

How will we deliver this Freight and Logistics Strategy?

Currently, as was the position when we launched the Strategic Transport Plan in 2019, the role of TfN is to provide Statutory advice to government on key investments in infrastructure related to the North. This strategy sits very much within the spirit of that. However, work on the Northern Transport Charter by the Board outlines the vision that would enable TfN to have a greater role in decision making and funding allocation.

In the current climate TfN will continue to be active in the right places to support the development of Freight and Logistics programmes of work that will benefit the North. This involves working closely with the Department for Transport's teams and helping them join up activity where possible. This involves the data and analysis activity, ports and maritime, freight grants and the Future of Freight.

We also work closely with Network Rail on securing investment in freight schemes that benefit the North. This also includes supporting schemes that provide better access to the North through improving the network that sits outside our boundary. A key example of this is work at Ely will help improve journey times of flows from Felixstowe to the North West, vastly improving the viability of the journeys made.

This is a crucial point, the freight and logistics outlook for the North is significantly different to that of passengers. There are journeys that travel through the North, those that start, those that end and those that stay within the North. All these journeys need to be carefully considered so that the experience of freight operators is coherent, smooth and reliable to ensure we maximise investment opportunities for the area.

The team working on setting up Great British Railways has pleasingly already contacted areas of TfN, including for Freight. As the organisation is set up and develops, we expect to play a leading role in securing investment for the North of England to ensure the new organisation's name lives up to its ambition.

Work progressing on the Investment Programme Benefits Analysis puts TfN in a sound and powerful position to understand the benefits of how the Investment Programme can be delivered and broadly the best sequence the activity should be done in. There are rail and road schemes within that work that are stand-alone freight schemes.

Work planned by the TAME team at TfN includes looking at how best to appraise a freight scheme using the new tools and understanding we have developed. This will allow stronger Strategic Cases to be developed in line

with the Government's recently reviewed Green Book. It will also help those projects where freight benefits as well as passengers and will be able to better articulate these. All adding value to the development of stronger business cases that will help drive the Levelling Up ambition that Government has for the North.

Recommendations and Governance

The key recommendations presented to Board to approve for the Transport for the North Freight and Logistics Strategy are set out below. They will be discussed and approved for consultation by TfN Board. Then there will be opportunity for the people active in the sector to contribute further through the consultation.

Whilst the consultation is progressed, TfN will begin work on the freight analysis and strengthening business cases as this is a key priority and has already been agreed within the TfN Business Plan for this year.

It must be noted that these recommendations remain draft until approved as a final version by TfN Board in Autumn 2021. Once agreed, they will be turned into an action plan that will be monitored by the TfN Strategic Oversight Group, supported by the TfN Freight and Logistics Working Group as required.

The proposed Freight and Logistics Strategy recommendations are:

1. Ensure the freight dimension is advocated strongly within the Strategic and Economic Cases of the Investment Programme. Work will add value to decarbonisation of road and rail freight in light of delivering progress of the TfN Decarbonisation Strategy Action Plan. TfN is continuing to improve methods for appraising user and non-user benefits that freight brings to the economy. This includes partner led schemes – adding support where required;
2. To develop policy levers that support the development of new freight warehouse location clusters in the North. Particularly,
 - a. where there is more detailed forecasting of the warehousing market across all modes showing opportunity for the North;
 - b. where such terminals are rail connected; and
 - c. where such terminals are not on the same rail line as Trafford Park or existing rail terminals to increase the opportunity for modal shift from road haulage to rail
 - d. where land use conflicts exist, such as availability of lorry parking and rest facilities, work with national and local partners to mitigate this through the planning and delivery of

such facilities and the provision of appropriate refuelling networks as required to meet net zero carbon;

3. To ensure the Northern Powerhouse Rail programme as agreed by TfN and DfT supports the existing freight traffic and enhances capacity and capability for existing freight and freight growth. This should focus on those route sections where capacity is likely to be constrained which includes the West Coast Mainline north of Golborne, Midland Mainline through Sheffield area, East Coast mainline 2 track section via Durham and the routes across Manchester. Additionally, it should include areas of opportunity. This may require the development of alternative freight priority routes which would need to be examined closely with industry once the Northern Powerhouse Rail routes are agreed to ensure existing rights remain unaffected;
4. To undertake detailed consultation to understand the demand forecasts within the business case for the Trans Pennine Route Upgrade as outlined in the Integrated Rail Plan which includes freight gauge enhancement and that the network capacity for the forecast extra traffic is reserved;
5. To support the developing approach to decarbonising rail freight as outlined in TfN's Decarbonisation Strategy. This includes working with Network Rail, freight operating companies and train operating companies to ensure:
 - a. we understand the need for incremental electrification of freight;
 - b. influence government to fund a core network for electrification (inc. freight paths and the need to electrify node to node (e.g. into ports);
 - c. there is sufficient capacity to allow freight traffic to run directly from origin to destination and with minimum dwell times in loops and on the network, reducing emissions from existing diesel trains; and
 - d. that there is ongoing and successful development of alternative low carbon technology for freight locomotives with support from national government.
6. TfN's Decarbonisation Strategy has a key action to facilitate and develop partnerships to achieve port to port zero-carbon multimodal corridors. We aim to capitalise on two areas: firstly the freeport status of a number of our ports and the tax and customs benefits the status brings to the ports and their hinterlands, secondly, the potential to both produce and use green fuels in these locations for fuel intensive industry clusters but also for the first mile freight that flows out of and into our ports including HGVs, rail and maritime.

We will liaise with industry to develop the best model for this with initial discussions with the Northern Ports and existing clean growth partnerships.

7. Underpinned by detailed analysis from the TAME activity, develop a suite of policy related interventions relating to air quality, impacts of urban delivery on consolidation/distribution centre locations, overnight lorry parking provision, detailed understanding of road freight movements including vans, heavy and light good vehicles and Smart Motorways, micro-consolidation, green shipping options, freight efficiency and use of e-cargo bikes and future uses of infrastructure. This will support and further the Northern element of the DfT's Future of Freight work.
8. Work across the TAME and Strategy Teams at TfN with the Department for Transport in developing the Data Discovery project. This will encourage data democratisation which will lead onto increased levels of freight efficiency, reduced emissions and will enable partners to access more freight data that will strengthen and enhance business cases that include a freight and logistics element.
9. Develop plans for recommended locations for rail connected warehousing working alongside partners and their emerging timescales for Local Plans with particular recognition of any changes to the planning regime soon to be implemented;
10. Remain actively engaged in using and analysing emerging evidence of the effects of Brexit, Covid 19 and other recent economic shocks. Understand and communicate how this affects the movements of freight on an East-West and North-South basis, how demand for and access to ports changes and potential change in uses of freight terminals including distribution centres. This should then be utilised in business case development and the refreshed TfN Strategic Transport Plan.