

Road freight interventions and measures

Potential road freight interventions range from road freight policies focused on air quality, decarbonisation, safety and efficiency to physical improvements of the road network infrastructure. This section examines each of these areas and pulls where appropriate on a number of the undertakings within TfN's Decarbonisation Strategy to ensure that both strategies are completely aligned.

Potential detailed road freight policies and measures:

- A thorough assessment is recommended to be undertaken on air quality across the TfN region to measure the adverse impact that the increasing number of freight movements is likely to have on the northern population;
- Work with local authorities to facilitate innovative urban delivery trials focused on the use of active and electric modes to deliver parcels in the urban environment (cargo-bikes, e-cargo bikes, portering);
- Work with local authorities to assess the opportunity of introducing consolidation centres (ranging from micro to regional consolidation centres) to reduce the number of freight trips in urban centres, where air quality and congestion is particularly challenging;
- Assessment of current HGV parking provision and provide suitable parking sites to meet the current and future demand (ensuring future proof solutions in line with alternative fuels uptake);
- Introduction of Smart and connected road networks that link Major Road Network routes and distribution centres and warehouses (complementing the highways' improvement measures proposed in the Road Investment Programme) to monitor traffic levels, improve incident management, provide better customer information and increase journey time reliability;
- Examine the potential of introducing HGV only lanes on strategic road corridors; and
- Detailed data collection of freight movements at corridor level but also in urban centres.
- Working with and influencing government to support information democratisation schemes that make the latest information on the best efficiency schemes and technology advice available to everyone.
- Work with local authority partners and National Highways to facilitate large ZEV truck trials in high traffic corridors in the North.

- Support partners to aggregate large orders of ZEV vans and trucks across the North, to signal to manufacturers that the regional demand is present.
- Exploring the potential for our partners (ports, local authorities and delivery authorities) to work together to deliver effective 'port to port' multi-modal, hydrogen and/or electric refuelling corridors across our region.
- Research on appropriate place-based low carbon, urban freight (last-mile) solutions in the North.
- Supporting a pan-northern hydrogen transport refuelling study, providing a 'look-ahead' as to what an effective refuelling network would look like, to be used as evidence by policy makers and freight operators in their investment decisions.
- Engaging with emerging hydrogen partnerships in the North to support the development of a viable business case for hydrogen for first mile freight applications and provide confidence to the supply chain.
- Developing a regional ZEV charging framework, including coverage of the Major Road Network and interaction with local needs and networks. This includes consideration of the needs of cars, vans and HGVs.
- Increasing awareness of fuel-efficient driving styles.

Road freight decarbonisation

TfN's decarbonisation strategy states that:

1. In order to shift towards Zero Emission Vehicles (ZEV) TfN should invest in Technology demonstration projects to provide evidence for the feasibility of different HGV technologies and the necessary infrastructure to support them. Specific measures include:
 - Develop a pan-northern, low-carbon charging infrastructure plan, to ensure effective consideration of longer, trans-boundary road trips; including consideration of a charge point procurement framework for use by partners and the identification of optimal locations for high-power charging hubs across the North, with input from local authorities and the Distribution Network Operators (DNOs);
 - Work with local authority partners and National Highways to facilitate large ZEV truck trials in high traffic corridors in the North; and
 - Work with local authorities and freight stakeholders to help aggregate large orders of ZEV vans and trucks across the North.

2. TfN will work with the government to support information democratisation schemes that make the latest information on the best efficiency schemes and technology, available to everyone.
3. Through TfN's policy positions and communication and engagement activities, TfN can work with partners to increase public awareness of fuel efficient driving styles and the associated environmental and financial benefits.
4. Undertake or support a pan-northern hydrogen transport refuelling study. Provide confidence to users about the future path of the technology, in particularly with regards to priority application, e.g. hard to electrify rail services and long-haul HGVs.
5. Developing and supporting partnerships to consider port-to-port, multi-modal, zero carbon freight corridors, optimising the economic benefits that our freeports and clean maritime clusters can generate for our region.

Physical solutions to the enhance the road of the infrastructure

The list of major schemes identified in TfN's Road Investment programme consists of highways improvement schemes to enhance strategic connections across the North, and to improve the capacity, connectivity, resilience and access to major conurbations, economic centres and industry & logistics clusters, international gateways and intermodal terminals across the region to support economic growth and competitiveness of the northern region. These include A1 and M6 connectivity and dualling schemes, port access work both locally to the ports and wider connecting infrastructure such as the A66 and A1079 and river crossings, access to airports such as Carlisle Lake District and Liverpool John Lennon, M62 improvements which currently connect warehouse clusters and improvements that connect the North to other areas such as the A15 into Lincolnshire and the A19.

The schemes proposed in TfN's Road Investment Programme provide a significant contribution to addressing the network issues identified in the TfN Strategic Development Corridor studies. The suite of schemes aims to improve the East-West and North-South transport connectivity, particularly in terms of journey time reliability and capacity, vital to link relatively closely located northern economic clusters.