

**Harrow Local Freight Movement
Operational Strategy**

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1. Introduction

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. From large deliveries and pickups at warehouses and superstores to small door to door residential drops, the movement of freight is an essential part of our lives and our economy.

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. To address these issues a number of measures can be taken. These include addressing land use issues, operating standards for freight distributors, environmental vehicle standards and traffic management.

The balance between the logistical needs of the local economy with the quality of life of the borough is a sensitive issue and the cause of much local debate and discussion. It is intended that this Local Freight Movement Strategy will help provide increased transparency as to how the Council makes difficult decisions in this area and how in particular local freight restrictions will change and be enforced.

This strategy only addresses issues regarding road freight movement in the borough and is primarily focused on the movement of heavy goods vehicles (HGVs).

2. Key Issues

According to the Mayor's Transport Strategy, in 2006, around 70 per cent of London's road-freight mileage was in Outer London. Growth in freight movement was forecast to grow by up to 30 per cent between 2008 and 2031, accounting for 15 per cent of traffic on London's roads. Although this estimated forecast was made before the latest economic problems of 2010/11 it is still a concern that needs to be addressed.

The movement of freight and particularly the routes used by heavy goods vehicles to go through the borough has significant implications beyond the locations where freight deliveries are required. Entire communities in areas adjacent to the road network can be badly affected by increases in the volume of freight transport and in the most severe cases blighted by freight transport using nearby roads. To date freight restrictions in the borough have not been well signed or enforced and are in many cases unenforceable and considered inappropriate by the freight industry, local businesses and local residents. In addition, many freight vehicles travel through Harrow roads to reach destinations beyond the borough boundary and use inappropriate roads in doing so.

In developing Harrow's freight policy, it is important that the Council recognises the needs of the freight industry to efficiently deliver goods as well as recognises the impact of freight trips on the local environment and quality of life. It is also important that the needs of the freight industry and the communities affected by HGVs are not considered in isolation from one another.

Each year, Harrow receives a number of queries and complaints from the public with regards to local concerns regarding freight movement. Balancing the needs of

sustainable economic growth, the concerns of local residents and the need to protect the environment presents difficult challenges for the Council.

The following table gives a brief summary of the issues affecting various groups:

Group	Concerns
Freight operators	Parking and parking costs, loading / unloading bays, direction signing, direct routes, traffic restrictions, traffic congestion, information
Residents	Noise, night time operations, air borne and ground borne vibrations, road safety, air quality
Commercial centres	Delivery times, delivery costs
Industrial estates	Parking, loading / unloading, direction signing

3. National, Regional and Local Policy Context

Many areas of existing policy need to be considered in the development of this local freight strategy. The following policy influences all need to be taken into account:

3.1 European policy

Road transport is the principal means of freight transport in the European Union. The European Union action focuses on controlling the multiple costs of road transport. Transport policy in all member countries must comply with European safety requirements as well as environmental legislation. Other aspects of transport that are the subject of European regulation regard working conditions including driver hours and technical standards for vehicles which include maximum sizes for vehicles.

3.2 National policy

The Conservative-Liberal Democrat Coalition Government took office in May 2010. The Coalition Government pledged to make transport more efficient and better value for money and the Coalition Agreement was then published in May 2010. This represents the common policy platform of the government. The transport portion of the agreement contains elements of both parties' manifestos. The most relevant part of this is the support for sustainable travel initiatives.

Planning Policy Guidance 13 (PPG 13) is part of the Government's National Planning Policy Statements. PPG 13 provides guidance for local authorities to integrate planning and transport at the national, regional, strategic and local level in order to promote more sustainable transport choices for both people and for freight journeys. In preparing Local Authority development plans and in determining planning applications, PPG 13 states that local authorities should protect sites and routes which could be critical in developing infrastructure to widen transport choices for both passenger and freight movements.

The Traffic Management Act 2004 places a duty on local highway authorities to manage their road network ensuring that they remain efficient and to reduce or eliminate road

traffic congestion or other disruption affecting the movement of traffic, including freight traffic.

3.3 Regional policy

Regional policy is set by the Mayor of London. The key policy influences are the Mayor's Transport Strategy and the Mayor's Spatial Development Strategy. These documents both have greatest impact on how the borough develops policy and locally delivers transport services.

The Mayor's Transport Strategy proposes improvement to the efficient distribution of freight. The strategy refers to The London Freight Plan (2007) which was a culmination of work by the London Sustainable Distribution Partnership (LSDP), Transport for London (TfL), the London boroughs and a large number of businesses, freight operators, bodies and associations. The London Freight Plan supports:

- Freight Operator Recognition Scheme - a quality benchmark for use by clients when awarding servicing, maintenance and supply contracts;
- Delivery and Servicing Plans – a way to reduce delivery trips (particularly during peak periods) and increase availability and use of safe and legal loading facilities, using a range of approaches including consolidation and out-of-hours deliveries;
- Construction Logistics Plans – applied to the design and construction phases of premises, specifically to improve construction freight efficiency by reducing CO₂ emissions, congestion and collisions; and
- Freight Information Portal – a way to reduce operators' administrative costs and improve access to freight journey planning in the Capital, to support improved operational efficiency, better driver behaviour and the use of alternative fuels (including bio-fuel) and low-carbon vehicles.

The Mayor's Transport Strategy also refers to consolidation centres and break-bulk facilities – facilitating the use of low carbon vehicles for the movement of freight in sensitive areas – being needed to improve the efficiency of freight distribution and states that TfL aims to increase the number of freight operators adhering to best practice guidance, and promoting the Freight Operator Recognition Scheme (FORS).

The Mayor's Spatial Development Strategy, better known as the London Plan, refers to working with all relevant partners to improve freight distribution (including servicing and deliveries) and to promote movement of freight by rail and waterway. It also refers to encouraging planning decisions and proposals that:

- locate developments that generate high numbers of freight movements close to major transport routes;
- promote the uptake of the Freight Operators Recognition Scheme, construction logistics plans and delivery and servicing plans. These should be secured in line with the London Freight Plan and should be co-ordinated with travel plans and the development of approaches to consolidate freight; and
- increase the use of the Blue Ribbon Network¹ for freight transport

¹ The Blue Ribbon Network (BRN) is London's strategic network of waterspaces

3.4 Sub-regional policy

Harrow sits within the West London sub-regional partnership that includes Hillingdon, Ealing, Brent, Hounslow and Hammersmith and Fulham. TfL, the West London boroughs, West London Business, British Airports Authority (BAA) and other stakeholders in the West London Alliance worked closely together in developing a sub-regional transport plan. The purpose of the plan is to set out the transport strategy to address the particular challenges faced by the London sub-region. Five key challenges were identified for West London. The most relevant of these to this plan is the need to enhance the efficiency of freight movements in the sub-region. Relevant freight priorities identified in the plan are:

- planning and providing for freight and servicing as part of the redevelopment plans for Opportunity Areas and town centres;
- smoothing traffic flows to provide better journey time reliability which will benefit freight and servicing traffic;
- extending the application of Freight Quality Partnerships (FQP) building on the existing west London FQP; and
- consideration of consolidation and break-bulk centres at strategic points on the road network in west London.

The West London Freight Quality Partnership works to:

- develop understanding of distribution issues and problems in the West London sub-region (LB's Harrow, Brent, Hillingdon, Ealing, Hounslow and Hammersmith & Fulham); and
- promote constructive sustainable solutions which reconcile the need for access for goods and services, particularly in urban centres and at Heathrow, with local economic, environmental, safety and social concerns.

3.5 Local policy

Borough transport policies were agreed as part of the development of Harrow's second Transport Local Implementation plan (LIP) which was adopted by Harrow Council in July 2011. Policies included were required to take into consideration the national, regional and sub-regional policies as well as any other relevant existing borough policies.

This statutory document sets out how the Borough proposes to implement the Mayor of London's Second Transport Strategy at the local level. Harrow freight policies included in this document are:

- F1 Ensure that freight movement, delivery and servicing within the Borough is provided for in an environmentally sensitive, economic and efficient manner and ensuring appropriate routeing avoiding residential areas.
- F2 The Council will support the continuation and effective enforcement of the London Lorry Ban.
- F3 The Council, while recognising that road transport will remain the basis for freight movement, delivery and servicing provision within Harrow, will promote and maintain local area lorry bans together with supporting initiatives to move freight by non-road transport modes.

- F4 Working with GPS providers to ensure that freight routes are appropriately guided within the Borough and avoid residential areas.
- F5 Periodically review the provision in town centres and the Area of Intensification for all aspects of servicing, delivery, loading/unloading and freight movement, with particular regard to its impact on all other modes of transport, the local economy and the local environment.
- F6 The council will seek to provide adequate delivery and servicing access to shops, businesses and residential premises and in particular to provide convenient on-street short-stay spaces for servicing/delivery vehicles.
- F7 Continue to work with Freight Quality Partnership as a consultative forum for consideration of all matters of mutual interest.
- F8 The council will produce and publish a map setting out key information in respect of restrictions on lorry movement within the Borough, in terms of:
1. Width, weight and length of restrictions;
 2. Low bridges;
 3. Loading bans;
 4. Access restrictions, including pedestrian areas; and
 5. Preferred routes for lorries.
- F9 The council will require, as a condition of securing planning permission, that development proposals make proper off-street provision for servicing and loading/unloading within the development site, in such a way that all vehicles entering or leaving a site are enabled to do so in a forward gear.
- F10 The council will support and seek, via the responsible regional/sub-regional authorities, appropriate sub-regional provision of break-bulk, consolidation, distribution and modal-transfer facilities for freight management, and appropriate and effective access to those facilities from the Borough.

4. Aims and objectives

The purpose of this document is to set out Harrow's approach to freight operations and movement in and across Harrow's transport network within the wider policy context set out in section 3. 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.

Implementing this strategy will:

1. Minimise the environmental impact of freight movement in the borough;
2. Identify an appropriate route network for freight traffic across the borough; and
3. Enable regulations controlling the movement of lorries in the borough to be appropriately enforced

In order to deliver this, the borough will:

1. Review the locations and extent of all current restrictions on freight traffic which impact on travel to key freight destinations with a view to reducing the amount of freight journeys made on inappropriate roads;
2. Reduce freight journeys travelling through the borough that do not use the strategic road network or other permitted freight routes; and
3. Review the strategy in line with future planning and development changes introduced.

5. Existing freight movement controls

Freight movement on roads in the borough is managed and controlled by a variety of measures. These include the London Low Emission zone, the London Lorry Control Scheme and other local control measures.

5.1 London Low Emission Zone

The Low Emission Zone (LEZ) was introduced in 2008 to encourage the most polluting heavy diesel vehicles driving into London to become cleaner. The LEZ covers most of Greater London. To drive within it without paying a daily charge these vehicles must meet certain emissions standards that limit the amount of particulate matter (a type of pollution) coming from their exhausts.

There are no barriers or tollbooths within the LEZ. Instead, cameras read vehicle number plate as they drive within the LEZ and check it against TfL's database of registered vehicles.

This database is compiled using information from The Driver and Vehicle Licensing Agency (DVLA), the Vehicle Operator Services Agency (VOSA), the Society of Motor Manufacturers and Traders (SMMT) and drivers and operators who have registered directly with TfL.

5.2 London Lorry Control Scheme

The London Lorry Control Scheme (LLCS) was set up in 1986 to reduce the disturbance caused to residents by heavy lorries at night and weekends. The LLCS controls the movement of heavy goods vehicles over 18 tonnes maximum gross weight at night and at weekends. The scheme is in place to help minimise noise pollution in residential areas during unsocial hours through restricted use of these roads. This scheme restricts the movement of lorries between 9pm and 7am Monday to Friday and between 1pm and 7am on Saturdays and all day on Sundays.

Not all roads in London are restricted by the scheme – there is a core network of routes, usually trunk roads and similar, along which HGVs can travel at any time without needing permission to do so. These roads are known as "excluded roads", and are collectively called the Excluded Route Network, or ERN. The roads on which the Scheme applies are known as "restricted roads". A map showing the London Lorry Control and the excluded route network is shown in Appendix A.

During the hours of operation, lorries over 18 tonnes are required to maximise use of the excluded route network and minimise use of the restricted network. The requirements of the LLCS may lead to long diversions but benefits are widely felt and appreciated by residents and there are currently no plans to change this arrangement.

Enforcement is carried out by London Councils using a team of enforcement officers who monitor vehicles from the roadside. They use their cars to patrol London and target specific locations that are either complaint sensitive or where experience has shown they will observe high numbers of heavy goods vehicles. They are often observed at convergence locations.

Each participating London Borough makes an annual financial contribution to support the running of the scheme.

5.3 Local lorry control measures

The LEZ and the LLCS both impose limits on the largest and most polluting lorries travelling in the borough. The borough has also introduced local vehicle weight restriction zones sometimes known as lorry ban zones which restrict the movement of lorries that exceed 7.5 tonnes in weight in zones across the borough. These are area zones where vehicle weight restrictions are active, however the restrictions are poorly enforced. Poor enforcement is partly because many of these zones include areas which lorries legitimately need to access in order to deliver to local shops and industrial areas. More information on this is provided in Section 6. The map in Appendix B shows the existing vehicle weight restriction zones in the borough and other types of lorry restrictions in the borough.

An overnight parking restriction for heavy goods vehicles, buses and coaches with a maximum gross weight exceeding 5 tonnes are prohibited from parking overnight on-streets in the borough. There are just a few locations in the borough where overnight parking is allowed in order to better facilitate long distance freight operations. Details regarding these locations are provided in Harrow's *Parking in Harrow* booklet which is available on Harrow's website.

Beyond these controls, the Council uses a broad range of measures to manage local freight movements. These include:

- weight, height and width restrictions;
- freight route signing;
- night time parking prohibition;
- information promotion and marketing;
- travel planning; and
- enforcement.

5.4 Freight management measures further explained

The variety of measures used to better manage freight movement in the borough need to be considered on an individual location basis. Some measures are deterrents but are not actually enforceable and so their impact is reduced. Some measures can be enforced in some locations but not in others.

The following table shows the types of measures that can be used to restrict freight movement and which require enforcement:

Measures	Purpose of measure
<p>Weight limit restrictions “except for access”</p> <p><i>(vehicles not exceeding 7.5 tonnes gross vehicle weight)</i></p>	<p>This is an area based weight restriction which is Introduced to limit locations where lorries can travel. Signs are placed at the entrance / exit to the roads concerned to indicate to vehicles where they are restricted from travel into the zones. They are often used on roads where width and height restrictions cannot be used as these would prohibit movement by emergency services vehicles, refuse collection vehicles and public transport operators.</p> <p><i>Best practice:</i> These are best used along short lengths of roads and enforced using CCTV cameras.</p> <p>There are currently significant enforcement issues with the larger local weight restriction zones which are explained further in Section 6.</p>
<p>Height and width limit restrictions</p> <p><i>(vehicles not exceeding specified limits on size)</i></p>	<p>These are restrictions which limit the size of tall and wide vehicles from travelling along roads. These restrictions often take the form of built structures such as low bridges and narrow roads which are self enforcing. Advance signing is used to stop vehicles approaching these obstructions. They cannot be used in locations where access by emergency services vehicles, refuse collection vehicles and public transport operators is required.</p> <p><i>Best practice:</i> These are best used where there is already a physical obstruction or built infrastructure is already in place to restrict these journeys and is therefore not reliant on active enforcement.</p>
<p>Night time parking prohibition</p> <p><i>(vehicles not exceeding 5 tonnes gross vehicle weight)</i></p>	<p>This is a ban on certain vehicles parking at night restricted by vehicle weight. The current restriction for night time parking applies to vehicles in excess of 5 tonnes in weight and operates between 6.30pm and 8am every day in the restricted streets listed in the traffic order.</p> <p><i>Best practice:</i> These restrictions are used across the entire borough with only a few exceptions identified. These can be easily enforced once contraventions have been identified.</p>
<p>Targeted weight limit restrictions “except for access” (applied to specified routes and times of day)</p> <p><i>(vehicles not exceeding 7.5 tonnes gross vehicle weight)</i></p>	<p>These can be used to ban the movement of lorries using selected roads at specific times of day.</p> <p><i>Best practice:</i> These are best used on residential roads where lorry traffic has been identified as causing particular disruption to local residents but lorries are justified in using the road for access to required destinations.</p>

The following table shows the types of measures that can be used to manage freight movement but do not require any enforcement:

Measures	Purpose of measure
Freight route signing	<p>This is signage specifically dedicated to freight travel directing HGVs along the most appropriate routes to find the main destinations for freight within the borough. This is usually incorporated into the main road direction signing network using identified naming conventions for destinations and with additional local signing at destinations.</p> <p><i>Best practice:</i> The signing of routes where freight traffic can legitimately travel to key freight destinations in conjunction with measures (see table above) to restrict inappropriate movements provides a clear and effective message for drivers.</p>
Information and publicity	<p>The provision of information via GPS systems, websites, publicity, and other media. See Section 10 for more information on this.</p>
Travel planning	<p>These are plans developed by freight organisations to improve their efficiency and minimise their road disruption. This is often facilitated by a Freight Quality Partnership and assisted by the borough.</p>

6. Enforcement

Effectively managing freight movement in the borough is dependent on appropriate regulations and good enforcement. Regulations that are not enforced will lead to increased disregard for the regulations and bring them into disrepute. This is in effect what has occurred in Harrow with the current local weight limit restrictions. Often the best regulations are self enforcing.

The enforcement of vehicle weight limit restrictions is undertaken by Harrow Council and is one of a number of moving traffic offences which the Council now enforces. The Police were traditionally responsible for enforcing all moving traffic offences but struggled to provide effective enforcement of these types of restrictions partly because of the manpower they required for effective enforcement and also the other demands on police time. Decriminalising these offences and allowing the Council to enforce them has also enabled them to be enforced using camera technology.

The use of weight restrictions which allow access for destinations within the restricted area (where “Except for Access” signs are visible at the boundary of the zones) has caused particular problems for enforcing freight movement in these areas across the borough. The Harrow vehicle weight restriction zones are almost entirely unenforceable as it is impossible at present to know if freight vehicles are accessing destinations in the zones or travelling beyond the zone and making illegal short cuts through the borough to other locations beyond the zone and also beyond the borough boundary. To prosecute a vehicle travelling on a road in vehicle weight restriction zone where the signs indicates “Except for Access”, the HGV needs to be followed for their entire journey inside the zone from entry to exit, to ensure that they are not accessing 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.

Establishing shorter sections of road and smaller areas where lorries are prohibited to travel is a more effective form of restricting lorry movement in such locations. This would allow enforcement through the use of CCTV using either fixed or mobile installations. Vehicles contravening regulations enforced by camera are sent penalty charge notices direct to the vehicle owners and this has widely been seen as the most effective way to change driving behaviour. This type of enforcement is already done for bus lanes and the logistics of doing this for vehicle weight limits would be similar.

7. Freight routing

To improve the management of HGV freight journeys in the borough it is important to ensure that vehicles can efficiently reach their key borough destinations. The two major destinations for HGV movement in Harrow are:

- Town centres / district centres / local centres (shopping areas)
- Industrial estates and business parks

These locations are all identified in Harrow's Local Development Framework (LDF) Core Strategy and are shown in map form in Appendix C. The map also shows the Strategic Road Network (SRN) which includes the most appropriate roads for the vast majority of freight related journeys to be made. However, not all of these freight destinations are adjacent to the Strategic Road Network and some local roads need to be used to provide access for deliveries and this is where direction signing and local controls are needed to ensure that freight movement takes place only along the most appropriate routes in the borough.

For all town centres, district centres, local centres and industrial estates, a network of routes need to be mapped out to guide freight traffic to their destinations and to ensure the efficient movement of freight services along the SRN and designated local roads to reach these destinations. Once these routes have been defined local roads where clashes exist between existing vehicle weight restrictions and the legitimate use of local roads to reach a freight destinations will be identified. Where such local roads are identified the restrictions will need to be reviewed and amended. The amendments will need to be designed in such a way that HGV vehicles shortcutting through the borough are prevented from using the road and the necessary HGV route to provide access to legitimate freight destinations is allowed and indicated by direction signing. This will ensure that HGVs only travel along specified routes in order to access freight destinations. In general the shortest route from the SRN will be used, however, the inclusion of any local road in the freight route network will need to take account of the impact of freight travel on the local environment, safety issues and the suitability of the road layout.

The local roads used for access are where freight traffic often causes the most significant problems because it is difficult to distinguish between freight traffic visiting a legitimate freight destination and freight traffic that is just making a short cut through the restricted area. One option for addressing local roads in this situation is to amend the restriction in force and change it to a targeted small section of weight limit restriction positioned at a strategically important point where the restriction can be more easily enforced by camera. Freight traffic following a designated route would be unaffected but through traffic would be caught on camera. Any changes proposed to the restrictions will require public consultation before being implemented. Once changes are implemented vehicles contravening these restrictions would automatically be issued with a penalty charge

notice. An example of the type of targeted weight limit restriction described can be seen in Appendix D.

Enforcing freight restrictions in the way described above will help to ensure that freight vehicles are able to reach their destinations on a specified network of roads and stay away from less appropriate roads without contravening any restrictions. It will also remove any congestion on these roads and minimise damage to the local environment caused by HGV vehicles making short cuts within the restricted areas which offer no gain to the local economy.

The list of local roads identified where through routes to legitimate freight destinations and weight limit restrictions clash and other locations where residents have reported problems are listed in Appendix E and are also shown on the map in Appendix F. These local roads will be subject to a review and schemes developed to resolve the problems which will then be subject to wider public consultation. Schemes that require changes to existing traffic restrictions will also require statutory consultation through the making of a traffic regulation order before they could be taken forward and implemented.

Another aspect of the existing weight limit restriction areas currently in force which needs to be reviewed is the current inclusion of many no through roads or roads which are not obvious short cuts between roads in the main road network. The purpose of a weight limit restriction is to prevent through freight traffic movements so the implementation of restrictions in these circumstances is largely irrelevant. When reviews are undertaken on the existing weight limit restriction areas, in particular around commercial and industrial areas, these roads will also be reviewed.

Any changes made to freight restrictions will also require a review of the enforcement regime to ensure the new restrictions are effective. The wider use of fixed and mobile cameras will be introduced and the necessary resources deployed to provide the necessary deterrent to illegal freight movements.

8. Deliveries

Enabling vehicles to park close to their destinations is important to both businesses and the freight industry. It is also a local road safety issue when poorly parked delivery vehicles disrupt sight lines of other vehicles as well as pedestrians and cyclists. To ensure appropriately located loading bays are introduced in shopping areas, all parking reviews that take place across the borough will consider the needs of local businesses for appropriately located freight loading sites. In addition to this, all new developments will consider the needs of freight parking and loading facilities as part of the development control process and section 106 contributions sought where appropriate to facilitate their implementation.

Dedicated loading/unloading bays are located throughout the borough at appropriate locations to facilitate deliveries. All these bays have time plates associated with them which indicate the loading restriction hours. In order not to be issued with a Penalty Charge Notice continuous loading/unloading must be apparent. The unloading process covers taking goods to the place in the building where they are to be delivered but does not extend to sorting them out or arranging them once there. Reasonable time is allowed for the checking of paperwork— however as soon as the delivery is finished, the vehicle must be moved.

9. Service vehicles

Service trips cover a wide range of services such as general cleaning and the servicing of computer equipment, photo copiers, cash registers, security and fire alarm systems, lifts, escalators, and air conditioners. Many of these trips need to be made using heavy equipment. For these trips, loading bays may be used to deliver the equipment to the destination but vehicles cannot be left in loading bays while work is carried out so vehicles do need to be moved once the equipment has been delivered.

10. Information and publicity

The development of a clear borough network of routes and restrictions to influence freight movements will be collated and regularly updated to ensure the information is current. The information will be disseminated to the wider public and organisations in a variety of ways to ensure that a wider understanding of the strategy is understood and journeys can be planned more effectively.

Communicating information regarding changes to regulations will be predominantly managed through working with the West London freight quality partnership (FQP). The FQP will also assist in working with GPS providers to ensure freight routes are appropriately guided through the borough avoiding inappropriate roads.

Local businesses will be informed of the changes proposed during a local consultation regarding changes to the restrictions and information will publicised more widely via Harrow's website.

A booklet on road freight travel will be produced and made available at council offices, on the borough website to provide easy to access to relevant information regarding this strategy.

11. Way forward

The Council needs to support freight movement and deliveries in the borough rather than just restrict their preferred routing. A summary of actions that the borough will undertake to support the freight industry include:

- Define a freight route network to ensure appropriate destinations can be reached;
- Implement a freight routes direction signing network to appropriate destinations;
- Provide loading bays at appropriate destinations to assist loading / unloading;
- Reduce road traffic congestion;
- Provide appropriate night-time parking for freight vehicles;
- Provide maps for freight industry showing lorry restrictions;
- Increase communications with the freight industry to raise awareness of changes to borough restrictions; and
- Provide wider public information via various media.

Based on this operational strategy, the following priority actions will be progressed in the short to medium term using available funding:

- Develop a defined freight route network and amendments to the local vehicle weight limit restriction zones;
- Review and update borough direction signing to indicate freight routes borough wide;
- Review and update enforcement regime for revised weight restriction zones; and

- Publicise changes and produce appropriate information maps for the industry.

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Glossary

BRN	Blue Ribbon Network
DVLA	Driver and Vehicle Licensing Agency
FORS	Freight Operator Recognition Scheme
FQP	Freight Quality Partnerships
HGV	Heavy Goods Vehicle
LDF	Local Development Framework
LEZ	Low Emission Zone
LIP	Local Implementation plan
LLCS	London Lorry Control Scheme
LSDP	London Sustainable Distribution Partnership
PPG 13	Planning Policy Guidance 13
SMMT	Society of Motor Manufacturers and Traders
TfL	Transport for London
VOSA	Vehicle Operator Services Agency

Appendices

- Appendix A London Lorry Control Scheme and the excluded route network
- Appendix B Existing local weight, height and width limit restrictions in the borough
- Appendix C Map of freight destinations and the Strategic Route Network
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