

Defining our freight and logistics objectives

TfN’s Strategic Transport Plan sets out the importance of moving goods across the North and freight is fully embedded into the TfN Investment Programme published alongside the STP. This section defines the proposed objectives of a multimodal freight strategy that can meet both the current and future needs of the North of England. These freight specific objectives build on the wider objectives of TfN, DfT, local authorities, National Highways, Network Rail and other key delivery partners. The objectives are presented to be modally agnostic, and are therefore equally relevant to road, rail and waterborne freight.

The following objectives are outlined for delivery across TfN, partners, Government, other sub national transport bodies and the private sector. They are set out to show how varied the sector is and it is important to note that no single organisation could deliver the whole suite on their own. TfN’s role will be to coordinate activity and encourage partners to work together.

TfN pan-Northern Transport Objectives	(Proposed) Freight Objectives
Increasing efficiency, reliability, integration, and resilience in the transport system	<p>Reduce the number of incidences of unplanned closures of Major Road Network routes leading to severe journey delay and reduced air quality;</p> <p>Prioritise measures that tackle journey reliability and congestion, and support close to zero, more energy efficient movement of goods on the transport Network;</p> <p>Maximise the utilisation of rail, inland waterways and local distribution hubs to improve efficiency and support the modal shift of goods from road to rail;</p> <p>Improve the multi-modal North-South and East-West connectivity across the North reducing journey time for goods; and</p>

<p>Transforming economic performance</p>	<p>Optimise efficient and close to zero carbon flow of goods on the MRN and railway through improved flow of traffic and supported by technology;</p> <p>Increase freight data availability through developing accessible tools;</p> <p>Maximising the clean growth opportunity flowing out of freeports, clean industrial clusters and the first mile freight that flows out of ports.</p> <p>Work with partners to support the planning and development of well connected warehousing and consolidation sites on a sub regional basis;</p> <p>Work with Partners and the private sector to explore the benefits of regional freight consolidation and distribution networks and where they can be delivered close to zero.</p>
<p>Improving inclusivity, health, and access to opportunities for all</p>	<p>Reduce the impact of air pollution and noise from freight movements on the health of local communities; and</p> <p>Support our partners at a national and local level in delivering safer roads and railways.</p>
<p>Promoting and enhancing the built, historic, and natural environment</p>	<p>Reduce carbon emissions and other Green House Gas emissions in the freight and logistics sector;</p> <p>Increase electrification of rail network, and decarbonisation of road haulage through increased share of zero and low emission fuels.</p>

It should be noted that there are objectives outlined above which are mutually beneficial to each other but some mean that trade offs will be

required. As we progress with applying the strategy these will be continually debated, recognising changes in national or regional priorities.

Supporting the delivery of the Long-Term Rail Strategy

The Long-Term Rail Strategy¹ (LTRS) formed a significant part of the evidence that informed the Strategic Transport Plan when an updated draft was released in January 2018. There was significant engagement on the content with partners and the private sector when it was drafted and forms the basis for our Strategic Rail activity.

The LTRS sets out a complementary, compelling and tangible set of Conditional Outputs required to realise the TfN Vision. It includes deliverables which support the achievement of the objectives, but which are subject to further assessment of deliverability, affordability and value for money.

Through the Conditional Outputs, it is intended to deliver:

- A step-change in connectivity;
- Provision of capacity within the infrastructure and train services to cater for growth;
- A rail network which customers will find easy to access and use;
- A railway which supports the communities it serves; and
- Enhanced cost-effectiveness of running the railway.

These changes can be summarised around five key themes summarised below:

Connectivity:

- Reduce journey times between the North's economic and freight centres, and between these centres and international gateways.
- Reduce journey times between the North's economic and freight centres and key centres across the UK

Capacity:

Provide the infrastructure capacity and capability to increase the permissible speed, weight, gauge and length of freight trains to cater for proven existing demand and for evidenced future demand.

Customer:

- Increase the Right-Time punctuality of passenger and freight services in the North.

¹ [Long-Term-Rail-Strategy_TfN.pdf \(transportforthenorth.com\)](#) Accessed June 2021

- Decrease the percentage of cancelled passenger and freight services in the North

Communities:

- Improve air quality and reduce CO2 and other harmful emissions both on and about the railway estate and in wider society through modal shift to rail.

Cost Effectiveness:

- Reduce the cost per passenger mile and per freight tonne km of services in the North.
- Grow the net revenue generated by the North's passenger and freight railway whilst delivering high-quality services and inclusivity

TfN's Long Term Rail Strategy Desirable Minimum standards for Freight

The 'Desirable Minimum Standards' were agreed as part of the first LTRS and stayed in place in January 2018. There were three that related to freight and logistics. It should be recognised that the standards were agreed to be ambitious and delivered by 2050. The contents of this strategy set out how the action we take as TfN can enhance delivery of the standards. They are set out below for reference:

5) The North's rail network to accommodate the evolving needs of the freight market – supporting longer and heavier trains, increased path availability and additional gauge clearance

11) The five major ports in the North (Hull, the Humber Ports, Liverpool, Teesport, and Tyne) to be served by rail with gauge clearance allowing the latest generation of intermodal containers to be carried on standard wagons and weight capability enabling trains to operate unrestricted at the highest speed appropriate for the load

12) Improve the average speed of freight services in the North by 50% over the next 10 years (by 2028)