

REPORT FOR: CABINET

Date of Meeting: 19 January 2012

Subject: Local Freight Movement Operational Strategy

Key Decision: Yes

Responsible Officer: Brendon Hills, Corporate Director Community and Environment

Portfolio Holder: Councillor Phillip O'Dell, Portfolio Holder for Environment and Community Safety

Exempt: No

Decision subject to Call-in: Yes

Enclosures: Appendix 1 + Appendices A–F: Draft Local Freight Movement Operational Strategy

Section 1 – Summary and Recommendations

This report seeks approval to consult on a Local Freight Movement Operational Strategy. The strategy outlines how the movement of freight traffic on the borough's roads will be managed and identifies measures to support the movement of freight traffic to major freight destinations as well as mitigating the detrimental impact of freight traffic on unsuitable local roads.

Recommendations:

Cabinet is requested to:

- Note the draft Local Freight Movement Operational Strategy;
- Agree to undertake public consultation on the Local Freight Movement Operational Strategy;
- Delegate authority to the Divisional Director Environmental Services in consultation with the Portfolio Holder for Environment and Community Safety to consider the results of consultation, amend the draft Strategy as necessary and approve the Local Freight Movement Operational Strategy;
- Delegate authority to the Divisional Director Environmental Services to make changes to the Strategy following Cabinet approval subject to changes in industry best practices;
- Note that the Transport Local Implementation Plan has 160K allocated to implementing measures to address freight issues in 2012/13 and 2013/14.

Reason: (For recommendation)

To set out a clear operational framework for how freight traffic can better access freight destinations within the borough whilst also minimising the detrimental impacts of heavy goods vehicles (HGVs) on local residents.

Section 2 – Report

Introduction

- 2.1 In May 2011 Cabinet approved the Transport Local implementation Plan (LIP) which sets out how the borough will implement the Mayor of London's Transport Strategy locally in Harrow. It contains all of Harrow's transport objectives, policies, delivery plan, monitoring indicators and targets.
- 2.2 Freight policies included in Harrow's LIP are also included in the draft Freight Movement Operational Strategy. The LIP also identified road freight transport issues that need to be addressed and includes a 160K allocation within the delivery plan to undertake investigations and implement measures from 2012/13.
- 2.3 The development of a Freight Movement Operational Strategy will set out the overall borough aims and objectives for that programme of work to ensure that it is coordinated, consistent and is supported by the public.
- 2.4 The draft Freight Movement Operational Strategy can be seen in appendix A.

Options considered

- 2.5 The development of the LIP earlier in the year considered all local transport issues in the borough and set out a delivery plan based on achieving a number of key objectives. The document identified taking action on freight transport issues and was subject to extensive public consultation before it was adopted by full Council.
- 2.6 This report only covers the wider aims of the Freight Movement Operational Strategy and does not provide detail on any specific schemes. The draft strategy will be subject to public consultation and consideration of the responses to consultation before being approved.
- 2.7 The subsequent design and implementation of specific freight schemes and measures will be subject to separate public consultations and statutory consultations should this strategy be approved.

Background

- 2.8 The movement of freight is essential to ensure that the goods and services people need to enjoy a high quality of life are made accessible to people whilst promoting economic growth. Shopping centres, industrial units, restaurants, sporting venues, hospitals, schools and tourist attractions need a constant supply of goods and services to meet the demands of their businesses and service provision.
- 2.9 Local freight movement in Harrow is nearly all by road and this has an impact on both the local environment and the local quality of life. The unpleasant impacts of freight movement include noise, vehicle emissions, building vibrations, congestion and accidents. One of the main problems currently is

that the existing local vehicle weight limit restriction zones which restrict the movement of lorries across the borough are poorly enforced because many of these zones include areas which lorries legitimately need to access in order to deliver to local shops and industrial areas and therefore identifying illegitimate movement of lorries is not always possible.

- 2.10 In order to address these issues and put in place a coordinated approach a Local Freight Movement Operational Strategy has been prepared. The aim of this strategy will be to successfully balance the ease and efficiency with which goods vehicles can access their destinations with the environmental and social impacts imposed on the local area. It identifies key HGV destinations and routes within the borough that are appropriate and also sets out ways of restricting the inappropriate use of local roads by freight traffic. The main objectives are to:
- Minimise the environmental impact of freight movement in the borough;
 - Identify an appropriate route network for freight traffic across the borough; and
 - Enable regulations controlling the movement of lorries in the borough to be appropriately enforced
- 2.11 Based on this operational strategy, the following priority actions would be progressed in the short to medium term:
- Develop a defined freight route network and amend the local vehicle weight limit restriction zones;
 - Review and update borough direction signing to indicate freight routes borough wide;
 - Review and update the enforcement regime for revised weight restriction zones;
 - Publicise changes and produce appropriate information including maps for the freight industry.
- 2.12 The strategy highlights in particular the current problems with enforcement of vehicle weight limit restrictions which is undertaken by Harrow Council. The zones are almost entirely unenforceable as it is impossible at present to know if freight vehicles are accessing destinations in the zones or making illegal short cuts through the zone. To prosecute a vehicle requires the HGV to be followed for their entire journey inside the zone from entry to exit, to ensure that they are not accessing legitimate sites within the zone. This cannot easily be done by camera and the size of the zones and the resources required to do this prohibits this being done in any other way. The strategy proposes establishing shorter sections of targeted restrictions where lorries are prohibited from travelling and would allow enforcement through the use of CCTV using either fixed or mobile installations.
- 2.13 A list of roads that experience problems with freight traffic and also those that provide access to freight destinations within weight limit restricted zones is highlighted in the strategy and would be subject to a review.
- 2.14 The Transport Local Implementation Plan has an allocation of £100,000 in 2012/13 and £60,000 in 2013/14 for the implementation of measures to

address freight related issues within the borough. These funds would be used to develop schemes and measures that would address these problems and achieve the objectives of the strategy.

Consultation

- 2.15 Subject to Cabinet approval a six week consultation on the Local Freight Movement Operational Strategy is planned during February / March 2012. This consultation will be predominantly web based and use the Council's online consultation package. In addition to this specific invites will be sent to members, representatives of the West London Freight Quality Partnership, organisations representing businesses and transport operators and any other specific interest groups. Printed consultation documents will also be made available in all libraries across the borough and in the Civic Centre.
- 2.16 Once the consultation has been completed it is recommended that the Director of Environment in consultation with the Portfolio Holder for Environment and Community Safety be authorised to consider the results of consultation and to approve the strategy.

Financial Implications

- 2.17 The grant formula funding provided by Transport for London will be used to develop and implement the schemes and measures identified in the strategy. There is 100K for 2012/13 and 60K for 2013/14. This will include the cost of staff undertaking this work.
- 2.18 In the short term, proper enforcement of vehicle weight restrictions is likely to add to borough revenue. As the industry learns that the restrictions are being enforced this additional revenue is unlikely to be sustained.

Performance Issues

- 2.19 Implementing this strategy will support the delivery of borough wide objectives in the transport local implementation plan, which was approved by Cabinet and Council, to:
- Improve the efficiency of servicing and delivery, reduce congestion and make essential car journeys easier
 - Reduce CO2 emissions in Harrow, increase environmental sustainability, improve air quality and deliver a better quality of life through the use of travel planning and appropriate traffic engineering measures including providing improved facilities for pedestrians and cyclists
- 2.20 The main benefits of the strategy will be achieved on mainly local residential roads through the reduction in the volume of freight traffic which will:
- Improve safety and reduce traffic accidents, particularly between freight traffic and vulnerable road users such as cyclists and pedestrians
 - Reduce CO2 emissions and pollution

- Reduce vehicle noise and building vibration

Environmental Impact

- 2.21 The implementation of freight management schemes is included in the council's programme of transport works identified in the LIP. The LIP underwent a Strategic Environment Assessment which identified overall improvements to quality of life, human health and improved air quality. No negative environmental impacts were identified. Introducing freight schemes will contribute to these areas of improvement.
- 2.22 In addition, the scheme will help the borough achieve the following statutory targets included in Harrow's Transport Local Implementation Plan:
- Overall reduction in CO₂
 - Reduction in road traffic casualties

Risk Management Implications

- 2.23 There is an operational risk register for transportation projects which covers all the risks associated with developing and implementing physical alterations to the highway. This would include the freight management schemes proposed in the strategy. The risk register is included in the Community & Environment Directorate Risk Register.

Equalities implications

- 2.24 An Equality Impact Assessment has been undertaken. No adverse impact on any equality groups has been identified. A summary of the impacts is shown in the table below:

Equalities Group	Benefit
Mobility impaired	Safer environment by minimising freight traffic using local roads
Children and elderly	Safer environment by minimising freight traffic using local roads
All equality groups	Improved health as a result of minimizing freight traffic and improving local air quality

Corporate Priorities

- 2.25 The Local Freight Movement Operational Strategy will support the corporate priorities as follows:

<p>Keeping neighbourhoods clean, green and safe: Reducing noise and pollution caused by freight traffic using local roads and improving safety and air quality</p>
<p>United and involved communities, a council that listens and leads: Public consultation will be undertaken on the proposed strategy and involve the community in its development</p>

Supporting and protecting people who are most in need:
Reducing the detrimental impact of freight traffic on local roads with proportionally greater benefits for the more vulnerable in society

Supporting our town centre, our local shopping centres and businesses:
Improving access, servicing facilities and information for deliveries to local businesses

Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 16 December 2011		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 19 December 2011		

Section 4 – Performance Officer Clearance

Name: David Harrington	<input checked="" type="checkbox"/>	on behalf of the Divisional Director Partnership, Development and Performance
Date: 16 December 2011		

Section 5 – Environmental Impact Officer Clearance

Name: Andrew Baker	<input checked="" type="checkbox"/>	on behalf of the Divisional Director (Environmental Services)
Date: 16 December 2011		

Section 6 - Contact Details and Background Papers

Contact: David Eaglesham, Service Manager, Traffic & Highway Network Management

Tel: 020 8424 1500

Email: david.eaglesham@harrow.gov.uk

Background Papers: Harrow Local Implementation Plan

<http://www.harrow.gov.uk/downloads/file/9917/lip2>

**Call-In Waived by the
Chairman of Overview
and Scrutiny
Committee**

NOT APPLICABLE

[Call-in applies]