



Freight Strategy

(Final draft for consultation)

A great place to live and work.

Revision History

Version	Description	Date	Initials
1	Final draft for consultation	October 2024	AS

Executive summary

The freight and logistics sector are critical to the UK supply chain and fundamental to the UK's economic wellbeing. Freight is the transport component of logistics, moving goods across a network of road, rail, air, and maritime routes. Most supply chains rely on multiple modes of transport and transfer between modes takes place at ports, airports, rail freight interchanges, and warehousing before onward transport to the end customer.

In Central Bedfordshire there are no ports or airports, or major rail freight interchanges. Nearly all freight movements that have an end destination in Central Bedfordshire are carried out by road. There are several warehouses that support the national freight and logistics industry, many local businesses, and residents who require access to goods and services that need to be transported within Central Bedfordshire.

This Freight Strategy sets out our approach to managing freight movements in Central Bedfordshire, to support the freight and logistics sector whilst minimising the negative impacts that freight movements can have on residential communities, and to encourage freight movements to be as sustainable as possible.

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Guidance documents

National guidance

[Decarbonising Transport - A Better, Greener Britain \(DfT, 2021\)](#)

[Future of Freight: A Long-term Plan \(DfT, 2022\)](#)

[Future of Freight Interim Report \(National Infrastructure Commission, 2017\)](#)

[National Planning Policy Framework \(2021\)](#)

[National Survey of Lorry Parking \(DfT, 2017\)](#)

[Rail Freight Strategy \(DfT, 2016\)](#)

[Road to Zero Strategy \(DfT, 2018\)](#)

[Traffic Signs Manual Chapter 3 \(DfT, 2019\)](#)

[Transport Investment Strategy \(DfT, 2017\)](#)

Regional guidance

[Freight Study \(England's Economic Heartland, 2019\)](#)

[Regional Transport Strategy \(England's Economic Heartland, 2021\)](#)

Local guidance

[Construction Code of Practice \(2023\)](#)

[Central Bedfordshire Local Plan 2015-2035 \(2021\)](#)

[Minerals and Waste Local Plan Strategic Sites and Policies \(2014\)](#)

[On-Street Parking Management Strategy \(2022\)](#)

[Parking Standards for New Developments Supplementary Planning Document \(2023\)](#)

[Central Bedfordshire Sustainability Plan 2020-2030 \(2020\)](#)

1.0 Introduction

According to the [Department for Transport's Future of Freight: A Long-term Plan](#), the UK is a trading nation with imports and exports comprising 62.9% of GDP, higher than the global average of 56.3% in 2019. We are therefore reliant on the freight and logistics sector for economic wellbeing.

On a local level, the movement of freight in Central Bedfordshire is essential to promote economic growth and prosperity for both national businesses that make use of warehousing facilities and local businesses, whilst ensuring that our residents have access to the goods and services that they need to enjoy a good quality of life.

According to [DfT National Statistics](#), in 2020 nationally 77% of domestic freight was transported by road, 14% was transported by water and 9% transported by rail. In Central Bedfordshire there isn't a major rail freight interchange or port facilities, however there are good road links to key freight generators, particularly along the M1 and A1 corridors. Whilst freight may have been transported using more than one form of transport, any freight movements with an end destination in Central Bedfordshire are likely to be carried out by road, with through movements of freight carried out by rail or road.

Whilst access for road freight in Central Bedfordshire is necessary, it is important that the routes that large goods vehicles use are carefully managed. Unmanaged freight movements can have a negative impact on local communities, including actual and perceived issues with road safety, noise, vibration, and amenity.

This Freight Strategy sets out our approach to managing freight in Central Bedfordshire, to balance the needs of the freight and logistics industry with those of residents, whilst ensuring that Central Bedfordshire remains a great place to live and work.

2.0 Aim and objectives of the strategy

2.1 Aim

The aim of Central Bedfordshire's Freight Strategy is:

To support businesses, the local economy, and residents by promoting the efficient movement of freight, whilst minimising and managing the impact on local communities.

2.2 Objectives

The objectives of Central Bedfordshire Council's Freight Strategy are:

1.	To promote the safety of all road users.
2.	To enable the efficient movement of freight in Central Bedfordshire, to ensure that businesses and services can thrive.
3.	To encourage freight operators to use the most appropriate routes, and to minimise the negative impact freight movements may have on local communities.
4.	To support freight operators in minimising the environmental impact of freight movement in Central Bedfordshire.

2.3 Structure of the strategy

The aim and objectives of the strategy are supported by actions that the Council will take to mitigate the issues identified throughout the strategy. These are summarised in [section 12](#).

3.0 Background

Central Bedfordshire is predominantly a rural authority covering 716 square kilometres, characterised by large open areas of countryside with picturesque villages, hamlets and small to medium sized market towns. Within easy commuting distance to London, much of the area has either a suburban or rural feel with the largest conurbations including Leighton-Linslade, Dunstable, Biggleswade, Houghton Regis, Sandy, and Flitwick.

Half the population live in rural locations and villages, and the rest reside in market towns. There are several large settlements in neighbouring authority areas that influence business and other activities in Central Bedfordshire, including Milton Keynes, Luton, Bedford, Cambridge, and Northampton.

Approximately 294,200 people live in Central Bedfordshire (according to the [2021 Census data](#), published by the Office for National Statistics in June 2022). Central Bedfordshire is a high growth area situated close to London, with good transport links. The main drivers for population growth are increased life expectancy, a rising birth rate (exceeding mortality rate) and net increased migration due to planned development growth.

Central Bedfordshire is situated between Oxford and Cambridge in the East of England which according to [England's Economic Heartland's Freight Study](#) is a region that supports over two million jobs in 174,000 enterprises.

The M1 motorway runs north to south through Central Bedfordshire and provides a strategic freight and distribution link. There are many centralised warehousing, distribution and production facilities located along the M1 corridor to make use of the road and rail network, which provide connections to London towards the south and the Midlands and beyond towards the north. The A1, A5 and A6 also provide north to south road connections through the area.

East-west movements through the area are less well served. The main road connection across Central Bedfordshire is via the A507 with other minor A and B roads providing links to the motorway, trunk roads and settlements. The A505 / A4146 and the A603 provide partial east-west connectivity, along with the A421, which is just north of Central Bedfordshire.

See [appendix 1](#) for a plan showing an overview of Central Bedfordshire's road and rail network.

4.0 National, regional, and local policies

4.1 National policies

National policies and strategies on road and rail freight recognise the importance of freight to the UK economy and its contribution to economic growth. The role of new technology and investment in rail freight infrastructure is considered key to meeting wider environmental objectives including reducing emissions from road freight and decarbonisation.

The government has outlined a commitment towards the decarbonisation and transition to zero emission technologies in the freight and logistics sector in its [Future of Freight: A Long-term Plan](#). Innovations in this sector leading to communally available technology are considered key to achieving these goals. Several [national strategies and reports](#) have been published that address freight and acknowledge its wider significance nationally.

4.2 Regional policy

England's Economic Heartland's (EEH) [Regional Freight Study](#) provides an analysis of freight movements in the region and is intended to support the most efficient ways of providing access to goods, unlocking economic potential, protecting the environment and communities, and future-proofing networks to accommodate growth and improve efficiency. EEH considers the region to be an ideal place for national government to 'test' unique approaches to freight which serve the national interest and help continue to develop the region to meet the needs and aspirations of the current and growing population.

4.3 Local policies

4.3.1 Local Plan

In July 2021 the Council's [Local Plan](#) was adopted, setting out how the area is to develop to 2035. The plan addresses future needs and opportunities in relation to infrastructure, homes, jobs and businesses, community facilities and the environment. It establishes clear principles and sound policies for all future development including the allocation of land for new growth. Policy T6 sets out the Council's policy for the movement and management of freight in relation to new development:

Where a development will result in the movement of freight as part of its operations, Central Bedfordshire Council will:

1. Require evidence in the Transport Assessment that realistic alternatives to the movement of freight by road-based haulage are not possible or practical
2. Ensure that developments forecast to generate significant freight movements are located where they deliver the greatest benefit for businesses, and the least negative impact on the environment and local communities for example, within industrial areas close to the Designated Freight Route Network; and
3. Require traffic management measures and developer contributions to mitigate impacts where necessary.

As an authority we need to align our strategies and guidance documents to achieve what is set out in the Local Plan. This Freight Strategy will guide the future of freight management across the authority. Although the Local Plan focuses on managing future growth, it is important that the current issues are managed, and where possible improved across our existing communities as well as for new communities. This will ensure that we have a consistent approach to freight management throughout the authority.

4.3.2 The Minerals and Waste Local Plan

The [Minerals and Waste Local Plan Strategic Sites and Policies \(2014\)](#) sets out the policy framework for mineral extraction and waste management, and the identification of strategic sites for both mineral extraction and waste management in Central Bedfordshire, Bedford Borough and Luton Borough Council areas. This is supported by a [Minerals and Waste Monitoring Report](#). Both mineral extraction and waste management generate freight movements, so are therefore important to consider in relation to the Freight Strategy.

4.3.3 Sustainability Plan

The Council's [Sustainability Plan](#) was adopted in September 2020. The plan sets out the actions the Council will take to achieve carbon neutrality by 2030. One of the actions which relates to freight is to:

Support the logistics sector in reducing its carbon footprint by facilitating the use of EV (electric vehicles) or ULEV (ultra-low emission vehicles) and by enabling novel approaches to 'last mile' deliveries and the creation of consolidation centres.

4.3.4 The Local Transport Plan

The Local Transport Plan (LTP) forms a long-term framework for investment in transport infrastructure and services in Central Bedfordshire. It considers the needs of all forms of transport including walking, cycling, buses, rail, freight, and car use. It is a statutory requirement for the authority to produce and maintain the LTP; it has been the method through which Central Government funds local transport schemes since 2000. The aim of the LTP is to enable a strategic approach to the delivery of transport schemes, and to help secure lasting changes in travel behaviour. This Freight Strategy is one of the supporting transport strategies for LTP 4, as part of our approach to network management.

5.0 The freight and logistics industry in Central Bedfordshire

The freight and logistics industry are an important employer for people living and working in Central Bedfordshire. According to [UK business; activity, size and location](#) published by the Office for National Statistics, around 5% of businesses registered in Central Bedfordshire, (665 businesses in 2022) are transport and storage operators. A further 59% are engaged in sectors that rely directly on transport operations including the construction, manufacturing, agriculture, and retail sectors.

In terms of employment, according to the [Nomis Labour Market Profile \(2022\)](#) 8.5% or around 9,000 people working in Central Bedfordshire in 2021 were employed by transport and storage operators. A further 42% worked in industries that rely directly on transport operations. This breakdown is broadly comparable to that of neighbouring authorities and the East of England region.

According to [government statistics on business floor space](#), a little over two thirds of all commercial space in Central Bedfordshire is devoted to general industrial, storage and distribution (approximately 1.9 million square metres in 2022). A further 7% is used as office space and 12% for retail. The proportion of land devoted to B8 uses (storage and distribution) is slightly greater in Central Bedfordshire (74%) than neighbouring authorities; in Bedford and Milton Keynes this figure is around 65%, and in Luton 43%.

5.1 Primary distribution freight generators in Central Bedfordshire

Primary distribution is where goods are moved in bulk between nodes of the supply chain (for example, raw materials for manufacturing are taken to warehousing). Large goods vehicles and rail are used, and travel is predominantly along the [strategic road](#) and rail network over longer distances.

The M1 runs north to south through Central Bedfordshire; the corridor both sides of the M1 is a strategic location for the warehousing and transportation industry, providing fast access to the strategic road network. Several large industrial parks, many home to national and regional distribution centres of large corporations are located close to M1 junctions 9 to 13. Marston Gate located at M1 junction 13 is home to Amazon and Wolseley Distribution Centres, FedEx, Furniture Village, and several logistics companies. The construction of the A5-M1 link road north of Houghton Regis has enabled access for some additional warehousing at Thorn Turn, operated by UPS and Amazon.

In addition, there are industrial estates located on the fringes of the main settlements within Central Bedfordshire such as Stratton Business Park in Biggleswade, Sunderland Road Industrial Area in Sandy, Woodside Industrial Estate in Dunstable and Grovebury Road, Chartmoor Road and Stanbridge Road industrial areas in Leighton Buzzard, all of which are a short distance from the [primary route network](#). These industrial areas are home to a range of many different industrial uses, some of which will generate regular freight movements and others that won't.

A plan showing the locations of key freight generators can be found in [appendix 3](#).

Away from the more formal industrial parks and estates there are several small industrial businesses that are located throughout Central Bedfordshire. These tend to be individual businesses or a handful of businesses grouped together that are often located at premises that have been established for many years, perhaps at farms, in town and village centres or in some cases more rural locations. Whilst the type and scale of the industries these businesses cover are

likely to generate less freight movements than some of the larger purpose-built industrial units, the freight movements that are generated tend to be more noticeable to residents and can be more problematic when the only access to such premises involves leaving the [Designated Freight Route Network](#).

5.1.1 Minerals and waste

Freight in Central Bedfordshire also includes the transport of minerals by road and pipeline from local quarries. Crushed rock is imported into aggregate rail depots close to Central Bedfordshire. Waste is transported to and from waste management sites within Central Bedfordshire by road.

More information on minerals and waste in Central Bedfordshire can be found in [Minerals and Waste Local Plan: Strategic Sites and Policies \(2014\)](#).

5.2 Secondary distribution

Secondary distribution occurs following sorting and break-up of bulk goods. Smaller road-based vehicles transport goods from a single point (such as a national or regional distribution centre) to multiple destinations or customers, including for home delivery.

According to [England's Economic Heartland's Freight Study](#), almost 20% of UK retail sales are made online. This move towards e-commerce is driving other changes within the logistics sector, such as more home deliveries, including same day and same hour deliveries and click and collect. Home deliveries are often carried out by light goods vehicles and vans, which have become commonplace in urban areas.

5.3 Future freight generators in Central Bedfordshire

Central Bedfordshire is located within proximity of the UK logistics and distribution 'golden triangle'; an area bounded by the M1, M6 and M69 which is highly accessible for the whole country. Although Central Bedfordshire is not within this area, the scarcity of available sites and the footloose nature of demand for space in the logistics and distribution sectors means that occupiers will consider locations further along these corridors.

In the case of Central Bedfordshire, there is demand for high-quality modern logistics units, close to the M1 and A1, with a proven market in the Dunstable area with recent development performing well. Elsewhere in Central Bedfordshire, developers are more hesitant. With continued growth in the logistics sector, it is likely that improving market signals will encourage increased confidence and eventually, speculative development.

Provision of more land in locations along the M1 and A1 corridors could potentially allow for greater growth in the logistics sector, drawing in more of the footloose regional and national demand from areas less able (or willing) to meet market demand. The strength of the national market and the lack of new supply elsewhere means that it is difficult to estimate a maximum market demand for new space in Central Bedfordshire; the strength of the national market and the footloose nature means that demand is largely infinite and only limited by infrastructure and environmental capacity.

Due to the demand for new logistics units close to the M1 and A1, older secondary warehousing stock may represent a surplus. Existing sites in strong locations could provide an opportunity for future redevelopment, whereas larger units in poorly connected locations are unlikely to see new investment. Some of this secondary space may serve a purpose for local occupiers. If lost, it is unlikely that stock in poorer locations will be replaced.

6.0 Managing road freight movement

There are various measures the Council can use to manage the movement of large goods vehicles in Central Bedfordshire. The overall aim of any measures implemented should be to encourage large goods vehicle drivers to use the most suitable routes to and from their destination, whilst minimising the negative impacts freight movements can have on local communities as far as is reasonably practical.

6.1 Designated Freight Route Network (DFRN)

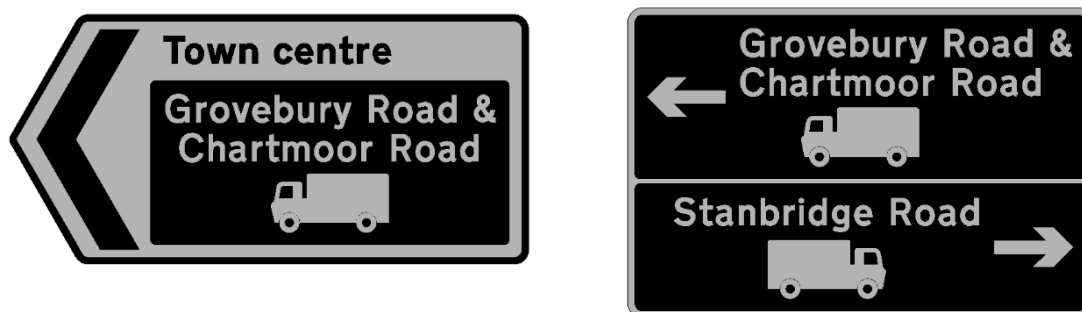
The Designated Freight Route Network (DFRN) is an identified network of the most appropriate roads to support the safe and efficient movement of freight in Central Bedfordshire. The DFRN is made up of the [primary route network](#) plus secondary routes, including A and B class roads. The DFRN has been developed to highlight the most appropriate routes between key freight generators and attractors whilst minimising the negative impact freight movements have on local communities. Large goods vehicle drivers should use roads which are part of the DFRN for most of their journey. In some cases, the final leg of their journey may involve leaving the DFRN to reach their destination.

- Measures that restrict or prevent the movement of freight will not be implemented on the DFRN.
- Changes to the DFRN may be considered as part of any major upgrade to the road network, which results in a more suitable and direct routing of freight traffic becoming available.

A plan showing the roads that make up the DFRN can be found in [appendix 4](#).

6.1.1 Lorry route signs

To highlight the Designated Freight Route Network (DFRN), direction signs aimed at large goods vehicles can be used to sign a specific route. This could include signing the most suitable route to an industrial area when leaving the DFRN or to sign a key destination along the DFRN, for example the M1. The latter will only be required when there are no existing advanced direction or direction signs aimed at all traffic that portrays the same information. The aim of any such signs should be to enable goods vehicles to find the way to their destination using the most suitable route available, whilst balancing the overall aim to reduce sign clutter.



Images 1 and 2: Examples of lorry route signs

6.2 Weight limits

The Designated Freight Route Network is supported by a series of signed weight limits.

6.2.1 Environmental weight limits

An environmental weight limit is where a legal order is introduced to prevent large goods vehicles from using a specific road or area of roads known as a zone as a through route, and to reinforce use of the Designated Freight Route Network. A weight limit is usually implemented for environmental reasons, when a more suitable road designed to a higher standard is available that will take large goods vehicles to the same destination, or to protect residents from the nuisance that large goods vehicles can cause, (including overnight parking) when there isn't a legitimate reason for them to be there.



Images 3 and 4: Signs used at the start and end of a 7.5 tonne weight limit

In Central Bedfordshire there are several 7.5 tonne weight limit zones in place. A plan showing the areas covered by weight limits can be found in [appendix 5](#).

An environmental weight limit can only be considered where a more suitable, higher standard of road exists that large goods vehicles are able to use to access the same location, without having to travel a significantly longer distance. Wherever possible, any alternative route should be part of the Designated Freight Route Network, to ensure that the road is suitable for large goods vehicles to use. In some parts of Central Bedfordshire, particularly more rural areas, it isn't possible to implement a weight limit as a more suitable alternative route to promote for large goods vehicles doesn't exist, whilst some large goods vehicles may require access to premises in the area.

6.2.2 Environmental weight limit exemptions

An environmental weight limit will usually allow access for large goods vehicles that need to legitimately load or unload within the road or zone; therefore, the extents of a weight limit need to be carefully considered.

- To prevent a goods vehicle from legitimately loading and continuing to use a route as a through route, wherever possible a weight limit may start after a large goods vehicle trip generator (providing that there is space for a large goods vehicle to turn around without causing a road safety concern).
- Where there aren't any large goods vehicle trip generators along a road or within a zone, a weight limit will usually start at a junction.

As well as large goods vehicles that require access, there are also other types of vehicles that are usually exempt from environmental weight limits. These include:

- Emergency service vehicles
- Vehicles used in connection with any building work within the zone
- Vehicles used in connection with highway maintenance
- Vehicles used for agricultural purposes
- Public service vehicles (buses)
- Vehicles used in connection with professional driver training or testing.

A 7.5 tonne weight limit is usually used when managing large goods vehicle movements from an environmental perspective; therefore, vehicles below 7.5 tonnes are also exempt from such a weight limit. The DfT have produced a [guide](#) on lorry types and weights to help distinguish ways to identify different types of goods vehicles. As a guide:

- Vehicles below 7.5 tonnes will not have more than two axles.
- All vehicles that are above 7.5 tonnes must display rear red and yellow reflective markings.

6.2.3 Signing an environmental weight limit

When planning a potential environmental weight limit, it is important to consider how the weight limit can be signed to ensure that what is intended is clear, and that large goods vehicle drivers are guided to take the most appropriate route available, whilst promoting road safety. In exceptional circumstances it may be decided that the proposed start or end location of an environmental weight limit will be difficult to sign. If it is considered that the signing that could be provided may result in large goods vehicle drivers making a last-minute decision to change direction to avoid a weight limit, this could cause a road safety concern and therefore it may be decided not to implement an environmental weight limit.

6.2.4 Enforcement of environmental weight limits

A change to government legislation has given local authorities new powers to use automatic number plate recognition (ANPR) cameras to enforce certain types of [moving traffic offences \(MTOs\)](#); a weight limit is a type of moving traffic offence. Before this change, only the police were able to enforce moving traffic offences. Whilst Central Bedfordshire Council has been given the powers to enforce moving traffic offences, the use of MTO powers can only be considered in specific circumstances as outlined by the Department for Transport and only as a last resort. Central Bedfordshire Council have investigated the possibility of using ANPR cameras to enforce weight limits, but current technology does not support this practice. Should the technology develop in the future and the enforcement of weight limits via ANPR become cost effective and efficient, the council may reconsider their use in Central Bedfordshire.

Further information on moving traffic offences and the restrictions that Central Bedfordshire Council intend to trial ANPR enforcement for can be found [here](#).

6.3 Structural weight, width, and height limits

A structural weight, width or height limit is implemented due to the physical highway characteristics that make a route unsuitable for large goods vehicles to use, and do not include any exemptions, including for access. This could include a weak bridge, a narrow section of

carriageway where a large goods vehicle couldn't fit through or a bridge with restricted height clearance. Many of the features that warrant such a restriction are historic in nature, therefore the location of such restrictions is largely dictated by the location, and the need to protect such features from damage.



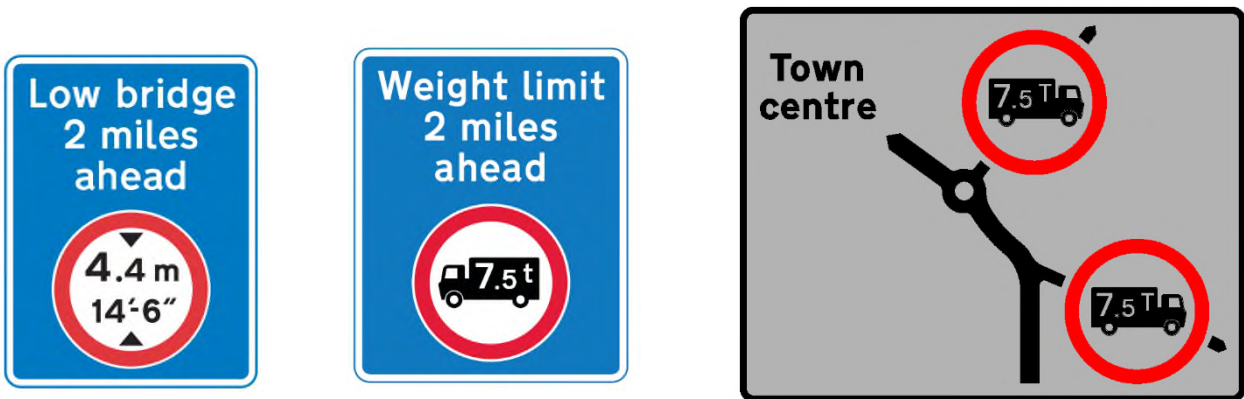
Images 5, 6 and 7: Examples of height and width restriction signs

6.3.1 Enforcement of structural weight, width, and height limits

Structural weight, width and height limits are often self-enforcing, in that there is a physical restriction that prevents access for larger vehicles. These types of restriction are not moving traffic offences, Bedfordshire Police are responsible for any necessary enforcement.

6.4 Advanced warning signs

Advanced warning signs can be used to warn drivers of large goods vehicles of the presence of a weight (both environmental and structural), width, or a height limit. This may either be on the road ahead and therefore signing an alternative route, or to prevent a large goods vehicle from turning into a junction where there is such a limit. Advanced warning signs can either be standalone or incorporated into an advanced direction sign or direction sign.



Images 8, 9 and 10: Examples of advanced warning signs for a height restriction and weight limits

6.5 Advisory signs

It is also possible to use advisory signs to warn drivers of large vehicles (such as heavy goods vehicles, buses, articulated vehicles, long or wide vehicles) that a route is unsuitable for them to use. These signs are generally used on more rural routes that don't necessarily have a specific feature that physically prevents access; however, the features of the road such as the width, bends, and lack of passing places may mean that when faced with oncoming traffic one of the vehicles would be forced to reverse for some distance, and in exceptional circumstances a large vehicle could get stuck. To reduce sign clutter, these signs would not be used on every route that is unsuitable for a large vehicle to use but would be appropriate where the council are made

aware of a particular issue. This may be near to a large vehicle trip generator and on a map the route looks as if it would create a short-cut back to the Designated Freight Route Network.



Images 11, 12 and 13: Examples of advisory signs that indicate that a route is unsuitable for the type of vehicle indicated

6.6 Actions related to managing road freight movement

Action 1 – Managing road freight movement

- a. The Council will encourage large goods vehicle drivers to continue to use the most appropriate routes as set out in the [Designated Freight Route Network \(DFRN\)](#), and use measures such as signs and weight limits to enhance the DFRN.
- b. The Council will continue to investigate and respond to complaints relating to the routing of large goods vehicles, and where appropriate implement measures such as signs and weight limits to encourage use of the Designated Freight Route Network wherever practicable.

7.0 Rest facilities

Formal and informal parking for large goods vehicles and associated facilities are essential to support the efficient and safe movement of freight in Central Bedfordshire. [The EU and AETR rules on drivers' hours](#) were introduced in 2006 to ensure that drivers of vehicles used for the carriage of goods have sufficient rest periods. This includes a 45-minute break during the day (which can be split) and 11 hours rest overnight (which can be reduced to 9 hours on 3 occasions in a week).

7.1 On-site rest facilities

In 2022 the Department for Transport commissioned a [national survey of lorry parking](#) on and near to the strategic road network. The study showed that nationally lorry parking at on-site facilities (service areas and truck stops) is nearly at critical level, having reached 83% utilisation. Central Bedfordshire falls within the East of England area, which according to the study is at a critical level of utilisation for on-site parking, with utilisation ranging between 92% and 100%.

There are different types of on-site rest facilities for large goods vehicle drivers in the Central Bedfordshire area, including independent truck stops, and service areas adjacent to motorways and trunk roads. The types of facilities provided varies, but as a minimum all have toilets and showers, with many having other facilities such as hot food provision, Wi-Fi, washing machines, and security measures.

- The provision of lorry parking and waiting facilities for all new industrial and commercial units, including quarries and waste management facilities must be made on site unless suitable alternative HGV parking and waiting facilities are available within the locality.
- The Council will promote the need for further provision of formal long stay (overnight) rest facilities for large goods vehicle drivers in appropriate locations with suitable facilities, particularly along the A1 corridor, and will consider the requirement for such provision through the allocations process in the new Local Plan.
- The Council are also committed to protecting existing rest facilities.

7.2 Lay-bys

In addition to the on-site rest facilities, there are also roadside lay-bys located throughout the authority area. Lay-bys are available to large goods vehicle drivers in addition to other road users. Whilst they do provide a place to stop, and some may have food vans, they are not particularly suitable for overnight rest breaks due to their proximity to fast-moving traffic and lack of facilities.

- Where large goods vehicles are parking overnight in lay-bys that are part of the public highway, and this generates complaints from others (such as complaints relating to noise, or waste left behind), waiting restrictions could be introduced to prevent overnight parking and / or to limit the length of time a large goods vehicle can park for.
- A development proposal that involves removing or amending a lay-by should look to re-provide the lay-by as close to the existing as possible. Only in exceptional circumstances will a lay-by not need to be re-provided (for example when a road has been downgraded and evidence is collected such as an occupancy survey which demonstrates low usage of the lay-by).

7.3 Parking on the public highway

In some cases, large goods vehicle drivers may choose to park on the public highway for their rest period, most commonly in industrial areas. Providing that a driver is parking their vehicle in accordance with the [Highway Code](#), it is not creating a road safety concern and the location is not

near to residential properties this is acceptable for short breaks throughout the day, however a lack of facilities makes this unsuitable for overnight rest breaks.

Where large goods vehicles are parking on the public highway, measures could be taken to prevent this happening, particularly in locations that cause a road safety concern, when close to residential properties or where there are issues with noise or waste being left.

Further information on the types of restrictions that could be implemented can be found in the [On-street Parking Management Strategy](#).

7.4 Actions related to rest facilities

Action 2 – Rest facilities

- a. The provision of lorry parking and waiting facilities for all new industrial and commercial units, including quarries and waste management facilities must be made on site unless suitable alternative HGV parking and waiting facilities are available within the locality.
- b. The Council will promote the need for further provision of formal long stay (overnight) rest facilities for large goods vehicle drivers in appropriate locations with suitable facilities, particularly along the A1 corridor, and will consider the requirement for such provision as part of the new Local Plan.
- c. The Council will safeguard existing lay-by facilities for large goods vehicle drivers to use for short rest breaks.
- d. The Council will continue to investigate and respond to complaints relating to large goods vehicles parking on the public highway (including lay-bys) which leads to road safety concerns, environmental damage, or noise concerns in residential areas.

8.0 Servicing and deliveries

Large goods vehicles being used to carry out deliveries in residential areas, and town and village centres can be an issue of concern for residents. Roads through many of the historic market towns and villages in Central Bedfordshire are of insufficient width to easily accommodate large goods vehicles. Servicing and delivery can contribute to already congested conditions, vehicle noise, and pollution. Poorly parked vehicles may inhibit access for residents, restrict visibility and can be a safety concern.

8.1 Waiting and loading restrictions, and loading bays

Waiting and loading restrictions can be used to manage where and when vehicles are able to stop to either wait or load on any given length of public highway. They can be designed to specifically manage when deliveries can take place and can be a useful tool, particularly in town and village centre streets where there is a high level of pedestrian activity, to manage competing demands. In locations where frequent deliveries are likely and space permits, it may be possible to provide a designated loading bay.

Further information can be found in the [On-street Parking Management Strategy](#).

8.2 Servicing and deliveries at new developments

New commercial developments should, wherever possible, be designed to accommodate the types of vehicles likely to be used to load and unload goods within the site, and not on the public highway. Where relevant, waiting and / or loading restrictions could be implemented via a planning condition where it is considered that the proposed development could increase the possibility of large goods vehicles waiting or loading in inappropriate locations near to the proposed development.

Further information on parking and servicing requirements for new developments can be found in [Parking Standards for New Developments Supplementary Planning Document](#).

8.3 Actions related to servicing and deliveries

Action 3 – Servicing and deliveries

- a. Waiting and / or loading restrictions and loading bays could be implemented to manage large goods vehicles waiting or loading on the public highway.
- b. The Council will ensure that provision for servicing and deliveries are adequately catered for in new developments.

9.0 The impact of growth on freight movements

A minimum of 39,350 homes, and approximately 24,000 new jobs are planned for Central Bedfordshire over the current [Local Plan](#) period (2015-2035). Planned growth in Central Bedfordshire will impact on the movement of freight in the following ways:

- Construction traffic (the haulage of aggregates and other building materials) will be generated.
- New residential and employment areas will create additional freight activities.
- Population growth in Central Bedfordshire and the greater southeast and east of England regions will lead to an increase in road and rail traffic.

9.1 Managing development related freight movement

The Council supports sustainable growth within the authority. Larger development proposals are likely to generate significant HGV movements during construction and (in the case of industrial sites) during operation. The negative impacts of these must be managed and mitigated as far as possible. The Council through its role as the local planning authority will require developers to detail, and where necessary mitigate, the impact of HGV traffic arising from new developments on the local highway network.

More information on the expectations of developers and their contractors during the construction phase of a development can be found in the [Construction Code of Practice](#).

9.1.1 Freight movement during construction

During construction of a new development, the Council may use [planning conditions](#) to manage deliveries to a site. This could include:

- Limiting deliveries to within certain time periods.
- Limiting the location and number of accesses into the development site.
- Using no left turn or no right turn restrictions to manage access in and out of a development site and the direction of onward travel.
- Using temporary signs to sign the most appropriate route for HGVs to use, when travelling to and from the development site to the Designated Freight Route Network.

In addition, an [informative condition](#) could be used to specify the most appropriate route that HGVs are encouraged to use when travelling to and from a development site to the Designated Freight Route Network. Whilst not an enforceable condition, the aim is to limit the impact freight movements may have on existing communities and encourage developers to be good neighbours.

9.1.2 Freight movement post construction

Ideally, proposed developments that will generate significant freight movements once constructed should be located as close to the Designated Freight Route Network (DFRN) as possible, to minimise the potential negative impact that frequent freight movements can have on existing communities.

Where large goods vehicle movements are expected away from the DFRN once a development is fully operational, in certain circumstances a [planning condition](#) can be used, similar to those mentioned in [freight movement during construction](#). For minerals and waste sites this may include limiting the number of large goods vehicle movements over a set period. Each development will be expected to demonstrate proposed mitigation measures in the developments' Transport

Assessment and Travel Plan. Traffic management measures and developer contributions to mitigate impacts may also be required, where relevant.

Further guidance on Transport Assessments and Travel Plans is available on the Council's [website](#).

9.2 Action related to development related freight

Action 4 – Development related freight

The Council will manage and mitigate the impact of large goods vehicle movements related to new development as far as practicable using planning conditions, Transport Assessments and Travel Plans.

10.0 Non-road freight

10.1 Rail

The government's [Rail Freight Strategy](#) recognises the potential to reduce emissions by switching road freight movements to rail. Rail freight is on average 76% more greenhouse gas efficient per freight tonne km than road freight.

There are three principal rail routes in Central Bedfordshire which are critical to national rail freight operations and result in a large volume of rail freight moving through the area:

- The West Coast Main Line runs from London Euston through to the West Midlands (including Daventry International Rail Freight Terminal), North Wales, and Scotland. A short section of the route passes through Central Bedfordshire at Leighton Buzzard.
- The Midland Main Line links London St Pancras with Luton, Bedford, Derby, Nottingham, and Sheffield. It passes through the centre of Central Bedfordshire at Harlington and Flitwick.
- The East Coast Main Line links London Kings Cross with Peterborough, the north-east and Scotland. It passes through Central Bedfordshire at Arlesey, Biggleswade and Sandy.
- In addition, the Marston Vale line, a local service, runs between Bedford and Bletchley. The route serves the Central Bedfordshire villages of Aspley Guise, Ridgmont, Lidlington, and Millbrook, and the villages of Woburn Sands and Stewartby that are on the boundaries with neighbouring authorities.

10.1.1 Rail Freight Interchanges

The [National Policy Statement for National Networks](#) looks to create a network of Strategic Rail Freight Interchanges (SRFIs) across the country. There is an existing rail freight interchange facility near to Central Bedfordshire which see goods transferred from rail to road:

- The nearest major rail freight interchange is Daventry International Rail Freight Terminal (DIRFT) which is located around 50 miles away in Northamptonshire, adjacent to junction 18 of the M1, connected via a loop to the West Coast Main Line. DIRFT is a regional node for freight traveling between the port of Felixstowe and the Channel Tunnel.

There are also smaller rail freight interchanges in or near to Central Bedfordshire that are used for specific purposes:

- The Plasmor Brick Terminal at Biggleswade is used to move construction material around the country, for onward distribution via the road network in the southeast of England.
- Forder's Sidings at Stewartby, is used to transport landfill waste and materials for Network Rail.
- Bedford Sidings at Elstow, is used to transport crushed rock, used for asphalt production.
- Crescent Road Sidings in Luton is used to transport crushed rock.
- Limbury Lane Sidings in Luton is used to transport marine aggregate.

10.1.2 Interchange proposals and route upgrades

There are schemes that are currently being promoted that will provide further upgrades to the railway infrastructure in Central Bedfordshire:

- The Marston Vale line (between Bletchley and Bedford) is due to be upgraded as part of [East West Rail](#). Whilst primarily a passenger service, the potential for East West Rail to accommodate additional rail freight movements is being explored by the [East West Rail Company](#).
- The Sundon Rail Freight Interchange allocation is strategically located to the north of Luton in proximity to Sundon Quarry, the Midland Mainline Railway and the M1, as outlined in the [Local Plan Policy SE1](#).

10.2 Water

The UK imports and exports 95% of goods by weight through maritime ports, however Central Bedfordshire is some distance from the coast and doesn't have any maritime ports nearby. The navigable inland waterways in Central Bedfordshire consist of the Grand Union Canal which runs through Leighton Buzzard. There are also plans to deliver a new waterway connecting the Grand Union Canal at Milton Keynes with the Great River Ouse at Bedford. The inland waterways in Central Bedfordshire are largely used for leisure purposes and supporting wildlife habitat. Whilst in theory, such waterways could be used for low time sensitive goods such as minerals and waste, such activity could have a detrimental impact on wildlife habitats and result in operational and safety issues with the large numbers of leisure users. Waterborne freight is not currently considered to be a realistic alternative for the transportation of goods, including waste and minerals, within the authority.

10.3 Air

According to [Future of Freight: A Long-term Plan \(DfT 2022\)](#), in 2017 air freight represented less than one percent of UK international freight by tonnage, but by value 49% of non-EU exports and 35% of non-EU imports were carried by air. A small amount of freight is currently moved by air from nearby London Luton Airport. In 2008 the airport handled 40,000 tonnes of freight (3,300 cargo movements), 1.8% of all UK air freight volume. There are currently no plans for any significant increase in movements of air freight to or from London Luton Airport.

10.4 Pipelines

The UK pipelines network transports a range of commodities including natural and liquid gas, water, sewage, and oil-based products. Pipelines are effective at moving a volume of goods economically and safely over a fixed route with little environmental impact including minimum use of energy. Pipelines are best suited to carriage of non-time critical freight. An outlet of the UK pipelines network is located at Sandy. Storing more than 25,000 tonnes of hazardous material, the facility generates HGV movements, including road tankers transporting oils and gases.

10.5 Action related to rail freight

Action 5 – Rail freight

The Council will support regional partners and the rail industry in promoting rail freight proposals that increases the opportunity for freight to be transported by rail as opposed to by road, provided that these proposals will not have an excessively detrimental impact on the amenity of nearby communities.

11.0 Sustainability

One of the visions of the Department for Transport's [Future of Freight: A Long-term Plan](#) is:

Achieving a net zero freight and logistics sector by 2050, whilst supporting broader environmental objectives of air quality and noise reduction.

There are various measures that are currently being implemented and ongoing areas of research and development to help achieve this target.

11.1 Emissions

Transport is the largest contributor to UK domestic greenhouse gas (GHG) emissions. In 2019 HGVs contributed 16% of domestic transport greenhouse gas emissions.

The Government's [Road to Zero Strategy](#) promotes a voluntary 15% reduction of greenhouse gases in the haulage industry by 2025 compared to 2015 levels. This is supported by the industry and major trade bodies such as the Freight Transport Association (FTA) and the Road Haulage Association (RHA). This is likely to be achieved through a combination of measures, including:

- Improvements to engine technology such as [EURO 6 compliant engines](#)
- Improvements in fuel efficiency
- Aerodynamic equipment and more efficient tyres
- [Vehicle telematics](#)
- Driver training

According to the National Infrastructure Commission's [Future of Freight Interim Report](#), emissions from road freight have already started to fall as a result of these measures.

11.2 Air quality

The main source of air pollution in Central Bedfordshire is from road transport, with the highest levels associated with the M1 motorway and trunk roads which have significant daily traffic flows, but also from within town centres. Other sources of air pollution originate outside of the authority, for example emissions from London and eastern Europe. Within the authority boundary local industry is also a contributor; there are currently 77 industrial processes permitted by Central Bedfordshire Council. [Part IV of the Environment Act 1995](#) requires local authorities to regularly review and assess air quality within its area and to react accordingly to safeguard communities should pollutant levels exceed national air quality standards.

Further information on air quality monitoring in Central Bedfordshire can be found on our [website](#).

11.2.1 Engine idling

Engine idling can be a local source of air pollution; emissions from delivery vehicles could be reduced if engines were switched off (where possible) whilst deliveries are taking place. This is particularly important in built up areas where reducing vehicle emissions would help to protect the health of the community and improve local air quality, plus save fuel.

Further information on engine idling can be found on our [website](#).

11.3 Alternative fuels

Whilst lower and zero emission technologies are developed, diesel is likely to remain the main fuel source for HGVs. As an interim measure, whilst zero emission technologies are developed other fuel options are being explored that emit less greenhouse gases than diesel. These include:

- Low carbon liquid fuels are either delivered in low blends with petrol and diesel or higher blends with biodiesel. The main benefit is that they can be used in existing diesel HGVs and can lead to a reduction in greenhouse gas emissions. A disbenefit is the potential issues with the vehicle warranty not supporting alternative fuels, which has been a barrier to its widespread use.
- There is growing interest in the use of natural gas in HGVs because of its potential to reduce both greenhouse gas and air pollutant emissions compared to diesel. Natural gas vehicles can also provide other benefits, such as quieter operation that may make them more suitable for certain tasks such as night operation.

11.4 Zero emission technologies

Zero emission technologies for HGVs are currently at different stages of development, with electric solutions already in place for smaller, short-haul HGVs. Research and development are ongoing for larger long-haul HGVs; in theory the technology exists but further work is required before such vehicles and the associated charging infrastructure are likely to be widely available.

11.5 Last mile delivery

One of the key trends affecting the freight and logistics sector is the increase in online sales and the desire for next day or even same-day delivery. This has led to an increase in local deliveries in vans and large goods vehicles. The final leg of the journey, that sees goods either delivered to shops to be sold to local collection points or directly to homes is known as the 'last mile'. Sustainable forms of freight transport, including small electric commercial vehicles and e-cargo bikes are already delivering goods and services sustainably, with several emerging technologies in this sector including delivery drones and robots, supported by [consolidation centres](#). The use of local collection points is another solution to reducing the number of delivery vehicles in residential streets and can sometimes prove to be more convenient for the recipient, as they are able to collect their parcel at a time that suits them, rather than waiting in for a delivery.

11.6 Actions related to sustainability

Action 6 – Sustainability

- a. The Council is supportive of businesses that take steps to reduce their carbon footprint in relation to the transportation of goods, including innovative 'last mile' delivery solutions that reduces the number of vans and large goods vehicles in residential streets.
- b. The Council will continue to monitor air quality in the authority and put in place action plans where pollutant levels exceed air quality objective levels set by government.
- c. The Council will continue to raise awareness of engine idling through campaigns and publicity.

12.0 Conclusion

Whilst the authority is not well served by alternatives to road freight, the road freight network through Central Bedfordshire enables a high proportion of through traffic to use the Designated Freight Route Network, and freight with an end destination in Central Bedfordshire to use designated freight routes for all but the last part of their journey. This means that wherever reasonably practical freight movements should be limited in urban areas to all but essential journeys, either where access is required or no alternative through route is available. Where this isn't the case, and the Council are made aware of a particular issue we can investigate further.

Central Bedfordshire continues to grow; that growth will inevitably bring an increase in large goods vehicle movements to the authority. The measures we currently have in place should effectively manage additional large goods vehicle movements with potentially some adaptations needed to accommodate certain developments.

The aspiration to improve existing and to increase the provision of rest facilities for large goods vehicle drivers would resolve some of the capacity issues the area currently faces and discourage the use of less appropriate locations.

12.1 Scheme generation

A list of proposed schemes that will be implemented throughout Local Transport Plan 4 will be generated from the following sources:

- Scheme requests generated through the engagement and consultation process for this document and Local Transport Plan 4.
- Ad hoc scheme requests or complaints received, including petitions, where action is deemed appropriate.
- Freight related schemes identified by officers.

All proposed schemes will be prioritised using the Scheme Prioritisation Framework and delivered depending on available budgets.

12.2 Funding

The Integrated Transport Block (ITB) is the main source of funding the Council receives from central government for highway improvements. A proportion of this budget will be available on an annual basis for the duration of Local Transport Plan 4 to implement freight related schemes that will further enhance the DFRN, and to investigate any freight related complaints that are received and, where necessary implement improvements.

In addition, a development may generate a freight related scheme; this would usually be funded by the developer. On occasion, national government may provide funding for major schemes.

12.3 Proposed actions

The proposed actions identified in each section throughout this strategy are listed in the following table. Each proposed action is attributed to a service area to ensure that each action is related to the correct legislation and is deliverable. Measures that Central Bedfordshire Council are supportive of are areas where we don't have any legal powers but will work to influence those that do or encourage those that the action relates to, to make positive improvements.

12.4 Proposed actions table

Reference	Category	Description	Related Freight Strategy objective(s)	Highways	Planning	Supportive	Environmental
1a	Routing of large goods vehicles	The Council will encourage large goods vehicles to continue to use the most appropriate routes as set out in the Designated Freight Route Network (DFRN) , and use measures such as signs and weight limits to enhance it.	<ol style="list-style-type: none"> 1. To promote the safety of all road users. 2. To enable the efficient movement of freight in Central Bedfordshire, to ensure that businesses and services can thrive. 3. Encourage freight operators to use the most appropriate routes, to minimise the negative impact freight movements may have on local communities. 	✓			
1b	Routing of large goods vehicles	The Council will continue to investigate and respond to complaints relating to the routing of large goods vehicles, and where appropriate implement measures to encourage use of the Designated Freight Route Network wherever possible.	<ol style="list-style-type: none"> 1. To promote the safety of all road users. 3. Encourage freight operators to use the most appropriate routes, to minimise the negative impact freight movements may have on local communities. 	✓			
2a	Rest facilities	The provision of lorry parking and waiting facilities for all new industrial and commercial units, including quarries and waste management facilities must be made on site unless suitable alternative HGV parking and waiting facilities are available within the locality.	<ol style="list-style-type: none"> 1. To promote the safety of all road users. 2. To enable the efficient movement of freight in Central Bedfordshire, to ensure that businesses and services can thrive. 		✓		
2b	Rest facilities	The Council will promote the need for further provision of formal long stay (overnight) rest facilities for large goods vehicle drivers in appropriate locations with suitable facilities, particularly along the A1 corridor, and will consider the requirement for such provision as part of the new Local Plan.	<ol style="list-style-type: none"> 1. To promote the safety of all road users. 2. To enable the efficient movement of freight in Central Bedfordshire, to ensure that businesses and services can thrive. 		✓		
2c	Rest facilities	The Council will safeguard existing lay-by facilities for large goods vehicle drivers to use for short rest breaks.	<ol style="list-style-type: none"> 2. To enable the efficient movement of freight in Central Bedfordshire, to ensure that businesses and services can thrive. 	✓	✓		
2d	Rest facilities	The Council will continue to investigate and respond to complaints relating to large goods vehicles parking on the public highway which leads to road safety concerns, environmental damage, or noise concerns in residential areas.	<ol style="list-style-type: none"> 1. To promote the safety of all road users. 4. To support freight operators in minimising the environmental impact of freight movement in Central Bedfordshire. 	✓			

Reference	Category	Description	Related Freight Strategy objective(s)	Highways	Planning	Supportive	Environmental
3a	Servicing and deliveries	Waiting and / or loading restrictions and loading bays could be implemented to manage large goods vehicles waiting or loading on the public highway.	1. To promote the safety of all road users.	✓	✓		
3b	Servicing and deliveries	The Council will ensure that provision for servicing and deliveries are adequately catered for in new developments.	1. To promote the safety of all road users.		✓		
4	Development related freight	The Council will manage and mitigate the impact of large goods vehicle movements related to new development as far as practicable using planning conditions, Transport Assessments and Travel Plans.	1. To promote the safety of all road users. 3. Encourage freight operators to use the most appropriate routes, to minimise the negative impact freight movements may have on local communities.		✓		
5	Rail freight	The Council will support regional partners and the rail industry in promoting rail freight proposals that increases the opportunity for freight to be transported by rail as opposed to by road, provided that these proposals will not have an excessively detrimental impact on the amenity of nearby communities.	4. To support freight operators in minimising the environmental impact of freight movement in Central Bedfordshire.			✓	
6a	Sustainability	The Council is supportive of businesses that take steps to reduce their carbon footprint in relation to the transportation of goods, including innovative 'last mile' delivery solutions that reduces the number of vans and large goods vehicles in residential streets.	4. To support freight operators in minimising the environmental impact of freight movement in Central Bedfordshire.			✓	
6b	Sustainability	The Council will continue to monitor air quality in the authority and put in place action plans where pollutant levels exceed the air quality objective levels set by government.	4. To support freight operators in minimising the environmental impact of freight movement in Central Bedfordshire.				✓
6c	Sustainability	The Council will continue to raise awareness of engine idling through campaigns and publicity.	4. To support freight operators in minimising the environmental impact of freight movement in Central Bedfordshire.				✓

Glossary of terms

Air Quality Management Area (AQMA)

Since December 1997, each local authority in the UK has carried out a review and assessment of air quality in their area. This involves measuring air pollution and trying to predict how it will change in the next few years. The aim of the review is to make sure that the [national air quality objectives](#) will be achieved throughout the UK by the relevant deadlines. These objectives have been put in place to protect people's health and the environment. If a local authority finds any places where the objectives are not likely to be achieved, it must declare an Air Quality Management Area. This area could be just one or two streets, or it could be much larger. The local authority will put together a plan to improve the air quality - a Local Air Quality Action Plan.

Construction Logistics Plan (CLP)

A CLP provides a framework to understand, manage and mitigate construction impacts and relates to all construction activity, both on and off site, that impacts upon the wider environment and transport network.

Delivery and Service Management Plan (DSMP)

A Delivery and Service Management Plan sets out how a site will manage the deliveries and the servicing of a development to minimise impact on amenity and operation of highway and transport infrastructure.

Designated Freight Route Network (DFRN)

A network of roads designated for use by large goods vehicles to support the safe and efficient movement of freight.

EURO 6 compliant engines

The UK follows the European regulatory pathway for vehicle emissions control. The European pathway consists of six stages of increasingly stringent emission control requirements, starting with Euro 1 in 1992, and progressing through to Euro 6 in 2015. The aim of the European pathway is to reduce transport emissions as part of an overall air-quality improvement strategy. All engines sold after each update to the legislation must comply with the most recent standards of emissions.

Fleet Operator Recognition Scheme (FORS)

A voluntary accreditation scheme for fleet operators. FORS aims to drive up standards and demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection.

Freight Consolidation Centres

Freight consolidation involves goods being transported to urban distribution centres on the edge of large settlements, where part loads are then consolidated and distributed by smaller vehicles. This creates the opportunity for cleaner, greener vehicles to be used for 'last mile' delivery.

Informative conditions

Informative conditions or notes allow the local planning authority to draw an applicant's attention to other relevant matters. Informative notes do not carry any legal weight and cannot be used in lieu of planning conditions or a legal obligation to try and ensure adequate means of control for

planning purposes. An informative condition could be used to advise a developer of the most appropriate route that HGVs should be encouraged to use when travelling to or from a development.

Intermodal rail freight

Freight carried in units (e.g., a container) on special flat rail wagons for the 'trunk' haul between two intermodal terminals; collection and delivery are by road to provide a door-to-door service.

Last mile delivery

A term used to describe the transportation of goods from the nearest distribution hub to its destination (usually a home or business).

Moving traffic offence

A moving traffic offence is a violation that occurs when a vehicle is moving. From 31 May 2022, local authorities in England outside of London were able to apply to the Secretary of State for new powers to enforce moving traffic offences. This means they can be granted powers that have previously been held only by the police and are able to issue fines to drivers for these offences for the first time. A full list of moving traffic offences can be found [here](#).

Planning condition

A condition imposed on a grant of planning permission (in accordance with the Town and County Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order. When used properly, conditions can enhance the quality of development and enable development to proceed where it would otherwise have been necessary to refuse planning permission, by mitigating the adverse effects. The objectives of planning are best served when the power to attach conditions to a planning permission is exercised in a way that is clearly seen to be fair, reasonable, and practicable. It is important to ensure that conditions are tailored to tackle specific problems, rather than standardised or used to impose broad unnecessary controls. Paragraph 55 of the [National Planning Policy Framework](#) makes clear that planning conditions should be kept to a minimum, and only used where they satisfy the following tests:

- Necessary
- Relevant to planning
- Relevant to the development to be permitted
- Enforceable
- Precise
- Reasonable in all other respects.

A planning condition cannot be used to insist on HGV traffic using a specific route when travelling to and from a development because it does not satisfy the test of being enforceable.

Planning obligations

Planning obligations are a negotiable, yet legally binding charge agreed between an applicant and the local authority with the granting of planning permission. These agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They are used to support the provision of services and infrastructure, such as highways, recreational facilities, education, health, and affordable housing.

Primary distribution

Where goods are moved in bulk between nodes of the supply chain (i.e., raw materials for manufacturing and onto warehousing). Large vehicles such as HGVs and rail are utilized, and travel is predominantly along the strategic road and rail network over longer distances.

Primary route network

The primary route network designates routes between major settlements, ports, and airports across Great Britain. Outside of national parks, few points in England are more than 10 miles from a primary route. A motorist making a regional or national journey should therefore be able to make all but the start and finish of their journey using the primary route network. The primary route network must provide unrestricted access to 40 tonne vehicles, and whilst there is not an official maintenance standard, the design and maintenance of all roads that make up the primary route network should be maintained in good order and be suitable for use by all classes of vehicle.

The roads that make up the primary route network in Central Bedfordshire include the M1, A1, A5 and A421 (which are all managed by National Highways), and the A4146, A505, and A6 which are managed by Central Bedfordshire Council.

Road classification

Notwithstanding the primary route network, all roads are classified to form a hierarchy. The aim of this is to help motorists to navigate from one place to another, and to effectively manage the road network. Large volumes of traffic and traffic travelling long distances such as large goods vehicles should be using higher classes of road, and smaller amounts of traffic travelling at lower speeds over shorter distances should be using lower classes of road. The hierarchy consists of four categories:

- A roads, which are major roads intended to provide large-scale transport links within or between areas.
- B roads, which are roads intended to connect different areas, and to feed traffic between A roads and smaller roads on the network.
- Classified unnumbered, which are smaller roads intended to connect unclassified roads with A and B roads, and often linking a housing estate or a village to the rest of the network. These are like 'minor roads' on an Ordnance Survey map and sometimes known unofficially as C roads.
- Unclassified roads, which are local roads intended for local traffic. The vast majority (60%) of roads in the UK fall within this category.

Secondary distribution

Occurs following sorting and break-up of bulk goods. Smaller road-based vehicles (such as vans) transport goods from a single point (such as a national or regional distribution centre) to multiple destinations or customers.

Strategic Road Network (SRN)

Major roads maintained by National Highways. In Central Bedfordshire this includes the M1, A1 and A5.

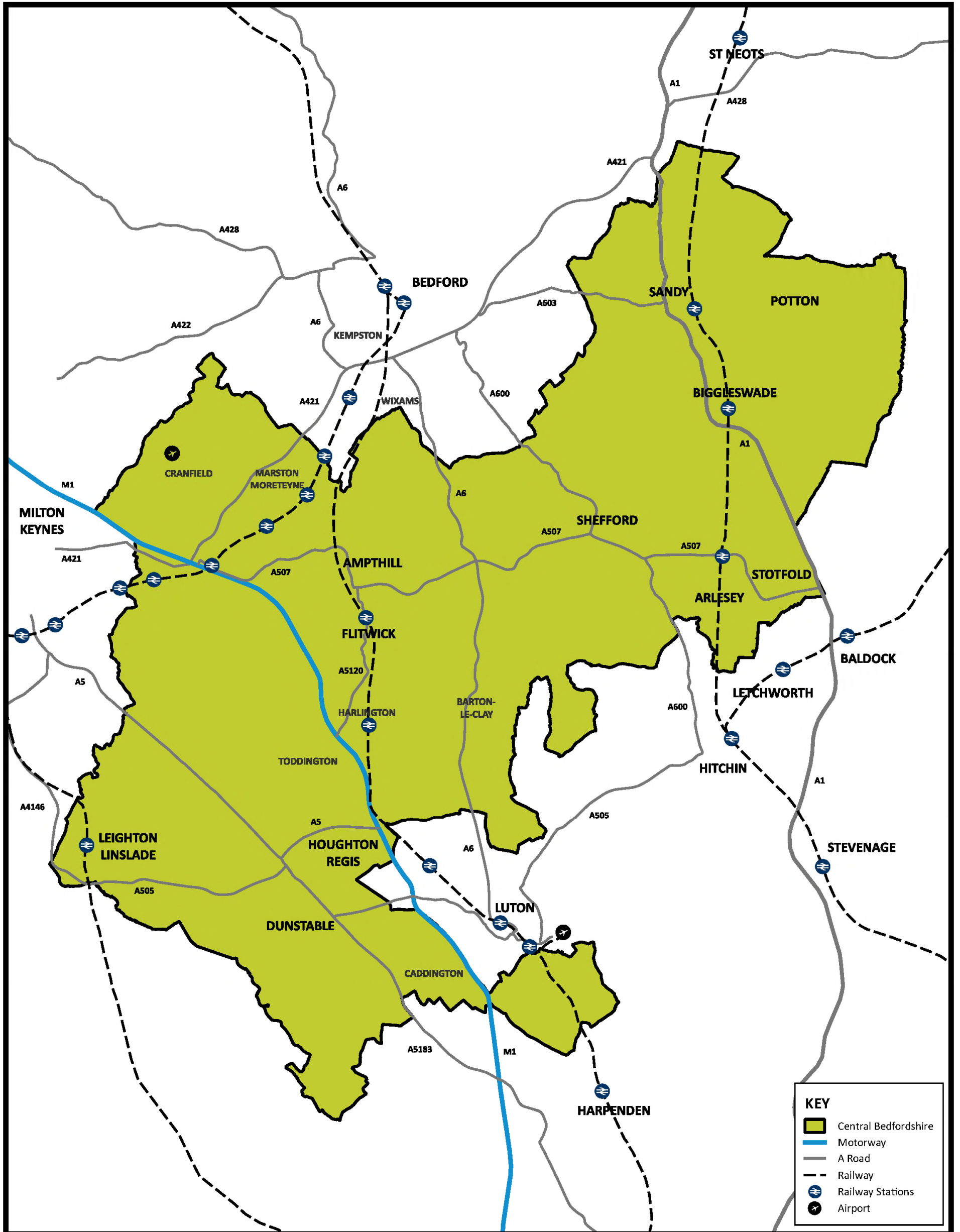
Strategic Rail Freight Interchange

Large distribution sites (over 60 hectares), with an intermodal terminal serving on-site distribution centres and the wider region.

Vehicle telematics

Vehicle telematics describes a vehicle's onboard communication services and applications, which communicate with one another via Global Positioning System (GPS) receivers and other telematics devices. Vehicle telematics help to control the functions of the vehicle (for example, braking, accelerating, speed, doors opening and closing).

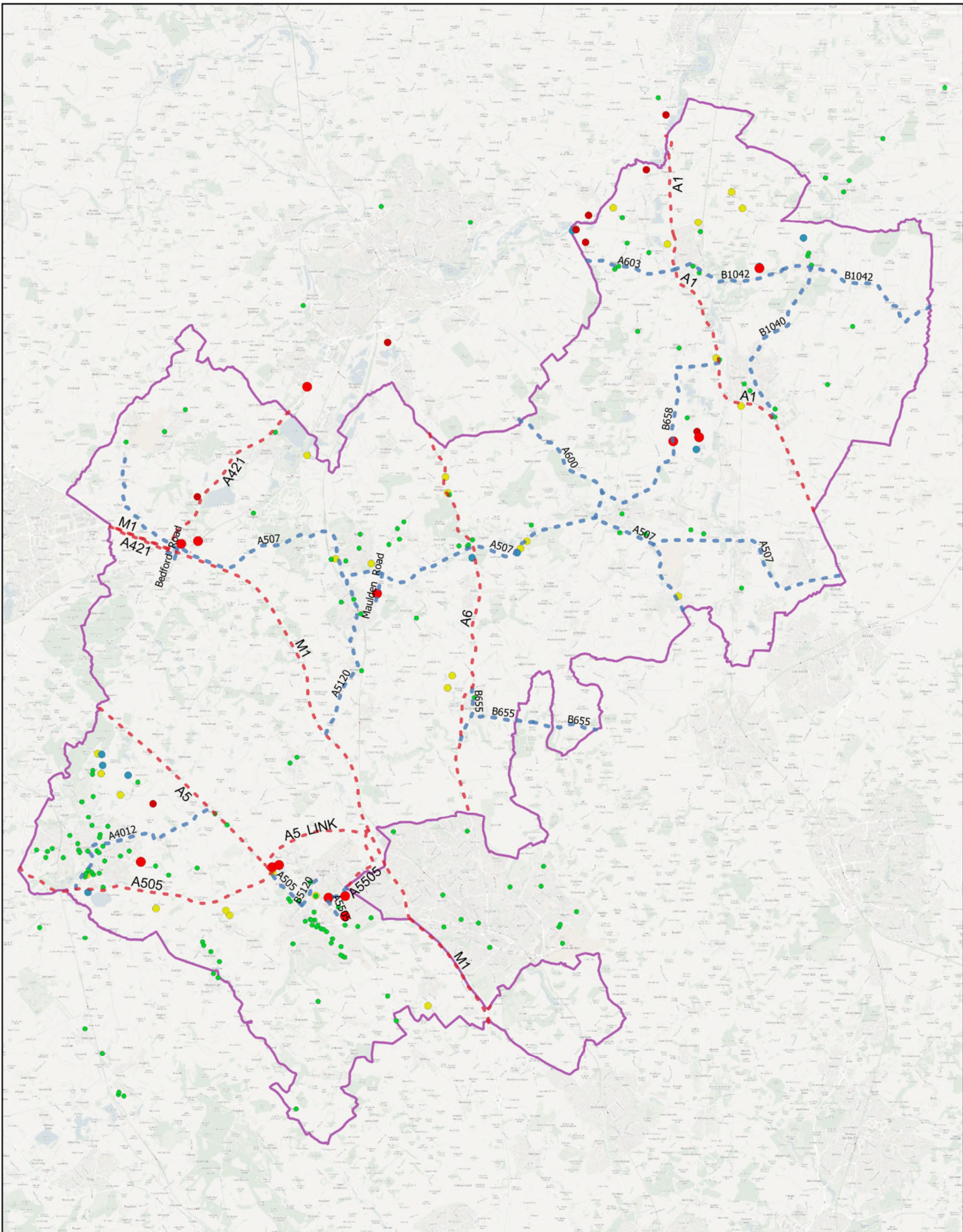
Appendix 1: The road and rail network in Central Bedfordshire




Not to scale
 © Crown Copyright and Database Right [2023]
 Ordnance Survey 100049029
 Central Bedfordshire Council

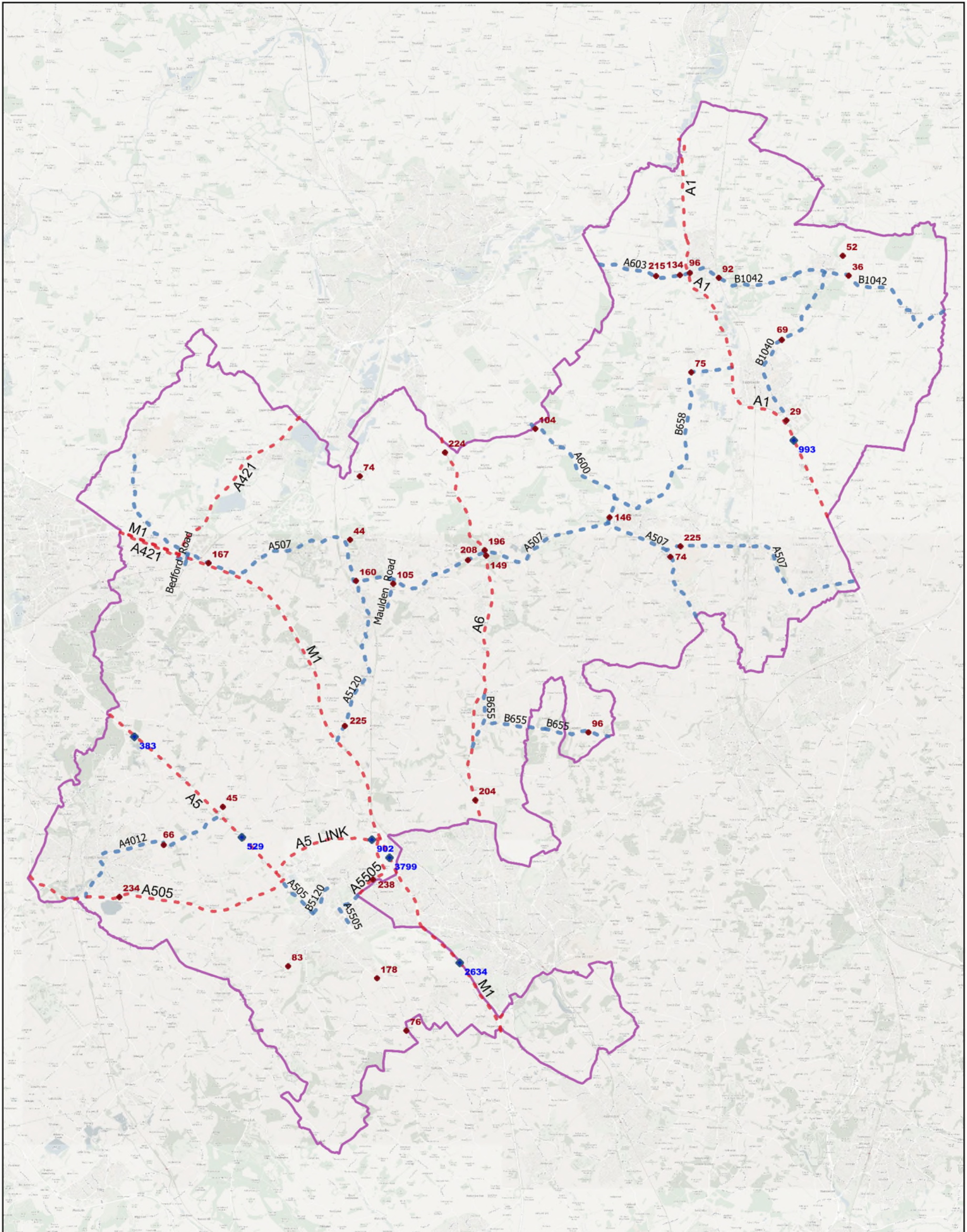


Appendix 3: Key freight generators



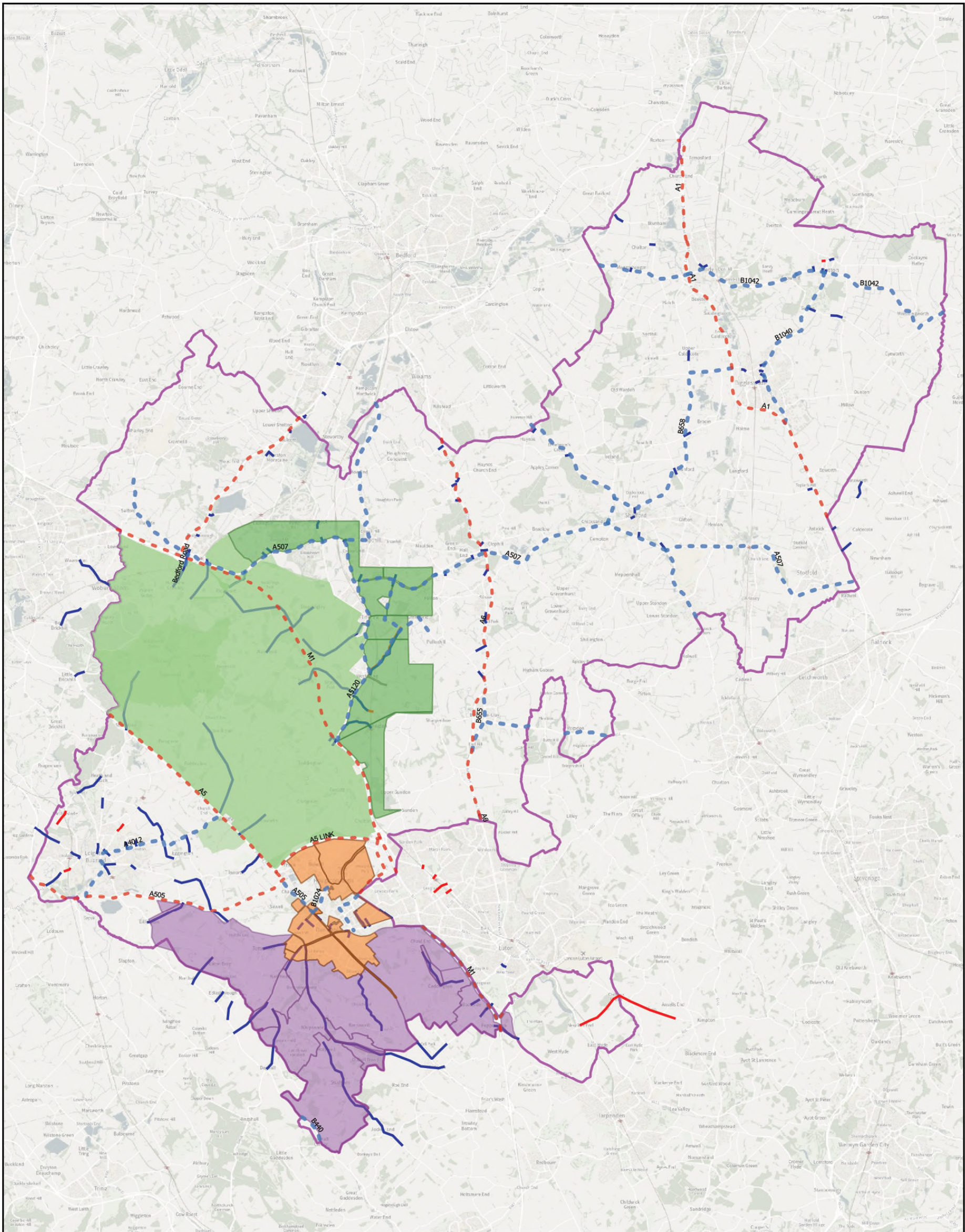
<ul style="list-style-type: none"> ● Major Warehousing & Distribution ● Aggregate Extraction Sites ● Permitted Waste Sites ● Strategic Waste & Mineral Sites 	<ul style="list-style-type: none"> ● Local Freight Generators Primary Freight Route Secondary Freight Route CBC Boundary 	<p>Crown Copyright and database right. 2024 Ordnance Survey AC0000851074 Central Bedfordshire Council.</p>	
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Appendix 4: The designated freight route network in Central Bedfordshire



<ul style="list-style-type: none"> - - - Primary freight Route - - - Secondary Freight Route 	<ul style="list-style-type: none"> CBC Boundary 	<p>Crown Copyright and database right. 2024 Ordnance Survey AC0000851074 Central Bedfordshire Council.</p>	 <p>Central Bedfordshire Council</p>
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Appendix 5: 7.5 tonne weight limit restrictions in Central Bedfordshire



<ul style="list-style-type: none"> - - - Primary freight Route - - - Secondary Freight Route 	<ul style="list-style-type: none"> CBC Boundary 	<p>Crown Copyright and database right. 2017 Ordnance Survey 100049029 Central Bedfordshire Council.</p> <p>Cities Revealed Aerial photography copyright The GeoInformation Group 2017</p>	

**Central
Bedfordshire**

Central Bedfordshire in contact

Find us online: www.centralbedfordshire.gov.uk

Email: strategic.transport@centralbedfordshire.gov.uk

Write to: Central Bedfordshire Council, Priory House,
Monks Walk, Chicksands, Shefford, Bedfordshire SG17 5TQ