

Greener, longer goods vehicles could be rolled out from next year

- longer lorries could be rolled out to cut emissions on Britain's roads as early as next year, as government continues to build back better and greener
- news follows nine-year trial and public consultation which found longer freight is safer, more economical and better for the environment
- government will also launch trial of heavier, 48 tonne freight to help shift more cargo from road-only journeys onto rail

Greener, longer goods vehicles could become a permanent fixture on Britain's roads as early as next year, the government has announced.

This comes as the Department for Transport today publishes its [response to its consultation on the introduction of longer-semi trailers \(LSTs\)](#), for which the majority of respondents were in favour of their use.

It follows a nine-year trial of the vehicles – which can be up to 15.65 metres in length – that found them to be safer, more economical and better for the environment.

It's estimated LSTs could remove up to 1 in 8 freight journeys by carrying the same amount of cargo in fewer lorries. This would support the government's [Transport Decarbonisation Plan](#) by reducing mileage, congestion and carbon emissions.

Following the successful trial and consultation, the Department for Transport will now consider the use of LSTs on Britain's roads outside trial conditions, and the environment-boosting vehicles could be rolled out sometime in 2022.

The announcement about steps to reduce the impact of the haulage sector on the environment comes as the UK prepares to host [COP26 this November \(2021\)- the 26th UN Climate Change Conference](#).

Transport Secretary Grant Shapps said:

This government is committed to fighting climate change and decarbonising our transport network, and we are working at pace to achieve net zero by 2050.

Today's announcement is a vital step forwards as we work to introduce more environmentally friendly freight to our roads and build back greener.

Some 57% of those surveyed in the government consultation felt LSTs should be in general circulation and could see the positive effects the move would have

on both the road haulage industry and Britain's efforts to lead the fight against climate change.

The nine-year trial saw a reduction in the number of lorries making journeys across the country, with an average 8% reduction in miles covered by freight, as well as a 6.2% reduction in pollutants expelled. It also found the use of LSTs reduced the number of road traffic collisions, resulting from fewer journeys being made.

Road safety continues to be of paramount concern, and while the trial showed the use of LSTs caused fewer collisions, additional mitigations are under review to ensure hauliers and road users are kept even safer still.

The government will also soon launch a separate [trial using heavier-than-normal, 48-tonne lorries, following a positive response from the consultation on their introduction](#). These lorries will be able to transport heavier containers directly to and from rail depots so that goods can be transported across the country by train.

Currently, the maximum weight of a lorry (44 tonnes) makes it difficult to carry heavier goods to rail depots, meaning goods are dispersed between more lorries to be taken to their end destination by road. Taking more goods in heavier trucks to rail depots to be transported by train will help reduce congestion across the country and also slash emissions.

The trial would ensure these heavier lorries are only used on specific routes and would limit their use to a maximum journey length.

[Guidance: Piloting the Sustainable Farming Incentive: changing your application](#)

How to request an update to a Sustainable Farming Incentive pilot application for an agreement

[Prisoners building LED lights in green prisons push](#)

- Prisoners manufacturing lights which are good for the planet – using 62%

less electricity

- Helps offenders learn new skills to secure jobs on release
- Eco-friendly fittings cost the taxpayer 36% less

HMP Garth prisoners have become the first to build eco-friendly lights in-house, cutting prisons' energy use and saving taxpayers' money.

Offenders are assembling LED lights which use 62% less electricity and are expected to save around £2.5m a year once rolled-out across the prison estate.

The project to construct lights which meet vital Prison Service security standards was developed by Garth staff and led to a product that is 36% cheaper than the original design.

The prison has bought components to retrofit 6,700 lights so far and prisoners are producing around 100 a week to install in the prison and elsewhere in the estate.

Around 50,000 old fluorescent lights in prisoners' cells are to be replaced, with 13,000 changed to the energy efficient alternative and already saving £645,000 per year.

LED lights are also sent to Garth from other establishments for prisoners to repair and refurbish – further reducing waste and saving money.

Prisons and Probation Minister, Alex Chalk, said:

This is the latest example of prisons doing their bit to build back greener as we move towards a net-zero future.

We know teaching prisoners new skills reduces reoffending, and this is an opportunity to combine learning with tackling climate change

Work to roll out production lines at further prisons is ongoing, with other sites to be announced in due course. The Prison Service is also aiming to replace tens of thousands of corridor lights as well as those in cells.

The new energy efficient lighting follows the announcement that [16,000 solar panels will be installed at 19 prisons](#) across England in the coming months, cutting more than 1,300 tonnes of carbon and providing 20% of each prison's electricity.

[In May it was announced that the Government's four new prisons will operate as zero-carbon in the future](#), with an all-electric design, solar panels, heat pumps and more efficient lighting systems to reduce energy demand significantly.

The environmentally friendly drive accompanies wider government action to build back greener with more than £12 billion in green investment to help achieve its net zero commitment.

This will create up to 250,000 highly-skilled green jobs and spur over £40 billion in investment from the private sector into the UK.

Notes to editors

- HMP Garth is a Category B prison holding 768 prisoners, as of 30 June.
- The process works by manufacturing and then retrofitting LED gear-trays – metal plates which hold the light’s internal components – into prison cell light fittings, replacing the old fluorescent tubes.
- The replacement of 13,000 lights so far will save 1,180 tonnes of carbon per year, and 4,900 once all have been replaced.
- Evidence shows educational opportunities for prisoners can [reduce reoffending by 7.5%](#), with enhanced prospects helping to turn their lives around on release and ultimately keeping the public safe.
- The government’s four new prisons are a vital building block in the drive to create 10,000 new modern prisons places that cut crime and will operate as zero-carbon in the future.
- An all-electric design eliminates the need for gas boilers and will in time produce net-zero emissions. Solar panels, heat pumps and more efficient lighting systems will reduce energy demand by half and cut carbon emissions by at least 85% compared to prisons already under construction.

[Scaffolder’s bankruptcy restrictions extended](#)

Lee Thomas Hobson (34), from Sunderland, was a scaffolder and traded as LTH Scaffolding.

In December 2019, however, he stopped trading as LTH Scaffolding and began employment with a separate company.

But this did not stop him from applying for a government-backed Bounce Back Loan of £50,000 in the name of LTH Scaffolding which he received on 12 May 2020.

The money was then used to repay third parties rather than to meet ongoing business costs.

Lee Hobson was declared bankrupt on 26 October 2020. But due to his improper application for the Bounce Back Loan and the risk Lee Hobson posed to other creditors, the Official Receiver sought to extend his bankruptcy restrictions further.

Lee Hobson’s bankruptcy undertaking extends his restrictions for 10 years, which means he is limited to what credit he can access, as well as not being

able to act as a company director without the permission of the court.

Richard Gill, the Official Receiver, said:

Mr Hobson was not entitled to the loan as he had already stopped trading having taken up employment. This money was not used for the purpose it was intended.

Bounce Back loans are intended to enable businesses to survive the COVID-19 lockdowns and to be used to provide economic benefit for a business.

It is hoped that this Bankruptcy Restrictions Undertaking will act as a deterrent to others who may wish to abuse the government's COVID-19 relief schemes.

Lee Thomas Hobson is from Sunderland and his date of birth is August 1987.

Details of Lee Thomas Hobson's undertaking is available on the [Individual Insolvency Register](#)

Bankruptcy restrictions are wide ranging. The effects are the same whether you are subject to a bankruptcy restrictions order or to an undertaking. Guidance on the main statutory consequences flowing from a [bankruptcy restrictions order or undertaking](#).

[Information about the work of the Insolvency Service, and how to complain about financial misconduct](#)

You can also follow the Insolvency Service on:

[Guidance: Clinical pathway for babies who screen positive for SCID](#)

Following this clinical pathway will help immunology services and teams to make sure babies are referred into diagnostic testing in the required timescales.