



Response of the Road Haulage Association to Transport for the North.

“Strategic Transport Plan – Draft for public consultation”.

12th April 2018

Background about the RHA

1. The RHA is the leading trade association representing road haulage and distribution companies, which operate HGVs as profit centres. Our 7,000 members, operating near to 250,000 HGVs, range from single-truck firms to those with thousands of vehicles. These companies provide essential services on which the people and businesses of the UK depend.
2. We proactively encourage a spirit of entrepreneurship, compliance, profitability, safety and social responsibility. We do so through a range of advice, representation and services, including training.
3. We would like to thank Transport for the North for the consultation and the opportunity to comment on the issues raised. The RHA would like to congratulate Transport for the North on recently gaining Sub-National Transport Body status
4. The RHA works alongside policymakers and freight operators to identify ways to move freight more efficiently at a lower cost based on our widespread knowledge and expertise in the area. We are interested in working in collaboration with the Transport for North to ensure that the issues experienced by freight operators are considered during the decision-making process.

Summary of the Consultation

5. Transport for the North is consulting on strategic transport infrastructure investment through to 2050. Transport for the North recently became a Sub-National Transport Body and will play a key role in making a case for developing the strategic transport network needed to support transformational economic growth in the region.

General Comments

6. The Road Haulage Association response to this consultation will be confined to road freight matters, which our members consider vital for their day to day operation, now and in the future.
7. Roads are the workplace of the road freight industry, almost all food is delivered by road freight and 90% of all other products and commodities which are essential for the economic growth of the region including housing and commercial developments are delivered by road.
8. Our members consider that the key priority for the Strategic Road Network, Major Road Network and Local Authority Roads is to deliver congestion free, free flowing traffic, with consistent and reliable journey times on roads that have good quality road surfaces. (Achieving this is important for all road users).
9. We also need good road network resilience and information that will assist fleet operators to advance plan when incidents and road works take place. In the case of planned roadworks advance notice must be given, with well signed diversions taking into account low bridges and other structures which cause weight, height, width and length restrictions.
10. Faster roadworks and building schemes may cost more in the short term, but are of greater benefit to all road users. Excessive build times create more congestion and reduce air quality.
11. The RHA has separately responded to the Department for Transport - Road Investment Strategy 2, covering the years 2020 to 2025. We strongly support measures to improve Manchester North West Northern Quadrant, Trans Pennine Tunnel, North Trans Pennine Routes including the A66.
12. The A66 and A69 are key east, west resilience routes carrying above average road freight traffic and linking key ports, converting the existing single carriageway sections to dual carriageway is urgently required for economic growth to continue.
13. The consultation acknowledges on page 34 a growth of 50% in freight traffic, both road and rail, also the importance of connecting 200 existing key economic centres.
14. The RHA supports Transport for the North transformational growth scenario, under which the total travel demand for the road network is projected to rise by up to 54% by 2050. The additional traffic is going to put an immense pressure on the existing



The Road Haulage Association

road network, especially on roads that are already congested. We welcome TfNs proposals to create resilient alternative routes and to improve connectivity within the North and beyond.

15. High priority must be given by TfN to Lorry Parking, there is a national deficit of 9,000 – 11,000 lorry parking spaces each night. Lorry parks must have proper secure facilities for lorry drivers, including segregated toilets and showers with hot and cold water, also catering facilities, with parking capacity for 30 – 50 Heavy Goods Vehicles.
16. Lorry parking must be included in Local Plans, also warehouse and Regional Distribution Centre planning applications and funded through S.106 and S.276 The 1990 Town & Country Planning Act, which can obligate developers to provide infrastructure.
17. Lay-by's and other parking places suitable for short-term lorry parking places are simple and essential pieces of road safety infrastructure as they allow lorry drivers to take breaks so drivers remain alert. Breaks can be required by drivers 24 hours, 7 days per week. By default – lay-bys should allow unrestricted parking 24/7.
18. Air quality is a concern to everyone and this is referred to on page 35. Euro VI HGV's are the cleanest vehicles on the road and an HGV has a life of 12 years. Clean Air Zones where introduced must only be introduced with a phased time span that does not restrict of charge lorries less than 12 years old. In addition there needs to be a minimum of two years advance notice.
19. Metrics need to be developed which can be easily understood by lay people and which relate to road user delay and cost, not the cost to developers, or highway authority.
20. RHA members require existing road transport need to be prioritised over future concepts that may take decades to be realised. Future technology must be fully fit for purpose when operationally implemented.

Final Comments

21. 120,000 businesses operate from the rural North, therefore, we would like to highlight the importance of improving lorry access to these rural areas to secure the long-term sustainability of the these businesses.



The Road Haulage Association

22. The RHA welcomes the opportunity to be involved as a key stakeholder in developing systems and processes to manage freight movements.

16th April 2018

Tom Cotton

Head of Licensing and Infrastructure Policy

Road Haulage Association

t.cotton@rha.uk.net