

CABINET MEMBER FOR HIGHWAYS AND TRANSPORT - CLLR PHILIP WHITEHEAD

HIGHWAYS AND TRANSPORT SERVICE

OFFICER CONTACT: Spencer Drinkwater 01225 713480
email: spencer.drinkwater@wiltshire.gov.uk

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FREIGHT MANAGEMENT PRIORITY SCHEMES IN 2016-17

Purpose of Report

1. To agree the freight management schemes to be further investigated in 2016-17 following the prioritisation of freight requests by the Community Area Transport Groups (CATGs) and assessment using the Council's Freight Assessment and Prioritisation Mechanism ([FAPM](#)).

Relevance to the Council's Business Plan

2. The [Business Plan 2013-2017](#) sets out Wiltshire Council's priorities for those four years:
 - Protect those who are most vulnerable.
 - Boost the local economy.
 - Bring communities together to enable and support them to do more for themselves.

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 Freight Assessment and Prioritisation Mechanism 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. At the end of 2015, there were more than 80 freight requests on the FAPM list and the annual assessment of these requests was a significant draw on resources. As such, Councillor's Briefing Note 250 (August 2015) set out a new protocol to manage the process and limit the number of freight management requests that are assessed each year via the FAPM, to two per Area Board.
5. Under the protocol, all future requests for freight management (including requests for weight limits) need to be submitted online on an area board issues sheet. Furthermore, all requests for freight management need to be supported by the relevant town and parish council.

6. In the last financial year, the list of supported freight management requests was split by community area and presented to the relevant Area Board CATG to select their top two priority freight requests for officers to assess using the FAPM. These priorities were then ratified by the relevant Area Boards.
7. During the current financial year, officers have been collecting the necessary traffic data and assessing 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 associated 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 2016-17

11. The FAPM assessment of the 35 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:
 - A3102 south of Calne
 - B4040 Easton Grey/Luckington
 - B3081 Tollard Royal
13. It had been anticipated that only two freight management requests would be taken forward. However, the top scoring request, the A3102 south of Lyneham, will soon be the subject of changing travel patterns due to the forthcoming introduction of an 18t weight limit on the B4069 between Draycot Cerne and Lyneham Banks following the recent statutory consultation. The implementation of this weight limit is likely to have an effect on HGV traffic on the A3102 south of Lyneham and any traffic surveys undertaken in the near future are not likely to provide representative results. As such, it is recommended that the study of the A3102 is deferred until six months after the weight limit on the B4069 is implemented to allow the effects on HGV traffic in the area to normalise.
14. The next two highest scoring freight management requests, the B4040 Easton Grey/Luckington and the B3081 Tollard Royal, share the same score. Under the

circumstances it is considered appropriate that both of these schemes are progressed, particularly as there will possibly be a delay in taking forward the A3102 south of Calne study.

Safeguarding Considerations

15. None identified.

Public Health Implications

16. 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

17. 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

18. 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

19. None identified.

Risk Assessment

20. 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

21. None identified. Funding for the freight studies and associated works has been allocated within the LTP programme for integrated transport in 2016/17.

Legal Implications

22. None identified.

Options Considered

23. 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

24. 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

25. It be proposed that the following three freight management requests (highlighted grey in **Appendix 1**) are progressed further and investigated to identify the most appropriate forms of freight management at each route:

- A3102 south of Calne
- B4040 Easton Grey/Luckington
- B3081 Tollard Royal

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

None