

4 Freight Foremost

“The highway of the future will prioritise freight on the network and guarantee safe, secure, speedy, cost-effective and reliable distribution of goods in the interests of sustaining Britain’s competitive economic position.”

Long Term Goals

- ▶ Improve infrastructure facilities to give priority to freight movement (e.g. booking, preclearance, rationing, transshipment villages, lorry routes, junction design, stabling facilities, priority use, etc).
- ▶ Improve safety and reliability through management (e.g. influence and support load tracking, information exchange, security, driver training, defensive driving, etc).
- ▶ Consider HA acting as co-ordinator for identification and marketing of loading capacity, back loads, etc.
- ▶ Consider ways of allocating more road space to provide a more reliable freight route network.
- ▶ Ensure UK’s road and rail networks are well connected to Trans European Networks.

Short Term Actions

- ▶ Close partnerships to support and manage freight distribution patterns (e.g. large and small freight and logistics associations, major freight generators, etc).
- ▶ Influence Heavy Goods Vehicle consistency and use for efficiency and best practice (e.g. pallet standardisation, minimisation of empty running, professionalisation of the industry, etc).
- ▶ Provide internal training and / or recruit more HA staff with logistics skills. Work with industry to encourage improved standards of driver training.
- ▶ Provide improved stabling and service station help facilities including lorry parking and short sleep facilities.
- ▶ Review sites and routes which could be critical in developing freight infrastructure e.g. with Strategic Rail Authority
- ▶ Investigate opportunities for loading freight vehicles directly from track-side without need to construct expensive terminals.

Case for Network Operator Action

- ▶ If Britain is to maintain its competitiveness within Europe, effective and efficient freight movement is essential. The HA will be expected to provide the associated infrastructure including new routes from airports to seaports.
- ▶ The best opportunities for trans-shipment to rail are for longer distance freight which relies on the trunk road network.
- ▶ Modern logistics provides opportunities for the HA to influence the supply chain to maximise efficient trunk road use. The corridor / route management concept supports this opportunity.
- ▶ With larger vehicles and overloading, road maintenance departments are being faced with rapidly deteriorating road structure.
- ▶ Planning Guidance needs to encourage stronger protection of sites and routes which could be critical in developing freight infrastructure of the future.
- ▶ Congestion is a serious problem on some strategic inter-urban links. With increasing traffic, journey times will increase considerably. The area of traffic stress will grow in size and duration as traffic levels increase.
- ▶ Uncertainty and unreliability in the performance of the inter-urban highway will cause ineffectiveness in the JIT supply chain. The network operator will be under pressure to provide forecasts of expected levels of service.

Supporting Information

- ▶ Most freight goes by road and this share is increasing.
- ▶ Amount of surface freight moved (i.e road and rail) has doubled since 1970.
- ▶ Road freight accounts for 65% of total tonne kilometres, and 80% of domestic freight tonnage goes by road.
- ▶ Congestion costs for the increasingly global freight industry must be managed in order to protect Britain's economy.
- ▶ Just-in-time deliveries, home shopping and shifts from 'push' to 'pull' supply chain economies are changing distribution demands.
- ▶ The number of light goods vehicles are forecast to double by 2031 with heavy goods vehicle increasing by 169% (1997 base central case).