

Appendix F

Freight Development Plan Towards a Strategy for Freight

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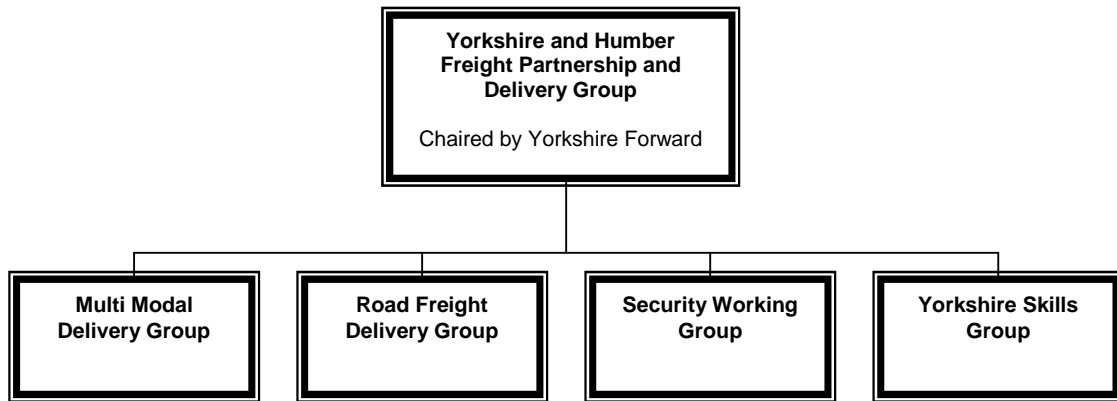
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Overview

- F.1** The successful implementation of the proposed Northern Way Agenda will have a major influence on freight movements throughout the north of England. The Northern Way Growth Strategy has identified the importance of improved connectivity of the North, both nationally and internationally as the key to achieving greater prosperity for this region and that world-class transport links are essential elements of developing a business and competitive advantage.
- F.2** Two key elements of the growth agenda therefore include:
- Improving surface access to Manchester Airport, especially by rail, as well as identifying how to secure the growth of all the North's airports
 - Improving access to the North's sea ports as part of a national framework which would help reduce pressure on the road and rail routes serving ports in the south (suggest swap over)
- F.3** The growth potential of the freight capacity of northern ports, both air and sea will have a significant impact on freight movements within and through the South Yorkshire region. Furthermore the Regional Spatial Strategy and the Regional Freight Strategy will heavily influence future freight movements within and through South Yorkshire.

The Regional Freight Strategy

- F.4** The Yorkshire and Humber Regional Freight Strategy (RFS) Freight and Logistics Intelligence for the Regional Transport Strategy (FLIRTS) was launched in March 2005 following stakeholder consultation, which included support from the South Yorkshire LTP Freight Group. The objectives of the regional strategy are to:
- Understand the opportunities and problems facing sustainable distribution
 - Offer a better understanding of the freight industry
 - Provide the basis for maximum economic and social benefit to the region
 - Reconcile the need for access for goods with both environmental and social concerns
 - Provide an action plan that will deliver these objectives
- F.5** FLIRTS, therefore, provides a framework for developing the South Yorkshire Freight Strategy and facilitates partnership working with other Authorities to deliver cross boundary initiatives.
- F.6** The Regional Freight Strategy Steering Group, chaired by Yorkshire Forward, is a compact group that ensures appropriate cross sector and cross mode representation and coordination of 4 supporting delivery groups, responsible for delivering the majority of actions within the strategy.
- F.7** The broad structure for the delivery of the regional strategy is shown below:



F.8 The main objectives of the steering group are to

- Review targets and monitor progress of the regional strategy
- Monitor progress of LTP freight strategies, and other relevant local documents are appropriate in the context of the regional strategy
- Share information and best practice relating to freight management
- Act as the key coordinator with industry and other regional and national partners in the delivery of the wider strategy elements

Freight in South Yorkshire

F.9 The free movement of freight throughout South Yorkshire is key to the continual and successful economic regeneration of this region. The considerable investment as a result of Objective One status, aimed at reducing deprivation and improving the local economy has resulted in a considerable number of freight operators and logistics specialised organisations locating in South Yorkshire. In addition a number of retailers in sectors such as food, clothing and DIY have established regional and national distribution centres in South Yorkshire, thereby demonstrating the potential future increase in freight movements across the sub region. Furthermore, with existing spare capacity, for example within the Sheffield and South Yorkshire Navigation Canal, and investment in future freight capacity expansion, at developments such as Robin Hood Airport Doncaster Sheffield (RHADS), together with significant leaps forward in network management through Intelligent Transport Systems (including SYITS), South Yorkshire has a firm platform upon which to develop an efficient and sustainable distribution strategy.

South Yorkshire Freight Group

F.10 The South Yorkshire Freight Group (SYFG) was established in 2002, to help industry develop and implement sustainable distribution systems and practices. As part of this work, the SYFG assisted in the consultation and development of the regional freight strategy, and in the process developed a wider understanding of South Yorkshire specific freight and distribution issues. This included carrying out a comprehensive review and audit of current freight movements, capacity, and infrastructure. The information, originally collated in 2003 is being updated and will inform the development and delivery of the Freight Action Plan, the establishment of a Freight Quality Partnership and the South Yorkshire Freight Strategy. The group is actively involved in

the successful delivery of the RFS with representation on the main steering and sub delivery groups, which will further enhance the production of our South Yorkshire development plan and strategy.

F.11 The draft mission statement of the group has been agreed as:

‘To bring together industry, freight, businesses, infrastructure providers, academia, and Local Authorities to encourage the development and implementation of a sustainable freight strategy for South Yorkshire.’

F.12 The key objectives of the group are:

- To act as a focus for the development of a wider understanding of freight distribution in South Yorkshire
- To research and audit information about existing freight flows and capabilities of existing infrastructure to accommodate these
- To project future freight flows and related issues
- To support the establishment of a Freight Quality Partnership involving Local authorities, industry, commerce, infrastructure providers, academia and freight operators
- To support the development of a sustainable distribution strategy for South Yorkshire by the Freight Quality Partnership
- To develop appropriate targets and milestones for inclusion in the Local Transport Plan and the annual Progress Reports
- To support, coordinate and share best practice about the implementation of measures to improve sustainable distribution of freight in South Yorkshire.

Context

F.13 Road Freight is the most widely used method of transporting goods within this region, providing a flexible means of distribution, particularly with the increase in “just in time” deliveries. However, over the last decade, South Yorkshire has experienced an average growth in traffic of 22%, leading to problems associated with congestion and further implications on road safety and air quality. Congestion directly affects the transportation of goods by increasing delivery times and reducing the reliability of deliveries. In turn, these delays negatively affect the day-to-day operations of hauliers and businesses and thereby the economy of the SY region overall. We need to address this issue in order to better manage traffic and prevent these problems being exacerbated in the future. There are close linkages between a number of the local authority policies in relation to environment, transportation and planning and the efficient movement of freight. For example, as decriminalised parking is introduced the need to reduce indiscriminate parking on all major routes into urban areas can contribute to reliable just in time deliveries.

F.14 The development of the South Yorkshire Action Plan and Freight Strategy is to be carried out in consultation with our freight partners through the South Yorkshire Freight Group and in synergy with other policy measures, considering all modes used for the transportation of freight including road, rail, air and waterways.

F.15 This initial draft of the action plan and the resultant emerging South Yorkshire Freight Strategy are intrinsically linked to the shared priorities of LTP2 and hence will include considerable, partnership working and stakeholder involvement as well as Local

Authority inter-departmental working, to ensure that freight movements are sustainable whilst remaining economically viable. This is particularly relevant as ever-smaller profit margin, recruitment, retention of staff and training are issues facing a large number of freight operators in our region.

- F.16** The action plan and strategy will also inform the respective authorities Local Development Framework process, ensuring future planning guidance recognises the importance of freight in the long term. Furthermore, the group will continue to develop links with Development Control Officers and Highways Agency through the Memorandum of Understanding (MOU) process and will work towards the development of high quality connections to major SY business and employment centres.

Local Authority Role

- F.17** Each of the local authority partners within the South Yorkshire Freight Group will identify a freight champion to actively coordinate activities and joined up thinking with key colleagues in other departments as well as local stakeholders. This will ensure that the movement of freight is effectively managed within South Yorkshire and the adjacent cross boundary areas. The group will actively involve officers concerned within road safety, traffic management, air quality, economic development, development control, planning policy and the traffic manager in the consultation process for the freight action plan and strategy, as it is acknowledged that success is dependent upon cooperation and commitment from all stakeholders.
- F.18** The forthcoming district Local Development Framework (LDF's) will take into account the significance of freight movements in South Yorkshire districts than previously within the Unitary Development Plan's (UDP's). It is anticipated that the wider land use regarding planning, development control and environmental aspects of freight movement, in particular will feature in the LDF's.

Partnership Working

- F.19** A successful freight strategy relies on a clear understanding of the issues faced by the various stakeholders. In such circumstances partnership working is a key ingredient of success. The freight group aims to include representatives from many actors within the freight industry including: LTP Partners, Freight Transport Association, Road Haulage Association, Railtrack, British Waterways, Doncaster Railport, Robin Hood Airport, Renaissance South Yorkshire, Local Chambers of Commerce and Chambers of Trade. This will enable a clearer understanding of the problems facing the industry and allow the South Yorkshire group to investigate possible solutions to resolve such issues. This process will take place before the establishment of a South Yorkshire Freight Quality Partnership. By using this methodology, the Freight Quality Partnership process will be problem and solution driven.

Freight Audit

- F.20** Building on previous work by the South Yorkshire Freight Group, an ongoing freight audit is taking place. The audit will enable data on a wide variety of freight issues to be analysed forming the foundations for the Freight Action Plan. Some elements of the data will be required to progress actions within the Regional Freight Strategy and as

such determine priorities and timescales for the collection, collation and dissemination of this information.

Road Freight

- F.21** Delivery of goods by road will remain the primary sources of freight movements in the UK. This has been further reinforced with the introduction of 44 tonne lorries and “just in time delivery” procedures.
- F.22** It is recognised that rural and urban areas face different problems in the transport of freight. Within rural areas, these problems can be related to the suitability of routes, community severance, and restrictions, which sometimes force lengthy diversions. In urban areas, problems can be related to signage, congestion, air quality, and noise pollution, having negative impacts on business, hauliers, the environment and communities. Furthermore, just in time deliveries suffer because of the aforementioned issues and can result in deliveries not being accepted as delivery windows are missed. Through the work of the Freight Group, South Yorkshire specific issues within the regional context will be pursued in order to develop constructive solutions and consequently, the strategy will give detailed consideration and priority to all issues associated with road freight movements.
- F.23** For example, the group will consider integration between modes with emphasis on practical and realistic measures to promote access to alternative means. This includes considering access improvements to railheads including Doncaster Railport, and proposed new freight facility at Tinsley, Sheffield, whilst also evaluating the potential for the development of further facilities within South Yorkshire.
- F.24** The regional road freight strategic policies and actions have been prioritised as listed in Table F.1. These will form the basis for road freight issues within the South Yorkshire Strategy.

Regional Policy		Action
3.2	Lorry Routing	Production of a lorry routing strategy and map for Yorkshire and Humber Region
3.3	Lorry Routing Management	
3.4	Driver Rest areas and Lorry Parking Facilities	Further investigation by group
3.7	Improving Traffic Condition Information	Establish local authority Contacts. Check communication between Regional Control Centres and Local Traffic Managers
3.9	Road Safety	Local Authorities to collate collision stats for last 3 years involving vehicles over 7.5T.
8.10	Air Quality	AQMA action plan process monitored to inform group of procedures.

Table F.1 Regional Road Freight Strategic Policies

Rail

- F.25** The use of rail as a sustainable means of transporting freight is acknowledged by the regional freight strategy, and sets the framework for the South Yorkshire strategy to encourage the movement of freight by rail where practicable.
- F.26** The South Yorkshire Freight Group will work with Local Authority departments, local business, Renaissance South Yorkshire and Chambers of Commerce to maximise the use of the Doncaster Rail Port, and the new proposed rail facility at Tinsley, Sheffield for sustainable freight distribution. This will reduce major HGV freight movements within the South Yorkshire sub region as a whole.
- F.27** The group will be asked to recognise the need to protect disused rail trackbeds and members of the group will feed into the LDF process to encourage planning officers to include such proposal in the programme medium to long term planning.
- F.28** The regional rail freight strategic policies and actions are being delivered through the multi modal group and are listed in Table F.2. These will form the basis for rail freight issues within the South Yorkshire Strategy.

Regional Policy		Actions
4.5	Promoting Multimodal Access	Support the growth of intermodal terminals
6.2	Capacity and Gauge Enhancements	Support route capacity upgrade of the South Humber mainline
6.3	Intermodal Terminals for the Region	Respond positively to new planning developments in considering potential for multi modal opportunities
6.4	Securing Adequate Funding Support	Campaign for the reinstatement of the freight Facilities Grant
6.5	Diversionsary Routes	Campaign for a functional network of diversionsary routes for freight trains
6.7	Rail Disruption and Safety Relating to Other Modes	Highlight worst locations of bridge strikes and level crossing incidents and suggest actions to minimise incidents

Table F.2 Regional Rail Freight Strategic Policies

Air Freight

- F.29** Robin Hood Airport Doncaster Sheffield (RHADS) offers the most likely potential for growth in airfreight services within the Yorkshire and Humber Region and as such offers the potential for a significant increase in road freight movement into and out of the airport.
- F.30** Within the Robin Hood Airport - Air Transport Forum, a freight sub group meet on a regular basis to discuss and resolve airport related freight issues. The South Yorkshire Freight Group will link to this group and work closely with RHADS and freight operators based on or near the airport to develop efficient sustainable freight movements.
- F.31** The regional strategy contains an airfreight strategic policy and action, which is specific to South Yorkshire and being delivered through the multi modal group. This is listed in Table F.3.

Regional Policy		Actions
7.2	Freight Future for the Region's Airports	Continue with those promoting and supporting Doncaster/Sheffield Airport in order to maximise surface access improvements.

Table F.3 Regional Airfreight Strategic Policy

Other Modes

Waterborne Freight

- B.32** The South Yorkshire strategy will recognise the need to protect and promote better use of the local waterways such as SY Navigation Canal with a view to encouraging the local business to deliver goods by water and maximise this under used existing facility.
- B.33** The proportion of total freight movements within South Yorkshire handled by its inland waterways is small. However, the Sheffield and South Yorkshire Navigation Canal has recently attracted new freight business consisting of oil, steel and bulk commodities. The section through Doncaster to Rotherham allows 700 tonne vessels and the southern section to Sheffield can accommodate 90 tonne barges. However, given greater awareness amongst prospective customers, there is potential for such freight to be moved cost-effectively in large quantities along the regions inland waterway canal infrastructure, providing added environmental benefits. Still greater potential would exist given some targeted investment in capacity and facilities. Whilst such changes would benefit freight movements, it must be noted that they will only make a modest overall contribution to a modal shift from road/train borne freight movements towards this more sustainable mode.

Pipelines

- B.34** Across Yorkshire and the Humber region there are a number of very significant pipelines, The Y&H region's network of pipelines is operated by a number of different

companies, across a range of different sectors. Products transported include natural gas, liquid gas, ethylene, water, sewerage and oil based commodities including fuel and lubricants for the automotive industry and aircraft fuels. In Yorkshire and the Humber there are also numerous gas pipelines feeding from the gas fields in the North Sea. Operationally pipelines are a low maintenance and very reliable mode for moving large volumes of numerous products, very economically and safely over a fixed route. Providing preventative maintenance checks are done periodically a good performance can be expected 24 hours a day 7 days a week, however maintenance costs can be expensive if things go wrong.

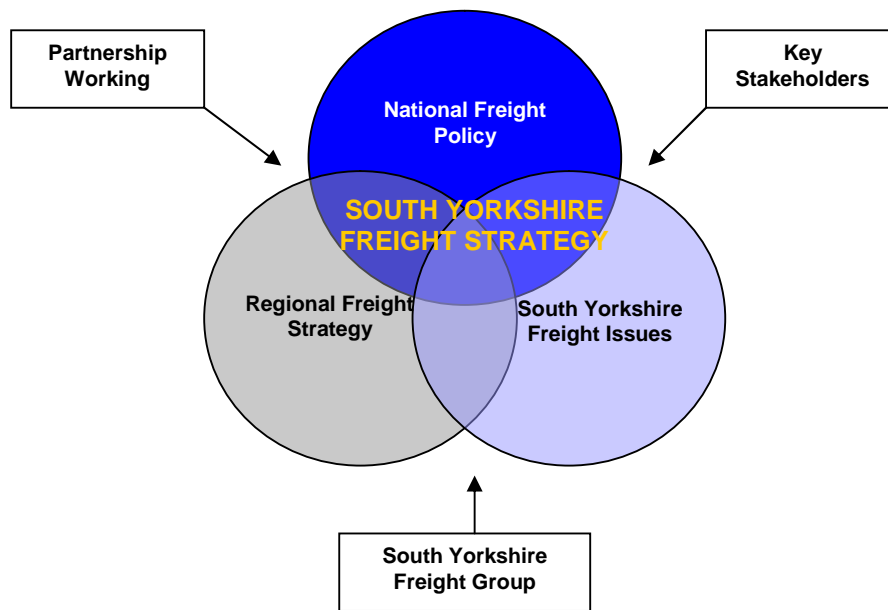
- B.35** The building of new or additional routes to the existing network of pipelines could feed additional substations and terminals should be investigated. However, once in operation, they can contribute cost-effectively and positively to modal shift away from less sustainable modes for particular point-to-point movements.
- B.36** The regional waterway and pipeline strategic policies and actions are being delivered through the multi-modal group and are listed in Table F.4. These will form the basis for policies and interventions within the South Yorkshire Strategy.

Regional Policy		Actions
4.2	Promoting Water Freight	Share best practice encouraging companies to take advantage of the water freight grant funding where product flows and business case can be identified
4.3	Promoting the Regions Ports and Dock Facilities	Continue to offer practical planning support to waterways activity
4.4	Safeguarding the Potential Development Sites for Port or Waterway Activity	Develop a regional database of sites with potential for development / redevelopment as a wharf handling commercial traffic
5.5	Encouraging Further Pipeline development in the future.	Be aware of pipeline potential. Endeavour to make the planning process for new pipelines or alterations to existing as smooth as possible to encourage development

Table F.4 Regional Waterway and Pipeline Strategic Policies

South Yorkshire Freight Strategy and Action Plan

- F.37** The development of the South Yorkshire Freight Strategy is essential for the development and maintenance of a sustainable freight transport system that works in synergy with the shared priorities for transport.



F.38 We will work within the framework of the Regional Freight Strategy and deliver through our South Yorkshire Freight Group a strategy and action plan that in essence enables:

- Partnership working with industry, freight business and infrastructure providers
- Effective management of the highway network to keep traffic moving safely
- Maximised opportunities to move freight by sustainable modes
- The adverse affects of freight on road to be minimised
- Encouragement and support of multi modal access
- Delivery in synergy with LTP shared priorities and objectives

F.39 LTP2 – Year 1 Freight Action Plan (Table F.5)

ACTION	PROCESS	TIMESCALE
Freight Audit Research	Data updated	Ongoing
	Data Analysed	Ongoing – Feeding into regional freight strategy actions
Regional Freight Strategy	Input to steering and delivery groups for regional transport strategy	Ongoing
	Prioritised delivery of actions	Ongoing
South Yorkshire Freight Group	Wider group Meetings with Key stakeholders	Q1 – 2006/07
	Ongoing discussion	Q2, Q3, Q4 - 2006/07
South Yorkshire Freight Group / Robin Hood Airport ATF – Freight sub Group	Liaison between South Yorkshire Freight Group and RHADS Freight sub Group	Q1 – ongoing 2006/07
Freight Quality Partnership	Initial discussions with Key stakeholders	Q2 – 2006/07
	Workshop Event	Q3 – 2006/07
South Yorkshire Freight Strategy	Draft Strategy	Q4 – 2006/07

Table F.5 LTP2 Year 1 Freight Action Plan