

NEWTON ABBOT AREA: DELIVERING THE GOODS

A FREIGHT QUALITY PARTNERSHIP

This leaflet sets out the background to the Newton Abbot Area Freight Quality Partnership and includes an Action Plan for delivering improvements.

The Government's White Paper 'A New Deal for Transport: Better for Everyone' published in 1998 included a plan to develop freight quality partnerships between the road haulage industry, local authorities, businesses and environmental groups. The aim is to 'develop understanding of distribution issues and problems at the local level and to promote constructive solutions which reconcile the need for access for goods and services with local environmental and social concerns'. Freight quality partnerships build on the 'Delivering the Goods' initiative on urban distribution led by the Local Government Association and the Freight Transport Association to encourage best practice and develop environmentally sensitive, economic and efficient delivery of goods. The Newton Abbot Area Freight Quality Partnership is made up of members from Devon County Council, Teignbridge District Council, the Freight Transport Association, the Road Haulage Association, local businesses, the police and environmental groups.



... and pedestrian areas.

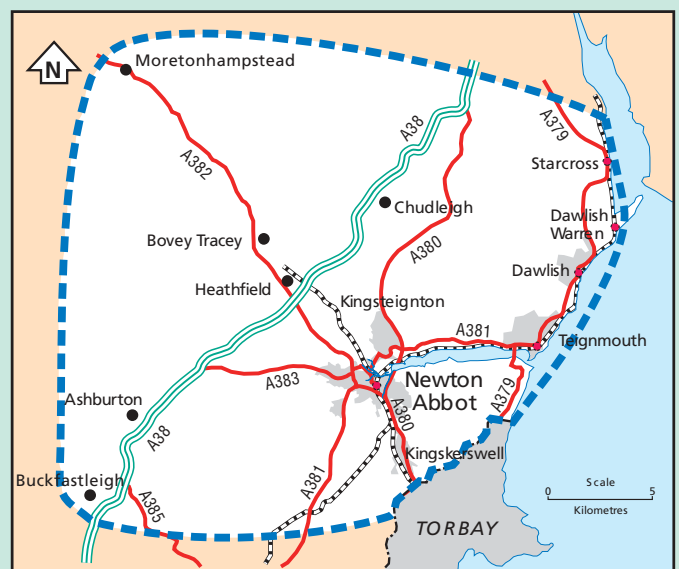
The area accommodates road traffic from the main routes of the Devon Expressway A38 (following on from the M5 motorway) and the A380 as well as the A381, A382 and the A379. The A38 provides direct links to Exeter and Plymouth and the A380 to Torbay. Newton Abbot itself has a central gyratory system and there is a pleasant pedestrianised area.

The main railway line between Bristol and Plymouth runs through the area and there are branch lines to Torbay and (freight) to Heathfield. The port of Teignmouth plays a key role in the movement of freight including ball clay.



Newton Abbot with busy streets. . .

The urban communities covered by the Freight Quality Partnership include the busy market town of Newton Abbot, Teignmouth and Dawlish on the south coast of Devon, Buckfastleigh, Ashburton and Moretonhampstead in the Dartmoor National Park, Kingskerswell, Bovey Tracey and Chudleigh. The Heathfield Industrial Estate is also situated within the area and there are important deposits of ball clay. The area is bounded by Exeter to the north and Torbay to the south and much of the traffic movement is generated by these two main urban centres.



The study area includes urban communities surrounding Newton Abbot and rural areas

The district and county perspective

The geographic area covered by the Partnership is situated in the District of Teignbridge and has a population of about 130,000. The needs of the area are complex with a combination of urban and rural areas, and traditional industries mixed with vibrant tourist areas. The strategic transport role of this part of Devon is recognised by the designation of the Newton Abbot Zone in the Devon Local Transport Plan 2001 - 2006.



The Port of Teignmouth plays a key role in the movement of freight

Teignbridge District Council is due to publish the first Deposit Teignbridge Local Plan First Review in January 2002. This document looks forward to 2011 and provides a fresh opportunity to address the movement of freight. It will have regard to most recent Government advice in PPG13, the Devon Local Transport Plan, Devon Structure Plan First Review and the Newton Abbot Area Freight Quality Partnership. New employment and commercial development will be guided to locations which encourage modal shift in favour of rail or water borne traffic. The Local Plan review will also be instrumental in securing the necessary land use arrangements for new road/rail freight facilities in Teignbridge, including "open access" on private terminals to enable their use by the wider business community.

Newton Abbot is designated as a Sub Regional Centre in the Devon Structure Plan First Review. The County and District Council's town centre management policies allow for the central urban areas to conserve their historic character and be as pedestrian friendly as possible, in order to encourage business and trade. The smaller towns in the study area experience lower traffic flows, however their historic layout and narrow streets can cause problems. The rural areas are of high landscape value and have their own specific requirements. A study of "large vehicles in rural areas" is taking place in the South Hams in Devon and the results will be very relevant to the Partnership area.

Freight Industry perceptions

The majority of lorry operators have identified delays caused by traffic congestion as a problem and specific locations have been identified. Congestion results from high traffic flows together with historic and restricted road networks.



Access to Decoy Industrial Estate

Some potential changes from road to rail freight undoubtedly exist but this should be seen as being limited to the Hackney area of Newton Abbot and Heathfield and subject to the necessary infrastructure improvements being introduced. The practical problems for industry associated with such policies need to be appreciated.

The potential for out of hours or night time deliveries is limited by customer requirements or constraints. It is essential that the timing of deliveries, particularly temperature controlled products, is coordinated with the availability of retail staff to receive the goods. Strict monitoring of temperature controlled products also requires direct access to premises.

Problems caused by illegally or inconsiderately parked cars have also been highlighted. This can result in obstructing deliveries and movement into and out of premises. Parked vehicles in off-street service areas can also obstruct deliveries and there are particular problems in Newton Abbot on market days when there is a substantial increase in vehicle numbers. Parking by the holders of blue/orange badges can sometimes cause problems.

Access problems can occur on the approaches to the Decoy Industrial Estate in Newton Abbot.



Bovey Tracey



Shared use in Teignmouth

Environmental considerations

The area covered has differing characteristics in terms of the amount and type of traffic generated. Environmental considerations not only relate to physical surroundings and ecological issues but also to living and working conditions. All these elements need to include satisfactory methods of transport.

The town of Newton Abbot is important both as a shopping and commercial centre and there is a need for efficient access for goods vehicles and to minimise the adverse effects that they can cause. Account has to be taken of the interests of those who live in, work in and visit the Town. The aim in the Dartmoor National Park is to ensure that the impact of traffic is minimised, having due regard for its residents, its visitors and its animal population.

Torbay has a significant impact on the area in terms of the traffic it generates. This includes traffic to and from the National Park on the A380 particularly as it passes through Kingkerswell where traffic flows are consistently high and air quality is a problem.

Two other generators of commercial traffic are the ball clay deposits, which are important to the local economy, and the Heathfield Industrial Estate. Much of the ball clay traffic travels by road to the port of Teignmouth whence it is exported primarily to Europe.



The transport of ball clay is important to local industry

Proposals to minimise the adverse effects of delivery vehicles whilst ensuring that goods are efficiently distributed might include the following: -

- Amendments to time of deliveries as long as it is convenient for the recipients of goods and suppliers and residents are not adversely affected. This could be coupled with the increased use of load consolidation where suppliers deliver to a regional distribution depot and the various products are loaded onto one hgv for final delivery.
- Transhipment of goods by offloading from a large lorry to several smaller vehicles but where the volume of goods to be delivered remains constant, the choice would be between one hgv or several smaller vehicles
- Careful design of pedestrianised areas
- Development of rail freight terminals

Freight by rail

There are extensive rail freight movements in Devon at the present time particularly at Okehampton, Exeter and Plymouth and there are proposals for Barnstaple and Newton Abbot. Major customers include the Post Office, clay and stone producers. Future additions could include the movement of waste and general goods for stores etc.

The core route in Devon is the line from Taunton to Exeter to Plymouth with subsidiary routes from Exeter to Waterloo, Exeter to Barnstaple and Exmouth and Newton Abbot to Paignton.



Freight by rail in operation at Heathfield

There are proposals to develop rail freight at Hackney Sidings in Newton Abbot for bulk movement of building materials and containerised goods of all descriptions. The proposals include new highway access and landscaping together with a cycle link between Newton Abbot and Kingsteignton. Complementary schemes involving improvements to road access, parking and traffic circulation are included.

There are proposals to expand the use of the Heathfield branch line for rail freight. This line has a direct link to the main rail network at Newton Abbot and is well located to the main road network near the A38. There has been initial support for this proposal and further surveys are being carried out. Flexible operation for small users is also being investigated.



The rural areas are an important part of Devon's heritage

Newton Abbot business survey

A survey of businesses in Newton Abbot was undertaken to obtain their views on the delivery of goods. The responses cover a cross section of the business sector from the main shopping centre, the industrial estates, small retail outlets, offices and service industries. 42 responses to the survey were received and these highlight issues such as: -

- 70% of the businesses that responded have daily deliveries. Of these 76% receive between one and six deliveries a day and 4% receive over twenty deliveries a day
- 80% have kerbside access for deliveries and of these 57% experience parked vehicles obstructing deliveries
- Cars illegally or inconsiderately parked in service areas or parked so as to prevent access to off street loading/unloading facilities can cause serious problems



Rear service area for the Market Walk Shopping Centre, Newton Abbot

- A large majority of businesses are against out of hours deliveries because of staffing problems; increased costs resulting from opening later/earlier; security difficulties; the problem of checking incoming goods and noise
- When a time for deliveries was specified 90% of the suppliers complied
- Requests were made for improved loading facilities and more loading bays and for an out of town depot

Looking for solutions

Members of the group agree that the ways in which the movement of goods in the study area is managed is a developing process. A number of initial measures have been agreed for implementation by the Partnership as a first priority in order to overcome problems and reduce environmental impact and these are detailed below. An Action Plan is inserted within this report.

Driver Information

- Improve information for drivers including the provision of maps identifying suitable routes through and within the study area which customers could also use to indicate their whereabouts
- Review the provision of information boards at industrial estates

Delivery/Loading Arrangements and Enforcement

- Additional enforcement of illegal parking both on the highway and in delivery/loading and service areas
- Review loading and traffic restrictions, investigate possible amendments to hours of deliveries and provide additional loading bays

Rail Freight and Transhipment

- Pursue maximising rail freight with industry and EWSR at Hackney Sidings and Heathfield
- Provision of possible mini transfer depots e.g. at Heathfield, probably with staged implementation

Kingsteignton Road Corridor

- Carry out a corridor study on Kingsteignton Road including ingress to and egress from Newton Abbot Racecourse on race days
- Reassess large vehicle parking at Newton Abbot Racecourse

Major Schemes

- There is support for the construction of the Kingskerswell By-Pass

For further information

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