

## Freight and Logistics Strategy Questionnaire

The Freight and Logistics Strategy has been produced to build on the high level principles in the LTCP. It addresses some of the challenges associated with the movement of goods and includes more detail about the proposed actions required to deliver our aspirations for the movement of goods in Oxfordshire.

The Freight and Logistics Strategy covers a range of issues and areas. We recognise this and have attempted to make it easy to navigate. You can read a clear, high level summary of our key messages and actions in the executive summary. If you are interested in further detail, you can use the contents table to navigate to the relevant section of the strategy.

You do not have to answer all the questions. We have made most questions in this questionnaire optional so that you can focus on those that are most relevant to you.

### Q1

#### Key principles

We have analysed the trends and issues associated with the movement of goods in order to develop our strategy. Based on our analysis, we have identified a set of key principles which the strategy is structured around.

Our key principles are:

- Appropriate movement
- Efficient movement
- Zero-tailpipe emission, zero-carbon movement
- Reducing local air pollutants
- Safe movement
- Monitoring movement
- Partnership working

#### To what extent do you agree with the key principles?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree
Appropriate movement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Efficient movement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Zero-carbon movement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reducing local air pollutants	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safe movement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monitoring movement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Partnership working	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Do you have any further comments on the key principles?

## Q2

### Actions

Each key principle has its own chapter to outline why it is important, key considerations and the actions we believe are required to deliver it.

We have summarised all of the Freight and Logistics Strategy actions in the following sections. **You can choose which sections you would like to respond to and do not need to select a response for every action.** You can find more detail about what is proposed by each action in the Freight and Logistics Strategy document.

Which sections you would like to respond to? (You will have the option to respond to further sections upon completion). If you do not wish to comment on any actions select 'next question'.

*\*Skip logic will take respondents to the relevant questions based on their selection. Questions for sections not selected will automatically be skipped\**

- Appropriate movement
- Efficient movement
- Zero-tailpipe emission, zero-carbon movement
- Reducing local air pollutants
- Safe movement
- Monitoring movement
- Partnership working
- Next question (takes to Q11)

## Q3

### Appropriate movement

Within Oxfordshire there are issues with Heavy Goods Vehicles (HGVs) passing through our towns and villages on inappropriate roads. Inappropriate movement impacts on our historic environment, poses a road safety risk to people walking and cycling and has negative impacts on freight operators.

Increasingly there are also issues with inappropriate last-mile freight delivery. The rise of internet shopping has led to the growth of Light Goods Vehicles (LGVs) traffic on local roads. We have also seen issues with inappropriate parking of both LGVs and motorcycle food delivery services.

This chapter sets out the actions we believe are required to address these issues and encourage the appropriate movement of goods in Oxfordshire. A summary of each action is provided below.

#### Reducing the need to travel

**Action 1** – Promote considerations about reducing the need for freight movement

#### HGV route map

**Action 2** – Develop appropriate HGV route map

**Action 3** – Create a map of existing weight restrictions

**Action 4** – Conduct review of road classifications

**Action 5** – Promotion of HGV route map

Encouraging use of HGV routes

**Action 6** – Establish a clear process for how any action to address inappropriate HGV movement is decided and funded

**Action 7** – Develop more detailed guidance for inappropriate HGV movement action request process

**Action 8** – Consider the establishment of area based weight restrictions

Enforcement

**Action 9** – Lobby for enforcement of moving traffic offences under Traffic Management Act Part 6

**Action 10** – Explore implementation of road user charging schemes to reduce commercial vehicle flows, emissions, and encourage use of the appropriate routes

**Action 11** – Explore technology to aid enforcement

**Action 12** – Review best practice

Influencing new development

**Action 13** – Seek to influence the location and design of new development

**Action 14** – Ask developers of major sites to prepare Construction Logistics Plans

**To what extent do you support the actions proposed in the ‘Appropriate movement’ chapter?**

Chapter	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Action 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Do you have any further comments on the actions in the ‘Appropriate movement’ chapter?**

***\*Upon completion takes to next section selected in Q2 or Q10\****

#### Q4

##### Efficient movement

It is important that goods can move efficiently through Oxfordshire to support the economy and meet resident's needs. Efficient movement will also support local businesses, help attract new businesses and facilitate economic growth.

However, efficient goods movement must support the LTCP vision and help to create healthy, attractive environments for people. In line with the LTCP transport user hierarchy, we will focus on prioritising walking, cycling, public and shared transport before other modes.

Prioritising these modes will help to deliver a more efficient transport network for all users, including the freight industry. We will also take some specific freight related measures to ensure the efficient movement of goods. A summary of each action is provided below.

##### Alternative modes

**Action 15** – Monitor the use of water freight

**Action 16** – Promote rail freight

**Action 17** – Support the provision of strategic rail freight interchanges

**Action 18** – Work with stakeholders to increase rail network capacity

##### Network management

**Action 19** – Enhance network management

**Action 20** – Improve data gathering and usage

**Action 21** – Improve data sharing

##### Parking facilities

**Action 22** – Review current rest stops and lorry parking facilities

**Action 23** – Promote the creation of rest stops and lorry park facilities

##### Technology

**Action 24** – Support the development and trialling of drone technology

**Action 25** – Monitor truck platooning progress and opportunities

**Action 26** – Consider future technology requirements

**To what extent do you support the actions proposed in the 'Efficient movement' chapter?**

Chapter	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Action 15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 16	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 18	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 21	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 22	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 23	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 24	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Action 25	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 26	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Do you have any further comments on the actions in the ‘Efficient movement’ chapter?**

***\*Upon completion takes to next section selected in Q2 or Q10\****

**Q5**

**Zero-tailpipe emission, zero-carbon movement**

Improving air and environmental quality across the county is essential to improving the health of Oxfordshire residents. It will also help to protect our rich and varied natural and historic environment.

In Oxfordshire transport is responsible for a larger proportion of greenhouse gas emissions than the national average, producing approximately 36% of all emissions in the county.

As part of the LTCP, we have set the target for delivering a zero-carbon transport system by 2040. In order to deliver this target, goods in Oxfordshire will also need to be moved by zero-carbon means.

The decarbonisation of freight is an issue beyond the control of the county council. It will require working at all levels from local through to international, to provide the necessary legislation and technology. However, there are steps that we can take at the local level to help support this shift. A summary of each action we propose to take is provided below.

Vehicle refuelling requirements

**Action 27** – Support BEV charging infrastructure requirements

**Action 28** – Monitor alternative HGV fuel requirements and options

**Action 29** – Strategically locate refuelling infrastructure

**Action 30** – Monitor electrified road systems study

Cycle freight

**Action 31** – Promote cycle freight in Oxford

**Action 32** – Promote cycle freight across Oxfordshire

**To what extent do you support the actions proposed in the ‘Zero-tailpipe emission, zero-carbon movement’ chapter?**

Chapter	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Action 27	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 28	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 29	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 30	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 31	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 32	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the actions in the ‘Zero-tailpipe emission, zero-carbon movement’ chapter?

*\*Upon completion takes to next section selected in Q2 or Q10\**

**Q6**

**Reducing local air pollutants**

Reducing local air pollutants is a different issue with potentially different solutions from moving to zero-carbon transport. For local air pollution we need to consider exhaust and non-exhaust emissions.

Air pollution is a mix of particles and gases of both natural and human origin. The main components of urban air pollution are particulate matter (PM) and nitrogen oxides (NOx). Road transport is the largest source of NOx and fourth largest source of PM57. Currently, there is no clear evidence of a safe level of exposure.

Oxfordshire’s air pollution comes from a variety of sources, and the mix of sources varies by location. Nationally, HGVs and LGVs produce 35% of road transport emissions. Action is required to address this contribution to air pollutants. A summary of each action we propose to take is provided below.

Clean Air and Zero Emission Zones

**Action 33** – Engagement around CAZs and ZEZs

Consolidation Centres

**Action 34** – Freight consolidation feasibility study

**Action 35** – Safeguard land for freight consolidation

**To what extent do you support the actions proposed in the ‘Reducing local air pollutants’ chapter?**

Chapter	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Action 33	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 34	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 35	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the actions in the ‘Reducing local air pollutants’ chapter?

*\*Upon completion takes to next section selected in Q2 or Q10\**

**Q7**

**Safe movement**

As part of the LTCP, we are committed to improving road safety for all road users. This includes freight and logistics vehicles and we will work with freight operators to improve road safety.

Our overarching approach outlined in the LTCP will prioritise people walking and cycling over other modes. This approach will naturally help to reduce conflicts between freight vehicles and those walking and cycling, improving road safety.

However, there may also be specific road safety issues associated with freight vehicles that need to be addressed within local communities or on our appropriate HGV routes. A summary of each action we propose to take is provided below.

Reducing conflict with people

**Action 36** – Reduce conflicts between freight vehicles and people

Education

**Action 37** – Promote road safety education resources and campaigns

Speed management

**Action 38** – Support expansion of 20mph speed limits

Food delivery riders

**Action 39** – Establish a code of conduct with food delivery operators

**To what extent do you support the actions proposed in the ‘Safe movement’ chapter?**

Chapter	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Action 36	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 37	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 38	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 39	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Do you have any further comments on the actions in the ‘Safe movement’ chapter?**

***\*Upon completion takes to next section selected in Q2 or Q10\****

**Q8**

**Monitoring movement**

We also want to improve our monitoring to improve the understanding of goods movement in the county. This data can be used to make improvements and inform the development of future solutions. Similarly, evaluating schemes helps to identify lessons learned to guide future work.

As outlined in the LTCP, there are currently a number of issues associated with monitoring and evaluation. These issues are particularly pronounced when it comes to freight. Owing to the commercial and complex nature of the freight system it is challenging for us to collect data about patterns of movement.

The monitoring policy in the LTCP and the actions outlined above, will help to improve our monitoring of freight movement. There are also freight specific data and

monitoring considerations that need to be addressed. A summary of each action we propose to take is provided below.

Monitoring movement

**Action 40** – Delivery of the LTCP monitoring policy

**Action 41** – Analyse HGV data by axles and weight

**Action 42** – Analysis of freight data

**Action 43** – Monitoring of freight schemes

**To what extent do you support the actions proposed in the ‘Monitoring movement’ chapter?**

Chapter	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Action 40	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 41	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 42	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 43	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Do you have any further comments on the actions in the ‘Monitoring movement’ chapter?**

***\*Upon completion takes to next section selected in Q2 or Q10\****

**Q9**

**Partnership working**

The freight system is complex and much of it is beyond the county council’s control. It is therefore important that we work with partners to influence areas beyond the council’s control.

Partnership working and the involvement of the whole supply chain will be essential to delivering the Freight and Logistics strategy, making more efficient use of Oxfordshire’s roads and minimising the impact of freight on the county. We will work in partnership with operators, businesses, public sector organisations and our District and City councils to deliver the strategy and our long-term ambitions.

Many of the actions in this section underpin the aspirations outlined in the previous sections. We have specifically included them in this section to reflect the importance of partnership working if we are to deliver this strategy. A summary of each action we propose to take is provided below.

Engagement and cocreation

**Action 44** – Engagement, cocreation and problem solving

**Action 45** – Cross boundary working

**Action 46** – Explore establishment of freight steering group

**Action 47** – Work with stakeholders to reschedule journey times

Lobby central government

**Action 48** – Work with stakeholders to encourage alternatives to road freight



**To what extent do you support the actions proposed in the ‘Partnership working’ chapter?**

Chapter	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Action 44	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 45	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 46	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 47	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 48	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Do you have any further comments on the actions in the ‘Partnership working’ chapter?**

***\*Upon completion takes to next section selected in Q2 or Q10\****

### **Q10**

#### **Routing question**

If you would like to respond to any another sections, please select them below (You will have the option to respond to further sections upon completion). If not, please select ‘next question’.

- Appropriate movement
- Efficient movement
- Zero-tailpipe emission, zero-carbon movement
- Reducing local air pollutants
- Safe movement
- Monitoring movement
- Partnership working
- Next question

### **Q11**

**Do you have any further comments on the Freight and Logistics Strategy?**

### **Q12**

#### **About You**

We are keen to understand more about the people responding to this consultation. If you are responding as someone who travels in and around Oxfordshire could you please share some information about yourself by answering the following questions. If you do not want to provide any of this information, please select prefer not to say.

**Please say whether you are:**

- an Oxfordshire resident
- a member of the public living elsewhere who travels to Oxfordshire
- a parish meeting representative, parish councillor or town councillor
- a county council employee
- a county councillor
- a district or city councillor

- a representative of a group or organisation
- a representative of a business
- Other

If other, please provide details:

### Routing

- *If selected 'a county councillor' or 'a district or city councillor' takes to Q13*
- *If selected 'a representative of a group or organisation' or 'a representative of a business' takes to Q14*
- *If selected any other response takes to Q15*

### Q13

**If you are responding as a councillor, please provide your name and the area(s) you represent**

### Q14

**If you are responding as a representative of a business, group or organisation, please provide your role and the name of the business, group or organisation**

### Q15

**If you live in Oxfordshire which district do you live in?**

- Cherwell
- South Oxfordshire
- Vale of White Horse
- West Oxfordshire
- Oxford City
- I don't live in Oxfordshire

If you live outside Oxfordshire please enter where you live in the box below

### Q16

**What is your age?**

- Under 16
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75-84
- Over 85
- Prefer not to say

### Q17

**Are you...?**

- Male
- Female

- Other
- Prefer not to say

### **Q18**

#### **What is your ethnic group?**

- Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)
- Black or Black British (Caribbean, African, or any other Black background)
- Chinese
- Mixed (White and Black Caribbean, White and Black African, White and Asian and any other mixed background)
- White (British, Irish, Scottish or any other white background)
- Prefer not to say
- Other ethnic group (please specify)

### **Q19**

#### **Are your day to day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?**

- Yes - limited a lot
- Yes - limited a little
- No
- Prefer not to say

### **Q20**

#### **How did you find out about this consultation?**

*(Please tick all that apply)*

- Facebook
- Twitter
- Instagram
- LinkedIn
- Oxfordshire.gov.uk website
- Email from Oxfordshire county council
- Local news item (newspaper, online, radio, tv)
- Oxfordshire county councillor
- Parish or town council
- Local community group/organisation
- Friend/relative
- Other

If other, please provide details:

#### **Your data**

Under the Data Protection Act 2018, we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report. If you would like to know more about the

council's data protection registration or to view Oxfordshire County Council's privacy notice please visit our website: [www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk) - search privacy notice.

Thank you for taking the time to answer these questions.