GREATER MANCHESTER FREIGHT STRATEGY

5th DRAFT

Why do we need a strategy?

1. A strategy is needed because:

- Efficient freight movement is vital if the regional economy is to be supported and kept competitive. In the context of very limited increases in road capacity and yet further growth in traffic levels, journey times will become more variable, and hence deliveries are likely to be less predictable.
- The environmental impact of freight needs to be addressed, particularly in terms of local access, deliveries and parking. The lives of the public can also be significantly affected in some circumstances by HGV road safety issues and traffic severance effects.
- Greater Manchester needs to seek proactively the transfer of freight from road to rail, using modal transfer facilities , innovative development and more network capacity.
- The emphasis in the Local Transport Plan has been on public transport, management of traffic, walking and cycling. Freight has received much less attention, but Government expects transport planning activity to include it.
- The Greater Manchester Freight Study, commissioned by AGMA, identified many issues which need to be addressed in order to achieve more efficient and less environmentally damaging distribution, and recommended that a freight strategy be drawn up for the sub-region.
- The continuation of the Freight Quality Partnership, which has been established to address freight matters, and which is regarded by Government as an essential feature of a good Local Transport Plan, depends on the preparation of a freight strategy.
- The agreed elements of the North West Regional Freight Strategy need to be implemented locally.

Freight in Greater Manchester

2. Some relevant facts about freight movement in Greater Manchester are as follows:

Road Freight

Within Greater Manchester

- 29.5M tonnes (1,236 M tonne-kms) of freight p.a. are moved by heavy goods vehicle (HGV)
- 88% of road goods traffic travels on the Primary Route Network (PRN – green-backed signs)

Between Greater Manchester and other parts of the country

- 32.4M tonnes of freight p.a, are lifted outside Greater Manchester and are moved into the county area. The equivalent figure for tonne kms is 4.466 M . In the opposite direction, 29.5M tons p.a. lifted within the county moves outside it, and the equivalent for tonne-kms is 4.465M.
- One-third of road freight tonnage in the county passes through the area without stopping

Goods vehicles

- 27,230 goods vehicles are registered in Greater Manchester, with an average age of 4.6 years.
- The proportion of light goods vehicles (including "white vans") is increasing, whilst the proportion of heavy vehicles is declining
- There were over 100 incidents of vehicles striking bridges in 2002/03

Rail

- 3M tonnes of rail freight originate in Greater Manchester per annum
- 2.8M tonnes of rail freight are received in Greater Manchester per annum

Air, water and pipeline

- 154,000 tonnes p.a. of air freight are despatched from Manchester Airport plus 70,000 tonnes transhipped through the facilities by road (2004 calendar year)
- 1M tonnes of freight p.a. are moved by waterway (the upper reaches of the Manchester Ship Canal)
- 15M tonnes p.a. are transported by pipeline

(Sources:
DfT- data for 2003
Greater Manchester Freight Study, 2001.
Greater Manchester Local Transport Plan Fourth Annual Progress Report - Monitoring Report, July 2004)

3. These figures reflect a complex pattern of freight movement. Road freight into, across and out of Greater Manchester uses the motorway and trunk routes such as M6, M56, M60, M61, M62, M66, A6, and A628. There are issues of journey time reliability on many of these routes. As traffic levels grow, so the situation becomes more finely balanced, such that even minor disruptions can have a significant impact in terms of delay. Other routes are used to access the major freight destinations such as warehouses, industrial areas, large food stores, town centres, and bulk terminals. Particularly noteworthy in terms of HGV attraction are all the major shopping centres, Trafford Park, Heywood and Stake Hill Industrial Estates, mail order warehouses in Shaw and Bolton, out of centre locations such as the Trafford Centre and Middlebrook, and specific large industries such as Heinz at Wigan. All these movements tend to be concentrated on the Primary Route Network (PRN – denoted by signs with a green background) for most of their journeys, and if a threshold of 1,000 "other goods vehicles" per 24 hours, forming at least 5% of all traffic – ie other than the "light goods vehicles" classification - is used, the PRN shows up almost exclusively as the HGV network (see Fig 1). However, there are some cases where vehicles use short cuts on the non-primary network to move between the motorway network and their destination, and vice versa, and this issue must be addressed where it causes disturbance to residential areas. Owing to the mix of employment and residential uses, which has its origins in the original juxtaposition of factories mills and housing within one community, the final route to the 'factory gate' is liable to have environmental problems, which can colour the public attitude to freight movement. A system of abnormal load routes is also used by prior arrangement with the highway authorities, and the details are maintained by Manchester City Council. In addition, there are myriad light vehicle movements, ranging from service vans to parcel and food shopping delivery vans using the entire highway network, and penetrating all residential areas. This results largely from the unique make-up of the Greater Manchester conurbation, with its ring of orbital satellite towns and urban areas around the central core, which have coalesced in many cases.

The main rail freight routes (Fig 2) are:

- the West Coast main line through Wigan,

- its link to Manchester and Trafford Park via Crewe or Stoke-on-Trent
- the east-west route from the WCML across Chat Moss to Manchester and thence as two trans-Pennine routes to Yorkshire via Standedge Tunnel or the Calder Valley,
- a further east-west route in the south of the sub-region from Northwich/Middlewich to the Hope Valley.
- Links round the east side of the area from Stockport/Romiley to the two trans-Pennine routes, especially used by infrastructure maintenance trains.

The particular pinch point in this network is the section of route in Central Manchester between Deansgate and Piccadilly stations, which has an intensive passenger service, but also has to provide paths for trains to and from the Freightliner and International rail terminals in Trafford Park. The rail freight facilities themselves are indicated on the rail freight diagram. The main ones in terms of volume and attraction of road trips are the International Freight, Freightliner and Containerbase terminals in Trafford Park, and the waste transfer loading plants at Newton Heath and Agecroft.

The only waterway used by freight is the upper reaches of the Manchester Ship Canal, with a small number of wharfside handling facilities in the Partington and Trafford Park/Weaste areas (see Fig 1). A separate but linked LTP Inland Waterways Strategy is also being prepared, and supplements this regarding waterway freight issues Air freight is received and consigned at Manchester Airport's World Freight Terminal. In addition to the freight flown in and out by air, a significant proportion is consolidated and then taken by road to other airports, mainly in South East England, to take advantage of lower rates and available capacity. The pipeline network is largely unseen, but as shown above, is the second most important freight mode in Greater Manchester. Normally, its only environmental impact is the orange aerial markers used to guide maintenance helicopters along the course of the route.

Freight and the local economy

4. The size of the above figures demonstrates the large amount of goods being moved on Greater Manchester's transport system, and shows its importance to the local economy, since transport of goods, like passengers, is simply a means to an end. There is consequently a direct relationship with the area's economic strategy in terms of the perception of Greater Manchester as a business location.

Drivers for change

5. Much freight movement is driven by consumer demands to have the right quantity of product in the right place at the right time, and is part of the "just in time" logistics concept which is widely practised by manufacturers and distributors. This seeks to minimise expensive stockholding and warehousing space, and leads to lower costs being passed on to the consumer. It is a system which is here to stay, and is therefore a key consideration in planning for freight. Such a system tends to favour road haulage because of its inherent flexibility. On the rail side, there is the potential ability for rail freight to have a more rigorous operational and regulatory discipline, in association with the proper provision of diversionary routes. Other factors such as the use of swap bodies and the experimental freight diesel multiple unit may improve rail freight flexibility, and some parties feel that the increasing HGV driver shortage arising from retirements and the implementation of the European Working Time Directive may change the balance more in rail's favour for types of movement which at present are exclusively road-hauled**.** We are also seeing the emergence of a new type of terminal which is operated on a large scale, fed by road services from a wide area, and brings materials straight into production areas – rather like an updated version of the old private rail siding.

The role of freight in the life of Greater Manchester - key considerations for a strategy

6. It is fair to say that freight's importance has not hitherto been reflected in expenditure to assist its movement on the road and rail networks. Whilst certain categories of expenditure (eg highway maintenance) obviously benefit goods vehicles, and improvements designed to assist general traffic flow will also assist them, there is a need to consider what we have to do to ensure that freight on all modes flows smoothly. This is especially important in the context of rising traffic levels on parts of the Primary Route Network, which threaten the reliability of freight transport. It is this journey reliability element which is important to operators rather than achieving shorter journey times. At the delivery end of freight movement, there is a similar need to see how this can be made more efficient in order to improve reliability. Many existing delivery restrictions date from times when vehicles were more environmentally intrusive, or are inconsistent over the same delivery areas, and there may be scope for reviewing such restrictions, provided that operators can deliver a reduced environmental impact from their deliveries.

7. The problem in drawing up an acceptable freight strategy is the apparent paradox between public attitudes towards freight and their consumer expectations. Each citizen, for example, is estimated to consume 57 loaves of bread and 1.2 tonnes of food a year. These goods are expected to be available wherever and whenever they are needed, at the lowest possible price. When complaining about freight issues, the general public often fails to make these connections.

8. At the same time, a freight strategy for Greater Manchester must contain a strong mitigation element regarding the environmental impact of freight movement. There are a number of ways in which this can be tackled, ranging from promotion of alternative fuels and cleaner engines to quiet loading measures, construction of new link roads, traffic regulation orders, dialogue between operators, Councils and the public, and maximising the contribution of rail. Early action measures such as a drivers' freight map can help in improving route and delivery knowledge, thereby reducing the potential for vehicles to end up in the wrong locations.

9. Use of rail for freight is often seen as the panacea for road freight delay and environmental problems, especially in view of the Government's Ten Year Transport Plan target of an 80% increase in rail freight tonnage. However, it now seems unlikely that this will be met because of the withdrawal of rail freight grants, and the scarcity of freight capacity on the network following the rise in passenger demand. Other considerations which determine rail's contribution in Greater Manchester include:

   - rail is currently used for bulk materials transport, and the movement of containers from deep sea ports for local distribution by road. This is the type of traffic where rail can be competitive.
   - Greater Manchester's local network does not see much movement of finished products from/to the UK, because road haulage offers advantages for the distances involved. Recent successes in the rail movement of supermarket foods and other traditionally road-hauled products between Daventry in the Midlands and Mossend and Grangemouth in Scotland are over much longer distances where rail can offer advantages in terms of driver costs, speed and avoidance of congestion, which together overcome the inherent drawbacks of trans-shipment between modes.
   - Rail freight terminals operate at a large scale, and if they are to work efficiently, the road distribution element must be properly catered for. Whilst Greater Manchester already has major terminals at Trafford Park, there is developer interest in providing more capacity in the Western Gateway along the Manchester Ship Canal corridor (see para 10). The two current proposals are for the Trafford Interchange at Carrington, and Port Salford between Eccles and Irlam. Whilst the latter is envisaged as a replacement for the current Freightliner terminal at Trafford Park and the P&O Containerbase in Trafford Park, it is primarily new rail-served warehousing which would have the capacity to double the existing container operations capacity in Greater

Manchester . Both schemes would avoid use of the bottleneck described in para 3, albeit with the need for new construction or restoration of disused lines**.** Multi-modal terminals will be a vital part of the strategy , but they must also be considered in the context of the Government's proposed new road freight charging scheme

- Private sidings were more common in the past, but now relatively few remain, and for non-bulk materials movements they are being superseded by the type of development mentioned above. New sidings are in any event more difficult to secure in the present situation, with the number of different bodies involved, the loss of rail freight grants, and heightened public awareness of noise issues. It is therefore desirable to protect currently disused private siding facilities in the face of pressures for redevelopment. Recent work at Sheffield University's Advanced Railway Research Centre has highlighted the fact that the use of rail for urban freight has been nationally hindered by redevelopment of rail connected sites for other uses, and the move of manufacturing and distribution activities to peripheral locations away from the rail network.
- There are significant constraints to moving any more freight over the bottlenecks in the Manchester Hub

10. Waterways do not figure significantly within Greater Manchester's freight transport, but this situation may change in respect of the Manchester Ship Canal, which has great potential for more use, and could in fact achieve this if the trend is to revive coastal shipping, with the smaller vessels which can use the Canal transporting to the UK containers landed at Continental deep sea ports by a new generation of even larger ships. Indeed, both current proposals for freight interchanges in Greater Manchester envisage wharfage on the Ship Canal. A parallel LTP Inland Waterways Strategy is also considering this, as part of the role waterways can play in local transport.

11. As in other areas of the Local Transport Plan, partnership working is going to be essential to achieve the aims of a freight strategy. Some of the worst delays to freight traffic occur on the motorway system, and it is essential that the Highways Agency plays a part in implementing a freight strategy through its forthcoming Route Management Strategies, which should mesh with what Greater Manchester is attempting to do. Similarly, in communicating proposals to operators, the Trade Associations such as the Freight Transport Association and the Road Haulage Association must continue to believe that they should work with the local authorities. The Greater Manchester Freight Quality Partnership, set up in 2002, brings these organisations together, but the Partnership must be productive to maintain commitment.

12. To understand these issues surrounding freight movement in the sub-region, Greater Manchester authorities commissioned a Freight Study, which reported in April 2001. In drawing up this strategy, reference was made to the list of issues identified in the Study's Final Report, as informed by the subsequent North West Regional Freight Strategy (2003), and the partial review of Regional Planning Guidance, submitted to the Secretary of State in January 2004. Government and trade association advice was also taken into account.

13. The issues can be classified under three key principles which reflect the role of freight transport in the County:

- Contributing to a more prosperous Greater Manchester
- Helping to improve the environment
- Achieving better safety

Regional policy context

14. This is provided by Regional Planning Guidance Policy T7. The policy:

- sets out a Regional Highway Network for the movement of freight, which will be managed, maintained and improved by local authorities;
- requires local authorities and others to assist the transfer of freight from road to rail by the development of intermodal interchanges, and to improve road access to existing and proposed terminals
- advises the SRA to enhance loading gauges on the most important freight routes
- recommends local authorities to work with port operators and the freight transport industry to increase the use of coastal and short-sea shipping for freight. The greater role forecast for this was described in para 10 above.

15. A North West Regional Freight Strategy has also been prepared, by the North West Freight Advisory Group. This is a non-statutory body, but consists of appropriate organisations such as the Freight Transport Association, the Road Haulage Association, the North West Development Agency, Government Office for the North West and local authorities. The Strategy contains policies to achieve a high quality system of transport – highways, rail, ports, waterways and aviation - to move goods in a sustainable way.

A Freight Strategy for Greater Manchester

The Mission Statement

16 Within the context of Regional Planning Guidance, and with input from the North West Regional Freight Strategy, to promote efficient, safer and environmentally-friendly freight movement in Greater Manchester, review existing environmental safeguards, and address the need for improved efficiency and environmental performance, in the context of existing conditions and those likely to arise as a result of increasing traffic growth on the County's transport network

Objectives

17. There are two high level objectives from the existing Local Transport Plan which will guide the strategy, viz:

J: to provide for the sustainable movement of freight so as to support the economic development of Greater Manchester in ways which are consistent with the desire to reduce the impact of motorised traffic.

K: to provide for the movement of people and goods between Greater Manchester, the rest of the country and the rest of the world in ways which are consistent with the other objectives (of the Local Transport Plan)

Other more operational objectives arise from para 10.8 of the GM Freight Study, namely:

- Aim to bridge the gap in mutual understanding and communication between local authorities and the freight industry
- Promote positive freight planning linked to environmental, community and safety considerations
- Counter possible negative freight images in local authority publicity, recognising the essential economic role of goods vehicles in urban centres
- a holistic multi-modal approach which recognises the most appropriate mode of transport for each type of movement
- Identify sites for cost effective modal transfer facilities.
- Develop road and rail route structures which maximise efficiency whilst minimising environmental and safety impacts.

- Enhancing rail capacity and campaigning for appropriate levels of investment in such capacity
- Reflect and inform national, regional and local priorities.

Actions

18. The types of actions which could be taken under each key principle are set out below. It should be emphasised that these represent the range of measures which would be necessary to deal with all the issues which have been raised by the parties involved in and affected by freight movement, and draw heavily on the recommendations of the Greater Manchester Freight Study. Over-arching all of the key principles is the need for decision makers in all the areas which affect freight movement to take its needs fully into account.

A. A more economically prosperous Greater Manchester

- Defining the road, rail and waterborne freight network
- Identifying the main delay points on the network, and the priority of different types of goods vehicles at such locations
- Management and improvement schemes to alleviate the above
- Ensuring that Primary route Network signing meets operator needs
- Experimenting with an HGV-only lane, and examining the issue of allowing HGVs into selected bus lanes where this would not compromise their value for buses
- Examining delivery restrictions to premises across Greater Manchester
- Setting up a Greater Manchester Freight web-site
- Identifying where dedicated kerbside loading provision and loading bays are required
- Using Decriminalised Parking Enforcement to protect loading access from illegal parking
- Identifying and addressing barriers to greater use of existing intermodal terminals
- Formulating guidelines for assessing the impact of traffic calming measures on freight movement
- Establishing what improvements at Greater Manchester's freight 'gateways' might assist freight movement
- Ascertaining what can be done to support air freight movement from Manchester Airport

B. Helping to improve the environment

- Encouraging modal shift from road to rail/water
- Drawing up schemes to deal with identified environmental "hot spots" on the network, including HGV noise contours
- Maintaining highways so as to assist less intrusive vehicle running – eg low noise surfacing, less noise from empty vehicles
- Reducing exhaust emissions from goods vehicles
- Identifying gaps in lorry parking provision and producing proposals
- Reviewing existing on-street lorry parking schemes
- Supporting moves to identify illegal operators, speeding and overseas vehicles contravening regulations Support for tax discounts on vehicles using roads and delivering at less congested times
- Minimising intrusion from Home Delivery schemes
- Investigating trans-shipment based schemes to improve environmental performance of deliveries within Greater Manchester.
- Drawing up measures to deal with operating base problems

C. Improved safety

- Adopting vehicle specifications which can improve road safety
- Reducing bridge strikes

Who will be affected by the strategy?

19. The strategy will concern freight operators, freight infrastructure providers (including local authorities), the Highways Agency, manufacturers, retailers and the general public. The latter will have a concern in relation to obtaining the range of goods they want when and where they want them, and also in terms of environmental impact. The strategy will be particularly important as an input to the Highways Agency's Network Management Strategies, bearing in mind the congestion problems and journey time variability on motorways such as the M60 Manchester Outer Ring Road.

What resources are required to deliver the strategy?

20. At this stage it is clearly not possible to set out a fully costed programme, but four principal requirements for funding can be identified:

- Investment in new, lower-emission vehicles and grant support where necessary (eg Cleanup and Powershift)
- Spending on measures to assist freight movement and reduce its environmental impact, through the LTP, ERDF and other regeneration funding
- Management and improvement of the motorway and trunk road network by the Highways Agency
- Rail infrastructure management and improvement by Network Rail and the Strategic Rail Authority

Monitoring implementation of the strategy

21. The action plan sets out the indicators that could be used to monitor implementation. It would theoretically be possible to monitor all the actions via a designated indicator, but clearly there are constraints on the cost of obtaining certain categories of information, setting up systems to collect them from scratch, and the limited staff time available when monitoring of the whole range of LTP indicators has to be carried out. Thus, where the column shows "No current indicator", it does not mean that there is no way in which the progress of the action can be monitored, but simply that, with current staff and financial resources, it is not possible to monitor the action

22. At present, Local Transport Plan monitoring covers the following freight indicators:

- Goods vehicles registered in Greater Manchester
- Freight transported by HGV in Greater Manchester, by tonnes and tonne-kilometres by vehicle class.
- Satellite tracking data has very recently started to become available.
- Freight transported by air

Monitoring is also intended to cover freight transported by rail, but unfortunately the Strategic Rail Authority are no longer monitoring this. Other sources of this information are being pursued. Similarly, bridge strike information is proving difficult to collect owing to Network Rail reorganisation.

ACTION PLAN

Timescales: Short term : By end 2007
Medium term: 2008-11) i.e. by end of next LTP period
Long term: Beyond 2011

Key principle	*Proposed Action*	*Partners for delivery*	*Timescale*	*Resource needs*	*Monitoring Indicator (OP=output OC=outcome)*	*Comments*
A. A more economically prosperous Greater Manchester	1. Define road, rail and waterborne freight network for Greater Manchester, and produce a drivers' freight map for the network.	Local authorities Highways Agency Network Rail Strategic Rail Authority GM Police	Short	Staff time Map production costs	Identification of network agreed by all relevant parties. (OP) OC indicator would be percentage of HGV miles run on that network, but this is not possible to collect	Local application of RFS objective SD2. Definition of such a network implies the need for more resources to manage it in an efficient and environmentally-sensitive way. The network will be depicted diagrammatically.
	2. Identify key delay points for freight movement on the defined network, and the priority of different types of goods vehicles at these locations.	Local authorities FTA RHA Other Freight operators	Short	Staff time	Completion of exercise, which may be able to use satellite vehicle tracking data. (OP)	Local application of RFS objective H1
	3. Identify and implement potential road, rail and waterway management schemes and improvements on the network to tackle the delay problems identified. For rail this should include network capacity and loading gauge improvements, as well as the provision of diversionary routes which will maintain satisfactory reliability in the event of accidents or engineering blockades**.**	Local authorities Highways Agency SRA Network Rail MSC	Short/medium	Staff time. Capital costs of schemes	No. of schemes included in LTP and Highways Agency and SRA plans, plus changes in the indicator described above.(OP) Selected route journey times and reliability may be obtained from satellite vehicle tracking data. (OC)	RFS objectives H3, RL 1-3 and PW8 relate to it. This is the most important aspect of the strategy, and the main justification for preparing it. In relation to the rail network, it will mean promoting and supporting schemes which would relieve the current bottlenecks in Manchester and southwards to Stockport, although the

Key principle	*Proposed Action*	*Partners for delivery*	*Timescale*	*Resource needs*	*Monitoring Indicator (OP=output OC=outcome)*	*Comments*
						prospect for such investment is not encouraging at the present time. Also, the Diggle Trans-Pennine route should be cleared for operation of wagons carrying 9'6" high containers**.**
	4. Ensure that the recent primary network re-signing continues to meet industry and environmental needs	Local authorities Operators	Ongoing	Staff time Any further re-signing	OC indicator would be the proportion of goods vehicle –kms operated on primary (freight) network compared to road network as a whole, by vehicle class. However, present data will not pick up statistically significant changes	Local application of RFS objective H2
	5. Set up pilot HGV-only lane, and, on request, examine feasibility of allowing HGVs into selected bus lanes where there is a strong freight movement case, the benefit to buses is not unacceptably reduced and enforcement against car use is not prejudiced.	Local authorities FTA RHA GMPTA/E	Short	Staff time Implementation costs	Variability of journey times before and after, for both HGV's and buses where relevant (OC)	RFS objective SD4 relates to this. Work has commenced on identifying such a scheme in Trafford Park. Decisions on when it might be appropriate to permit joint use would be made by the Local Highway Authority (District Council), with GMPTE as the prime consultee.

Key principle	*Proposed Action*	*Partners for delivery*	*Timescale*	*Resource needs*	*Monitoring Indicator (OP=output OC=outcome)*	*Comments*
	6. Keep under review the issue of possible easing of delivery restrictions included as conditions in planning permissions, in the light of modern delivery practices with less environmental impact. The action should particularly take into account the outcome of the Cabinet Office Local Regulatory Restrictions Working Group.	Local Authorities FTA RHA	Short/Medium	Staff time Expenditure on quieter vehicles and unloading facilities	No current indicator	Local application of RFS objective SD3, and also see Greater Manchester AQAP action AP7. The trade associations believe that many of the restrictions in place, particularly at individual premises, relate to decisions taken at the time of planning approval. Whilst these will have an up to date justification in the case of the more recent approvals, the associations consider that quieter lorries and loading/unloading facilities merit a re-examination of those restrictions, particularly to facilitate night-time deliveries. However, staff at delivery points would also need to take part fully in any such initiative. After some earlier unsuccessful attempts with specific schemes, the issue is now being addressed at national level by a Government/local authority/industry working group headed by the Cabinet Office
	7. Set up Greater Manchester freight web-site, with information on freight routes and facilities in the area, together with impending highway maintenance and utilities' schemes which could delay freight traffic	Local authorities	Short	Staff time for set-up and maintenance Cost of site design	Count of website 'hits' (OP) or user satisfaction survey (OC).	

Key principle	*Proposed Action*	*Partners for delivery*	*Timescale*	*Resource needs*	*Monitoring Indicator (OP=output OC=outcome)*	*Comments*
	8. Identify where dedicated kerbside loading provision and loading bays are required	Local authorities Operators	Ongoing	Staff and capital costs of provision.	No current indicator	
	9. Ensure that District Decriminalised Parking Enforcement resources give due priority to protecting loading access from illegal parking.	Local authorities	Ongoing	No additional costs	No current indicator	Raises question of other priorities for enforcement ie general parking on yellow lines, enforcement of bus lanes etc. Unclear if records kept in this form
	10. Develop guidelines for assessing impact of traffic calming measures on freight movement.	Local authorities FTA RHA	Short	Staff time	No current indicator.	This should only affect local access, as through journeys should, by definition, not be using roads which need traffic calming. Particular types of HGV – eg low loaders – may be affected significantly.
	11. Identify and address barriers to greater use of existing intermodal terminals	Railfreight operators Road intermodal operators	Medium	Staff time. Major capital expenditure on overcoming rail infrastructure constraints	Terminal throughput (vehicles/tonnage) (OC)	This relates to congestion on the road approaches to terminals, and also to the extent to which expansion of services from these terminals may be constrained by rail network capacity, which overlaps with the second action on this list
	12 . Ascertain what improvements at Greater Manchester's freight "gateways" might assist freight movement	FTA RHA Other operators.	Medium	Capital expenditure at ports and on key routes into Greater Manchester	No current indicator.	See RFS objectives PW4, 7-9 The efficiency of the County's freight system is affected by operations beyond its boundaries, and although the Strategy can clearly exert less influence in such situations, it should identify the need for resolution where

Key principle	*Proposed Action*	*Partners for delivery*	*Timescale*	*Resource needs*	*Monitoring Indicator (OP=output OC=outcome)*	*Comments*
						necessary.
	13. Support proposals for expansion of air freight routes from Manchester Airport, and moves to ensure air freight rates which encourage the use of this Airport for freight generated in the Region rather than ones in the South East.	Operators Manchester Airport	Ongoing	Cost of any additional facilities which may be required	Air freight lifted from Manchester. (OC) Tonnage consolidated and taken to other airports by road from Manchester Airport. (OC)	This is an elaboration of RFS objectives A3-6, and is specifically aimed at contributing to traffic relief on M56 and M6
	14. Consider and respond to regional freight strategies and multi-modal studies.	All relevant FQP members	Ongoing	Staff time	Responses given on all relevant documents	
B. Helping to improve the environment	15. Identify environmental problems associated with freight movement by all modes	Local Authorities All operators	Short **to long**	Staff time/consultancy costs	Completion of survey, and no. of problems identified. (OP)	See also Greater Manchester AQAP action AP10. Timescale may be longer where growth could have effects in the longer term –eg at Manchester Airport Noise contour maps, as prepared in the Birmingham area, may assist. It is understood that Government has recommended extension of the approach
	16. Draw up and implement schemes on the freight network to deal with the environmental problems identified	Local authorities	Short/Medium	Staff time Capital costs	Number of schemes implemented with this objective (OP). OC will depend on nature of the problems originally identified.	See RFS objective
	17a Encourage modal shift from road to rail and water by	Local authorities	Short	Staff time	No. of operational railheads. (OP)	See RFS objective RL7 and Greater Manchester AQAP

Key principle	*Proposed Action*	*Partners for delivery*	*Timescale*	*Resource needs*	*Monitoring Indicator (OP=output OC=outcome)*	*Comments*
	developing guidance for local authorities to ensure that wherever possible reviewed Development Plans protect existing rail terminal/private siding facilities and wharfs on the Manchester Ship Canal when sites are redeveloped. Such protection should be the norm, with any exceptions justified on a case by case basis through planning applications and environmental assessments. Support proposals for greater use of the Manchester Ship Canal, subject to the planning, environmental and highway implications. 17b Identify and protect suitable opportunities for new terminals, especially in the Western Gateway along the Manchester Ship Canal corridor, which can be fully served by rail or water networks				Tonnes and tonne-kms lifted into, out of and through Greater Manchester by mode. (OC)	ation AP5 The NWDA's Regional Strategy does name sites – in Greater Manchester's case the Trafford Interchange proposal at Carrington- although there are other proposals, including Port Salford between Eccles and Irlam, for which a planning application has been made. The principle of at least one site in Greater Manchester which avoids use of the Central Manchester bottleneck should be supported, but all potential sites need the completion of full supporting studies as soon as possible. As these studies are brought to completion, such sites should be taken into consideration. The policy to retain existing facilities can be a difficult one to sustain in the absence of a viable freight flow, or when a site is under pressure for redevelopment for a non-freight producing use, but is something of a circular situation, since without the facilities, rail freight cannot grow. Policies for waterway freight will also be covered in the Greater Manchester

Key principle	*Proposed Action*	*Partners for delivery*	*Timescale*	*Resource needs*	*Monitoring Indicator (OP=output OC=outcome)*	*Comments*
						Waterways Strategy
	18. Ensure that the freight network receives an appropriate share of highway maintenance resources, to facilitate quieter running by vehicles	Local authorities	Ongoing	Staff time Capital for structural maintenance schemes Revenue for cyclical maintenance items	Proportion of maintenance resources spent on freight network (OP), but unclear whether or not highway authorities can supply this.	
	19. Promote reduced emissions from goods vehicles by actively encouraging the following: • Take-up of grant funding for retro-fitting of emissions reduction technology or switching to less polluting fuels such as LPG • Speeding up the adoption of lower emission vehicle specifications • Measures such as driver training, vehicle tuning and journey planning • Encouraging local procurement of goods in transport policies (see Action 24) Produce Air Quality Best Practice Guide within GM Freight Map for circulation amongst fleet operators.	Operators Local authorities FTA RHA Energy saving Trust Low Carbon Vehicle Partnership group on commercial vehicles	Ongoing Short	Grants from Energy Saving Trust Operator contributions Possible additional maintenance costs.	Use of EMIGMA (Greater Manchester emissions inventory) to model changes in emission levels which will result from these measures, although this will not be an actual output -. Trend in VOSA test failures and spot check test results. (OP) Freight mileage change in Greater Manchester relative to regional GDP change	See RFS objective SD7. and Greater Manchester Air Quality Action Plan action AP6

Key principle	*Proposed Action*	*Partners for delivery*	*Timescale*	*Resource needs*	*Monitoring Indicator (OP=output OC=outcome)*	*Comments*
	20. Survey current provision of lorry parking and driver refreshment facilities in Greater Manchester, identify gaps and produce proposals	Local authorities	Short	Capital cost of provision.	Completion of survey. (OP) Rate of satisfaction of operators regarding amenities. (OC)	Local application of RFS objective SD5. The shortage of such facilities is a frequent concern of the trade associations. However, the provision of such facilities by local authorities has been difficult to fund, and the private sector has not yet brought any schemes to fruition. Identification and prioritisation of needs may assist.
	21. Review the 1983 GMC on-street lorry parking scheme as part of a campaign to reduce the incidence of lorry parking away from the operating centre.	Local authorities	Medium	Cost of any amended TRO's required Cost of campaign.	No current indicator	See also SD5 in 20 above.
	22. Support moves to carry out more spot checks to tackle illegal operators, speeding, and foreign vehicles contravening regulations.	Local authorities GM Police FTA RHA	Ongoing	Staff costs	VOSA checks as for 19 above. (OC)	VOSA checks are ongoing in Greater Manchester, as a trial area accredited by GM Police

Key principle	*Proposed Action*	*Partners for delivery*	*Timescale*	*Resource needs*	*Monitoring Indicator (OP=output OC=outcome)*	*Comments*
	23a. Consider desirability of trans-shipment based schemes to improve environmental performance of freight distribution within Greater Manchester 23b. Give greater emphasis to the desirability of operating smaller delivery vehicles in urban areas, especially where environmental intrusion and road safety issues arise in sensitive environments such as higher-density residential areas, and those where high environmental quality is being specifically promoted. Whilst any additional costs will need to be identified and explicitly balanced against the environmental gain achieved, there should be a recognition of the contribution which companies can make to the environmental improvement through such emphasis	Local Authorities FTA Operators	Long Short to medium	Staff time Cost of depots Extra operating costs arising from the use of smaller vehicles compared with the larger ones they would replace.	No. of schemes. (OP) Fleet composition by vehicle size. (OP)	See also Greater Manchester AQAP actions AP9 and AP22. There is a strongly-held view that a trans-shipment system would reduce the environmental impact of distribution within Greater Manchester because smaller lorries would be used in preference to maximum-weight vehicles. However, operators are not enthusiastic, as they consider efficiency would be compromised by enforced double-handling, and the mileage in smaller vehicles could turn out to be higher, with attendant environmental and pollution impact. If there is a move towards regionalisation of major distribution depots, however, there could be some benefits to Greater Manchester. To a certain extent, the home delivery operations now being used by food supermarket operators represent implementation of this idea, in those cases where large fulfilment centres are used for order picking, as opposed to local stores to which delivery has already been made by a large vehicle.

Key principle	*Proposed Action*	*Partners for delivery*	*Timescale*	*Resource needs*	*Monitoring Indicator (OP=output OC=outcome)*	*Comments*
	24. Advocate the consumption of locally-produced goods where possible and support in principle proposals which lead to a reduction in the distances that goods are moved.	The general public Producers Retailers	Medium	May be higher total cost in sourcing locally, despite lower transport cost	No current indicator which could clearly reflect this	Consultation on he draft strategy revealed a strongly-held view from some quarters that the strategy should be attempting to reduce the ever-increasing distance travelled by goods, with the attendant impacts of greater fuel consumption, ground level pollution, and impact on climate change. However, it must be appreciated that this can only be achieved if public preferences change to embody a 'buy local' approach and do not demand the availability of seasonally produced local food throughout the year .
	25. Establish guidelines for local authorities to operate in situations where operating bases may be surrounded by development which then causes environmental constraints on operation	FQP FTA RHA	Medium	Staff time	No current indicator.	
C. Improved safety	26. Encourage operators to speed up adoption of vehicle specifications which can improve road safety	Local authorities FTA RHA	Ongoing	Cost to operators, which could be balanced by accident savings	No. of goods vehicle accidents	
	27. Identify locations on Greater Manchester rail network which are prone to bridge strikes, and provide measures to reduce the risk in partnership between highway and rail authorities.	Local Authorities Network Rail	Short	Cost of preventative measures	No. and location of incidents	Local application of RFS objective RL4. Network Rail has recently published two guides which contain information designed to reduce bridge strikes by road vehicles