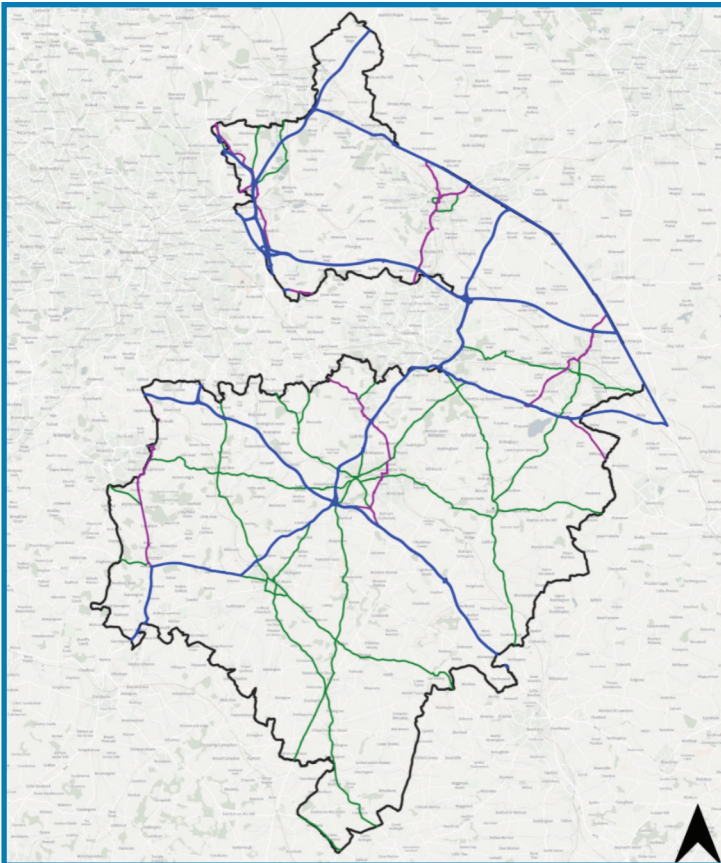


# Freight Strategy



# Overview

**Warwickshire plays an important role in the freight sector, with our transport infrastructure facilitating local, regional, national and international movements by road and rail.**



Motorways such as the M40 and M6, along with the A46 Trans-Midlands Trade Corridor, are vital for providing links through the county to international gateways such as ports and airports throughout the UK.

The core main line rail network through Warwickshire also facilitates many inter-regional and long-distance freight movements, enabling goods to be transported into the Midlands from ports in the south and onwards to the North of England and Scotland.

There is substantial logistics activity in and around Warwickshire, taking advantage of our central location in the country. There are several large distribution hubs and business parks on strategically important routes such as the A5 corridor. Warwickshire is located within the logistics 'Golden Triangle', from which 90% of the UK population can be reached within four hours' drive.

Our economy needs an efficient, effective and safe freight sector to function, getting goods and materials to customers both here and abroad.

# Freight in Warwickshire

**The logistics sector in Warwickshire is a major employer and generator of economic activity. The A5 and M6 corridors have many large distribution parks located near them, taking advantage of good access to the Strategic and Major Road Networks. Rail-connected logistics terminals within the county are situated at Hams Hall and Birch Coppice.**

Whilst major freight and logistics infrastructure such as Magna Park and Daventry International Rail Freight Terminal lie just outside Warwickshire, their impacts are felt here with associated freight movements on our road and rail networks. Our businesses take advantage of these distribution hubs to transfer freight from road to rail.

Freight movements provide a vital boost to our local economy, and our roads and railways facilitate wider national goods movements. However, we also need to recognise and address the impacts of these movements on our environment, places and the wellbeing of Warwickshire communities. In 2019 there were 127 collisions involving freight vehicles on Warwickshire's roads, and freight vehicles and locomotives cause emissions which affect air quality and contribute to climate change.

Freight vehicles also contribute to congestion, particularly on strategic routes. DfT data shows that in recent years HGVs contributed over 20% of all traffic on the M6 in Warwickshire. This strategy will help support the freight sector to become safer, more sustainable and more efficient, benefiting both the county and the wider UK economy.

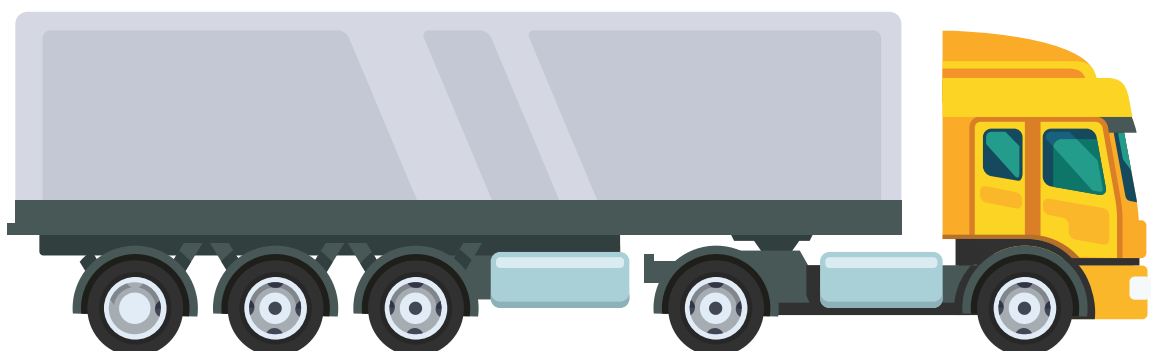
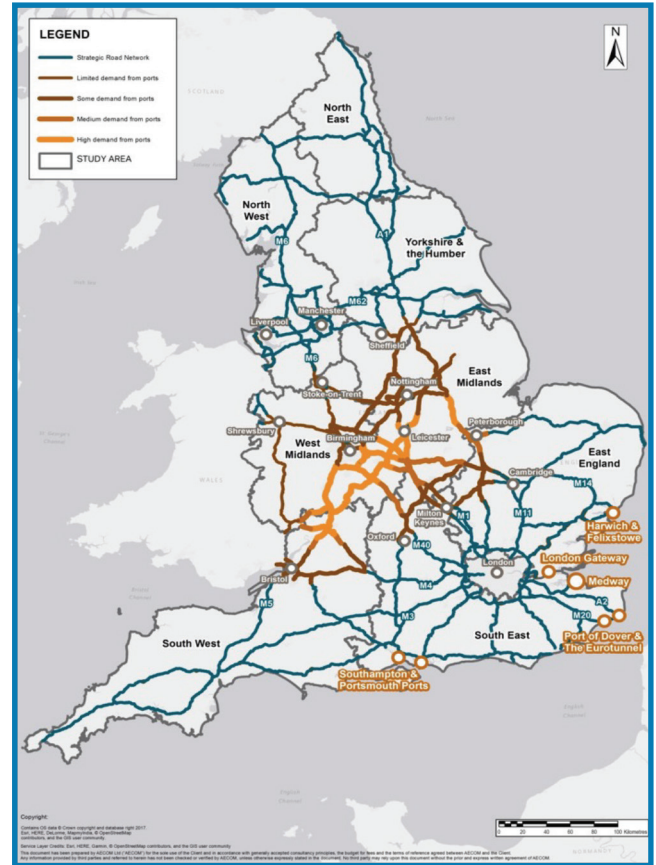


# Lorry Parking Demand

The map opposite shows the results of a Lorry Parking Demand Assessment undertaken for National Highways. Inbound freight from ports in the south east of England leads to elevated demand for lorry parking in Warwickshire, because the majority of this freight is heading to destinations further north.

HGV drivers must legally take a break every 4.5 hours. This leads to the central arc of the Strategic Road Network, coloured bright orange, seeing the highest demand for lorry parking. This includes most of Warwickshire. Longer HGV journeys tend to be to from the ports highlighted in the south east, which, allowing for congestion around London, means Warwickshire is usually around 4.5 hours away.

As such, the demand for safe, secure lorry parking facilities is very high in Warwickshire.



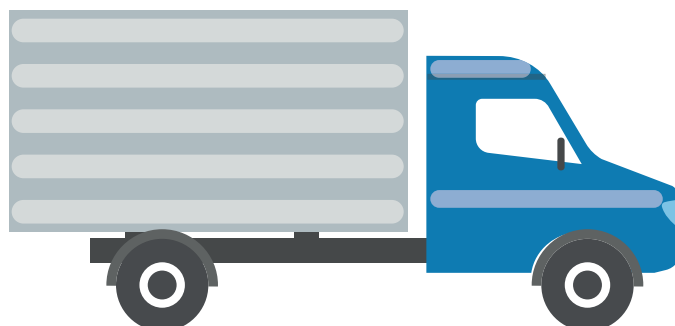
# Supporting Sustainable Freight

**Our challenge in developing a new Local Transport Plan is to ensure that freight supports our economy whilst enabling and encouraging more sustainable freight movements to be established over time.**

Not all freight movements start and finish in Warwickshire and it is vital that we work with local and regional partners, as well as the Department for Transport and National Highways, to address any issues and take advantage of opportunities, such as those arising from developing technologies such as drones.

A shift away from road freight movements to more sustainable modes such as rail, active travel (e.g. cycle logistics) and potentially inland waterways can provide significant benefits including lower emissions, lower congestion, less noise pollution and a reduced likelihood of freight impinging on the wellbeing of those who live and work here.

As the country moves towards carbon Net Zero by 2050, freight operators will be required to transition to alternative fuels such as electric and hydrogen powered vehicles. This represents a challenge in terms of the infrastructure needed to support such a move. We will seek to maximise opportunities to make this transition as swift and convenient as possible.



# Freight Policies

**Warwickshire County Council will take evidence-led decisions, seeking out involvement of local communities wherever possible, to deliver freight interventions which support the efficiency, effectiveness and sustainability of this crucial sector.**

We will seek to lead and support other organisations in helping us deliver these policy objectives.

## Policy Position F1

### **Promote shift from road to rail and active travel modes**

WCC will work with developers, freight operators and customers to encourage a shift to more sustainable modes, helping to reduce carbon emissions, improve air quality and road safety. This may require the introduction of new and improved infrastructure and the promotion of efforts to encourage co-operation in the freight sector, leading to rail network enhancements and greater freight capacity and connectivity.

## Policy Position F2

### **Facilitate the transition to alternative fuels for freight vehicles**

WCC will work with partners to help provide a network of recharging and refuelling stations that allows goods to flow freely across the county, without impacting on the environment through emissions, to provide continuity and growth of the local and sub-regional economy.

## Policy Position F3

### **Support efforts to deliver a better network of lorry parking in the county**

The strategic location of the county, as well as its distance of several hours' drive from major ports in the south of England, means that there is demand for good quality, safe and secure lorry parking in the area for drivers to meet their legal requirement to rest. We will work with planning authorities and developers to ensure that suitable parking supply meets this demand. Professional drivers should be safe, well-rested and best prepared to operate safely on Warwickshire's roads.

## Policy Position F4

### Support and deliver initiatives that improve journey time reliability for freight movements

Congestion results in reduced productivity and losses to the local economy. We will support efforts to improve the Strategic Road Network and Major Road Network to increase journey time reliability and the efficiency of the supply chain.

## Policy Position F5

### Reduce the impact of 'last mile' deliveries

Last mile deliveries often take place in our town centres and increasingly to our homes. The proliferation of vans in affected locations can impact on the amenity of an area and create local air quality issues. WCC will support initiatives that help consolidate and reduce the number of deliveries, timing them appropriately for local communities, as well as promoting active travel solutions for goods deliveries.

## Policy Position F6

### Reduce incidents involving freight vehicles

We will work with the logistics sector and organisations such as the Police, National Highways and the A5 Partnership to promote options that will reduce the likelihood of collisions occurring on roads in Warwickshire. Our Warwickshire Road Safety Partnership will consider the role of goods vehicles in road safety on Warwickshire's road network as we strive to reduce casualties.

## Policy Position F7

### Encourage freight vehicles to use appropriate routes

HGVs using unsuitable routes can affect the amenity of the affected area and also may present a safety issue for local communities. We will promote the use of suitable routes to help reduce instances of HGVs using inappropriate or smaller local roads, to enhance the environment and wellbeing of those living and working in affected areas.

