy.	<ul style="list-style-type: none"> <li>• This links to points 2a,b,c, &amp; d above and will include positive signing;</li> <li>• Will include signage for height and weight restrictions;</li> <li>• Identify a prioritisation list for where signage will be implemented;</li> </ul>	<ul style="list-style-type: none"> <li>• DCC, BoP, BBC</li> <li>• FQP partners</li> <li>• FTA</li> <li>• RHA</li> <li>• Highways England</li> <li>• District / Borough Councils</li> <li>• Ordnance Survey</li> </ul>	2018/19	FS2, FS5, FS7

	<ul style="list-style-type: none"> <li>Highways England will be doing this for the strategic road network Roads Investment Strategy (RIS).</li> <li>Continuing signing improvements across the county including the use of pictorial signs to assist drivers whose first language is not English.</li> </ul>			
2f Revise and update the Policy Statement - to be in-line with the <i>Traffic Signs and General Directions Regulations, 2016</i> .	<ul style="list-style-type: none"> <li>To be used as an assessment tool for the implementation of weight restrictions;</li> <li>Review all outstanding requests against any new policy.</li> </ul>	<ul style="list-style-type: none"> <li>DCC, BoP, BBC</li> <li>Highways England</li> <li>District/Borough Councils</li> </ul>	Ongoing	FS2, FS4, FS7
2g Promote and, as appropriate, implement road network improvements as identified through the Local Transport Plan and other related processes e.g. links to/from South West/Bristol/M4 e.g. A350/C13, road & rail links to/from Port of Poole and Weymouth/Portland Port, links to/from Bournemouth Airport.	<ul style="list-style-type: none"> <li>Identified through the Local Transport Plan;</li> <li>Identified through the DLEP Strategic Economic Plan (SEP);</li> <li>Lobbying central Government to work closely with HE on their Roads Investment Strategy (RIS);</li> <li>Aim to reduce journey time, improve journey time reliability and improve safety.</li> </ul>	<ul style="list-style-type: none"> <li>DCC, BoP, BBC</li> <li>DLEP &amp; neighbouring LEAs</li> <li>FQP partners</li> <li>FTA</li> <li>RHA</li> <li>Highways England</li> <li>District / Borough Councils</li> </ul>	Ongoing	FS1, FS2, FS6, FS7
2h Continue to expand usage of ANPR to provide more accurate road freight traffic data.	<ul style="list-style-type: none"> <li>To monitor freight flows on highway network across Dorset;</li> <li>To gain greater understanding of peak freight traffic times &amp; identify congestion hotspots.</li> </ul>	<ul style="list-style-type: none"> <li>DCC, BoP, BBC</li> <li>Districts/Borough Councils</li> <li>Highways England</li> </ul>	Ongoing	FS2, FS4, FS5, FS6
<b>3. To take steps to address the problems caused by HGV traffic to communities</b>				
3a Implement a number of Lorry Watch schemes across the county to empower local residents to record the details of vehicles contravening restrictions.	<ul style="list-style-type: none"> <li>Lorry Watch schemes use local observers to detect the misuse of weight restricted routes by HGVs;</li> <li>Scheme is co-ordinated by Dorset Police &amp; Council's Network Management;</li> <li>TROs will be required;</li> <li>Dorset Police obtains vehicle owners details from the DVLA and then contacts the owners of the vehicles to determine whether the driver was in contravention of the weight limit. Not so easy for foreign-owned vehicles.</li> <li>Ensure that local observers can clearly identify a 7.5 Tonnes or less vehicle over one of a greater weight. It might also be advantageous to attempt to identify the vehicle by its livery as most off the SRN will be services delivery vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>DCC, BoP, BBC</li> <li>FQP Partners</li> <li>RHA</li> <li>FTA</li> <li>Freight Operators</li> <li>Dorset Police</li> <li>Parish / Town Councils</li> <li>Chamber of Trade or local business representatives</li> </ul>	2017/18 – 2018/19	FS2, FS6
3b Develop the Freight Assessment & Priority Mechanism (FAPM). This is a valuable tool in providing a	<ul style="list-style-type: none"> <li>A Council procedure will be put in place to deal with local HGV issues;</li> <li>The complaint will first go to the Parish or Town Council for support;</li> </ul>	<ul style="list-style-type: none"> <li>DCC, BoP, BBC</li> <li>Community Highways Officers</li> <li>Parish /Town Councils</li> <li>District/Borough Councils</li> </ul>	2017/18	FS2, FS5

<p>transparent process of equitably assessing HGV issues from the public and other stakeholders.</p>	<ul style="list-style-type: none"> <li>The issue(s) will then be passed on to the Council for consideration using a set protocol and if required, the FAPM;</li> <li>FAPM consists of 2 parts:             <ol style="list-style-type: none"> <li>Local freight issues are scored against characteristics including HGV flow, safety &amp; road characteristics. This produces a priority list highlighting the locations/routes where HGV impacts are likely to be most significant.</li> <li>the highest scoring freight issues are then considered in the context of any wider policy, operational and/or deliverability issues.</li> </ol> </li> <li>Requests that are assessed by the FAPM will be annually re-assessed and surveys will be undertaken periodically to keep existing information up-to-date.</li> <li>The FAPM allows Councils to assess the numerous requests for freight mitigation it receives and informs the Council where it should focus its limited resources.</li> </ul>	<ul style="list-style-type: none"> <li>FTA</li> <li>RHA</li> </ul>		
<p>3c Continue to undertake noise mapping to identify key problem areas across Dorset.</p>	<ul style="list-style-type: none"> <li>To identify areas affected by noise pollution caused by freight traffic;</li> <li>Impacting upon quality of life and increasing community severance.</li> </ul>	<ul style="list-style-type: none"> <li>DCC, BoP, BBC</li> <li>Districts/Borough Councils</li> <li>Parish / Town Councils</li> <li>Highways England</li> <li>RHA</li> <li>FTA</li> </ul>	<p>2017/18</p>	<p>FS2, FS4, FS5, FS6</p>
<p><del>3d</del> Ensure that all freight operators engage in the Driver Certificate of Professional Competence (Driver CPC). <del>DELETE</del> This is a legal requirement. All drivers are required to undertake 35 hours of training over a 5-year period. As this is an EU wide directive all drivers coming into the country are also required to complete this training requirement.</p> <p>3d Continue to monitor air quality managed areas.</p>	<ul style="list-style-type: none"> <li><del>This will encourage drivers to use their vehicles more efficiently, which will also improve road safety and make savings in terms of operator costs;</del></li> <li><del>Will also give drivers greater confidence; freight operators need to be committed;</del></li> <li><del>Need to engage with foreign freight operators to ensure drivers have a similar level of driver competency.</del></li> </ul>	<ul style="list-style-type: none"> <li><del>DCC, BoP, BBC</del></li> <li><del>FTA</del></li> <li><del>RHA</del></li> <li><del>BLG &amp; Freight operators</del></li> <li>DCC, BoP, BBC</li> <li>Districts/Borough Councils</li> <li>Parish / Town Councils</li> <li>Highways England</li> <li>BLG &amp; freight operators</li> <li>FTA</li> <li>RHA</li> <li>Dorset Public Health</li> </ul>	<p>Ongoing</p> <p>Ongoing</p>	<p>FS6</p> <p>FS6</p>
<p>3e Reduce carbon emissions from freight road traffic by increasing the proportion of biofuels used by freight. e.g. business-led 'Ecostars' type voluntary scheme (as</p>	<ul style="list-style-type: none"> <li>This will encourage freight operators to use their vehicles more efficiently;</li> </ul>	<ul style="list-style-type: none"> <li>DCC, BoP, BBC</li> <li>DLEP</li> <li>FTA</li> <li>RHA</li> </ul>	<p>2017/18 - 2018/19</p>	<p>FS5, FS6</p>

<p>trialled in Kent) which seeks to encourage vehicle operators (LGVs, HGVs, buses and coaches) to: (1) use less emitting vehicles, and (2) operate their fleet in an environmentally efficient way, therefore improving local air quality and reducing carbon emissions. It does this by offering free advice and an improvement 'road map' to operators showing how to clean up their operations and by awarding a star rating to operators based upon their environmental performance.</p> <p>Though a worthy scheme, there isn't a requirement for continued auditing after the initial rating. There are other schemes available e.g. many operators are members of the Freight Operator Recognition Scheme which is expensive and described by many operators as a London centric scheme, and also FTA's Truck excellence scheme.</p>	<ul style="list-style-type: none"> <li>Freight operators need to be committed – may need to include cash incentives.</li> <li>Business-led with RHA / FTA and Council support – could be promoted by the Dorset Local Enterprise Partnership.</li> <li>Swale Borough Council set up a pilot ECO Stars scheme in 2016 with a number of large operators based in the Borough. The ECO Stars scheme provides public recognition for operators who are actively taking steps to improve efficiency, reduce fuel consumption and reduce their impact on local air quality. The scheme provides support for operators in better fuel management and driver training.</li> </ul>	<ul style="list-style-type: none"> <li>BLG &amp; Freight Operators</li> <li>Dorset Public Health</li> </ul>		
<b>4. To provide overnight lorry parking and appropriate facilities in Dorset</b>				
<p>4a To investigate existing overnight lorry parking provision in Dorset and identify where lorry parking is required.</p>	<ul style="list-style-type: none"> <li>Undertake surveys into overnight HGV parking across the county in order to gain a comprehensive picture of unofficial (on-highway) HGV parking in Dorset and identify the types of freight vehicles, nationality and location of parking. The surveys would show a snapshot of the overnight parking demand in Dorset and it is acknowledged that the results are likely to be an underestimate. The data captured will help DCC understand where lorry parks are required; the quantity of spaces needed and therefore recommend suitable locations for lorry parks in the county.</li> <li>Lorry parks should be located adjacent to the SRN/PRN;</li> <li>Should not cause unacceptable problems to local communities.</li> </ul>	<ul style="list-style-type: none"> <li>DCC, BoP, BBC</li> <li>FQP partners</li> <li>District / Borough Councils</li> <li>Highways England</li> <li>FTA</li> <li>RHA</li> <li>Landowners</li> </ul>	2017/18 – 2018/19	FS6
<b>5. To ensure that local planning authorities and local highways authorities continue to make effective use of planning and development control management powers to reduce the impact of HGV traffic</b>				
<p>5a Support and implement localised improvements through the development management highways and planning processes.</p>	<ul style="list-style-type: none"> <li>Identified through the Local Transport Plan and Local Development Frameworks;</li> <li>Need for improvements identified through submission of planning applications for development.</li> </ul>	<ul style="list-style-type: none"> <li>DCC, BoP, BBC</li> <li>District / Borough Councils</li> <li>Relevant developers / applicants</li> <li>Highways England</li> </ul>	Ongoing	FS1, FS2, FS6, FS7
<p>5b</p>	<ul style="list-style-type: none"> <li>To help existing and potential new drivers to understand appropriate</li> </ul>	<ul style="list-style-type: none"> <li>DCC, BoP, BBC</li> <li>District/Borough Councils</li> </ul>	Ongoing	FS1, FS2, FS5, FS6

Continue to encourage sustainable development practices in businesses through the development of travel plans, including delivery plans.	routes to use when accessing the development; <ul style="list-style-type: none"> <li>The company needs to be committed to delivering the travel plan for it to be successful.</li> </ul>			
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<b>Freight Strategies:</b>
<b>FS1 Provide better (more accessible) locations for new business</b>
Land use planning can encourage development and distribution activities in more sustainable locations, and can be achieved through the planning process. Solutions include encouraging use of alternative modes of transport at major centres of distribution activity, and, where practicable, use of brownfield sites where there are existing connections of an appropriate standard. This will contribute towards achieving economic competitiveness and growth. As part of the planning process, this could include a provision for lorry parking arrangements.
<b>FS2 Encourage goods vehicles to use the advisory strategic Freight Route Network</b>
In Dorset the majority of freight will be, during some stage of its journey, moved by road. This policy seeks to keep goods vehicles on suitable roads across the county, which will be mostly 'A' and 'B' Class roads as identified in the Dorset strategic freight route map, wherever possible. However, it is acknowledged that freight may need to use other class (C or U) roads for access or delivery purposes, and a greater understanding of where and why inappropriate use of rural and residential routes is occurring is important.
<b>FS3 Continue to develop the Freight Quality Partnership in Dorset</b>
Freight Quality Partnerships (FQPs) between industry, local Government and communities will help towards developing a more efficient, safer and cleaner means of local goods distribution.
<b>FS4 Continue to work in partnership with freight satellite navigation system providers and the freight industry to help alleviate satellite navigation systems problems</b>
Some HGV drivers are still using SatNav systems designed for cars, and these will not consider restrictions along particular routes such as height and weight. Continuing to work with satellite navigation system providers and the freight industry will help to alleviate these problems, including by sharing information on bridge heights and weight restrictions in Dorset.
<b>FS5 Educate and raise awareness on freight distribution</b>
This objective seeks to address the relative lack of awareness, both within some areas of the industry itself as well the general public, and local authorities of the role and importance of distribution. This can be done through FQPs.
<b>FS6 Support, develop and implement transport schemes which enable operators to make safe and efficient deliveries</b>
It is important for drivers to drive in a safe and reliable manner, and for the transport network to assist in this. The provision of facilities where drivers can take rest breaks is important, as are suitable sites which can be used to make deliveries more efficient, thus minimising impacts on the local environment.
<b>FS7 Positively encourage sustainable minerals/waste movement</b>
Although limited in Dorset, transport improvements which would enable the sustainable transportation of waste and minerals should be sought and encouraged.