

**CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND WASTE –
CLLR BRIDGET WAYMAN**

HIGHWAYS AND TRANSPORT SERVICE

OFFICER CONTACT: Spencer Drinkwater 01225 713480
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REFERENCE: HTW-08-18

FREIGHT MANAGEMENT PRIORITY SCHEMES IN 2017-18

Purpose of Report

To agree the freight management schemes to be further investigated in 2018 following the prioritisation of freight requests by the Community Area Transport Groups (CATGs) during 2017, and assessment using the Council's Freight Assessment and Prioritisation Mechanism (FAPM).

Consultation

Wiltshire's third Local Transport Plan was developed in consultation with local councils, community groups and other stakeholders. The County's Freight Strategy was developed with key transport stakeholders including the Police, the Freight Transport Association, the Road Haulage Association, and the Campaign for Better Transport. The FAPM was developed in conjunction with Wiltshire's Freight Quality Partnership, which includes the above stakeholders, as well as Swindon Borough Council.

The freight requests have all originated from the local communities and each one is supported by some or all of the local councils through which the routes run. Each freight request has been considered by the relevant CATG with each one putting forward their top two freight priorities for assessment.

Options Considered

The FAPM was developed by the Wiltshire and Swindon Freight Quality Partnership and adopted by Wiltshire County Council in April 2008. It is the acknowledged method for assessing and prioritising community requests for freight management including requests for weight limits. As such, no other options have been considered.

Reason for Decision

The **Freight Strategy** is a key element of Wiltshire's LTP and identifies a network of advisory HGV routes to manage freight movement effectively in order to protect the environment, improve public safety and support the economy. The FAPM has been developed to evaluate freight requests and prioritise those routes which give rise to the highest impacts on local communities.

DECISION MADE

I approve that the following two freight management requests (highlighted grey in **Appendix 1**) be progressed further and investigated to identify the most appropriate forms of freight management at each route:

- C38 Lockeridge to Alton Barnes
- B3105 Staverton

This decision was published on _____ and will come into force on _____

The following supporting documents are attached:

Appendix 1 - Freight Priority Requests – FAPM Assessment Scores

The following supporting documents are available from the officer named above:

None

Date28 February 2018.....

.....Signed.....

Cllr Bridget Wayman
Cabinet Member for Highways, Transport and Waste

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Purpose of Report

1. To agree the freight management schemes to be further investigated in 2018 following the prioritisation of freight requests by the Community Area Transport Groups (CATGs) during 2017, and assessment using the Council's Freight Assessment and Prioritisation Mechanism ([FAPM](#)).

Relevance to the Council's Business Plan

2. The [Business Plan 2017-2027](#) sets out Wiltshire Council's priorities for the next ten years:
 - Growing the local economy
 - Protecting the vulnerable
 - Creating strong communities

The Council's [Freight Strategy](#), a key element of Wiltshire's' Local Transport Plan (LTP), sets out policies to help address these priorities in respect of freight movement, and the CATGs ensure that local highway and transport problems are investigated, prioritised and addressed.

Background

3. Wiltshire Council receives numerous petitions and requests for weight limits and restrictions on freight movement on the public highway. In accordance with Wiltshire's Freight Strategy, these requests are assessed annually using the Council's FAPM which was developed with the County's Freight Quality Partnership and adopted by Wiltshire County Council in April 2008. The FAPM is used to identify the highest priority schemes for investigation with a view to intervening and addressing the problem.
4. There are more than 80 freight requests on the FAPM list and the annual assessment of these requests was a significant draw on resources. Councillor's Briefing Note 250 (August 2015) set out a protocol to manage the process.
5. Under the protocol, the number of freight management requests that are assessed each year via the FAPM was limited to two per Area Board. In addition, all future requests for freight management (including requests for weight limits) should be supported by the relevant town/parish council and submitted online via an area board issues sheet.
6. During 2017 each of the Area Board CATGs has selected their top two priority freight requests for officers to assess using the FAPM.

7. During the autumn of 2017, officers collected the necessary traffic data and assessed the Area Boards' priority sites using the two part FAPM process. Part 1 of the FAPM process considers any wider policy, operational and/or deliverability issues that might mean that further investigation at the site should not be undertaken. Sites that meet the Part 1 criteria then underwent the Part 2 assessment where sites are evaluated against a range of scoring criteria to determine the impact that HGVs are having along a route and on the local communities.
8. The FAPM assessment has prioritised the freight issues in the county in order that studies can be undertaken on the top priorities to establish the nature of the problem on each route and determine what (if any) type of freight management is appropriate in accordance with the Council's Freight Strategy.

Main Considerations for the Council

9. The Freight Strategy is a supporting document of the LTP, which is a statutory document and provides the context for achieving the transport related aims of the **Wiltshire Core Strategy (CS)** and the **Strategic Economic Plan (SEP)**.
10. The **Freight Strategy** identifies a network of advisory routes appropriate for HGVs to use in Wiltshire. It is important that the movement of freight is managed effectively to ensure that HGVs use suitable routes in order to protect the environment, improve public safety and support the economy.

Results of the Assessment of the Area Boards' Priority Freight Management Schemes for 2017-18

11. The FAPM assessment of the 30 priority freight requests that were selected by the Area Boards has been completed. The prioritised list is shown in **Appendix 1**.
12. The following freight management requests (highlighted grey in **Appendix 1**) scored the highest and it is proposed that they are further investigated with a view to identifying the most appropriate forms of freight management for each site:
 - C38 Lockeridge to Alton Barnes
 - B3105 Staverton

Overview and Scrutiny Engagement

13. No engagement.

Safeguarding Considerations

14. None identified.

Public Health Implications

15. As the highway authority, Wiltshire Council is responsible for managing the county's roads. The **Freight Strategy** aims to direct HGVs on to the most appropriate routes in order to mitigate their environmental impact and ensure the safety of all road users.

Corporate Procurement Implications

16. None identified. The projects and expenditure resulting from this decision will be undertaken by our term consultant, Atkins, and term contractor, Ringway. These term contractors were commissioned in accordance with the corporate procurement strategy.

Environmental and Climate Change Considerations

17. The LTP and its supporting strategies were subject to a Strategic Environmental Assessment. One of the aims of the **Freight Strategy** is to direct HGVs on to the most appropriate routes in order to protect the environment.

Equalities Impact of the Proposal

18. None identified.

Risk Assessment

19. In line with the Council's **Freight Strategy** and LTP objectives, the aim of the FAPM is to prioritise locations where the impact of freight traffic is high so that it can be investigated and ideally mitigated. However, there is a risk that a traffic study may indicate that the level of freight traffic cannot be reduced and the impact cannot be mitigated.

Financial Implications

20. None identified. Funding for the freight studies and associated works has been allocated within the LTP programme for integrated transport in 2017/18.

Legal Implications

21. None identified.

Options Considered

22. The FAPM was developed by the Wiltshire and Swindon Freight Quality Partnership and adopted by Wiltshire County Council in April 2008. It is the acknowledged method for assessing and prioritising community requests for freight management including requests for weight limits. As such, no other options have been considered.

Reason for Proposal

23. The **Freight Strategy** is a key element of Wiltshire's LTP and identifies a network of advisory HGV routes to manage freight movement effectively in order to protect the environment, improve public safety and support the economy. The FAPM has been developed to evaluate freight requests and prioritise those routes which give rise to the highest impacts on local communities.

Proposal

24. That the following two freight management requests (highlighted grey in **Appendix 1**) be progressed further and investigated to identify the most appropriate forms of freight management at each route:
- C38 Lockeridge to Alton Barnes
 - B3105 Staverton

The following unpublished documents have been relied on in the preparation of this Report:

None