

WP09 FREIGHT STRATEGY

Work Package Update

2 December 2021

Please note that the following recommendation is subject to consideration and determination by the Board before taking effect.

RECOMMENDATION

It is recommended that:

- (a) The Board approves the three key aims and related freight intervention priorities for inclusion in the final South West Freight Strategy; and
- (b) The Board agrees to review and sign off the final South West Freight Strategy via email ahead of the next Peninsula Transport Board meeting on 3 March 2022.

1. Background/Introduction

Peninsula Transport STB in conjunction with Western Gateway STB is drafting a Freight Strategy for the South West. Work Package 9 (WP09) Freight Strategy is one of the accompanying technical work streams being used to progress development of the Peninsula Transport Strategy in 2022.

The document has been prepared alongside the development of the Draft Peninsula Transport Vision, which was published for consultation between 12 July 2021 and 17 September 2021. The draft Vision is “transforming transport across the peninsula to enable our society and economy to thrive and our unique and outstanding environment to flourish” and is underpinned by five cross-cutting goals.

The Freight Strategy will be used as part of the evidence and recommendations in the development and publication of a full Peninsula Transport Strategy in 2022. This builds on the freight analysis and engagement presented in the Regional Evidence Base (REB), published in 2019, and the Economic Connectivity Study (ECS), published in 2020.

WP09 has been developed with engagement with officers and stakeholders from the freight sector and wider business community.

2. Freight Strategy Interventions

Through a comprehensive process of evidence gathering, analysis and stakeholder engagement a set of 46 freight interventions has been developed and refined (see Appendix I for a graphic showing the structure of the interventions).

The interventions align to drive three key aims for the South West Freight Strategy:

- **Modal shift:** seeking opportunities to move freight to a more efficient and more appropriate transport mode for the goods or circumstances. For example, from road to rail or coastal shipping. Benefits will include reducing road congestion and carbon emissions, as well as improvements in noise and air quality.
- **Decarbonising freight:** whilst some mode shift away from road freight is possible a large proportion of freight movements will continue to use the road network for all or part of their journey, as the road network provides a comprehensive set of routes to markets/customers. Decarbonising road freight is therefore a critical component of the freight strategy, supporting the Peninsula Transport Vision, and the freight interventions highlight several areas where

opportunities exist to reduce carbon emissions. These include investing in greener vehicle technologies and supporting charging infrastructure.

- **More efficient operations:** many of the interventions cut across transport modes to deliver efficiency savings. For example, around 22% of current road freight movements in the Peninsula are empty vehicles, so there is a considerable opportunity to reduce carbon emissions whilst at the same time reducing logistics costs and the number of vehicle movements. These include sharing information and developing logistics schemes and partnerships.

The following twelve interventions represent those which were considered most important by the stakeholder group for the study – and these have been aligned with the three key study aims to highlight how implementing some of the interventions will contribute towards these. A further, thirteenth, intervention is the establishment of a Steering Group discussed in section 3.

Modal Shift	<p>Awareness campaign of coastal shipping opportunities for supply chains (M3)</p> <p>Support and signpost businesses and local authorities to transition to rail freight (RL4)</p> <p>Establish a plan for a network of rail freight intermodal terminals in the South West (RL7)</p> <p>Allocate sufficient freight train paths on the main line and diversionary routes (RL9)</p>
Decarbonising freight	<p>Develop a network of alternative fuel stations and promote existing sites (RD1)</p> <p>Explore opportunities to diversify ports into renewable energy production (M2)</p>
More efficient operations	<p>Promote solutions to driver shortages (RD3)</p> <p>Support for road infrastructure improvements and investment where suitable (RD6)</p> <p>Review of ports in the South West (M6)</p> <p>Review suitability of technologies from trials and their potential for the South West (RD14)</p> <p>Promote use of load matching and vehicle matching exchanges to reduce empty running (RD15)</p> <p>Develop engagement on logistics schemes and partnerships (OI)</p>

Note: the references shown for each intervention in the table link to graphic in Appendix 1.

The full list of the 46 interventions, including information on cost, timescale and ownership will be available in the South West Freight Strategy Final Report as well as the accompanying Summary Report.

Recommendation: The Board approves the freight interventions developed as part of the South West Freight Strategy and the three key aims which set out the overall purpose of the interventions.

3. South West Freight Steering Group

One of the objectives of the Freight Strategy is to establish a South West Freight Steering Group which will be able to continue to advise Peninsula Transport on freight matters and also support the delivery of interventions, particularly those which involve publicising or promoting freight opportunities in the region (e.g. supporting and signposting businesses and local authorities to transition to rail freight and promoting use of load matching and vehicle matching exchanges to reduce empty running).

It is envisaged that the Freight Steering Group will meet bi-annually and mechanisms for the group to report to the STB will be discussed and established in due course.

4. Financial Considerations

The costs of drafting the Freight Strategy document are from allocated funds from the Department for Transport (DfT) as detailed in the current work programme.

5. Environmental Impact Considerations

One of the three key aims for the South West Freight Strategy is focused on decarbonising freight, which explores several areas where opportunities exist to reduce carbon emissions. These interventions could be expected to have a positive environmental impact on the South West Peninsula.

6. Equality Considerations

There are no specific equality considerations associated with this paper.

7. Legal Considerations

There are no specific legal considerations associated with this paper.

8. Risk Management Considerations

The Peninsula Transport Programme Management Group reviews risk and assigns the required mitigation actions across the Peninsula Transport work packages on at least a monthly basis. The group reports monthly to the DfT in compliance with the terms of the DfT's funding support letter.

9. Public Health Impact

There are no specific public health impacts associated with this paper.

10. Reasons for Recommendation

The Freight Strategy has been developed through a robust and formal process: collecting data; looking for best practice freight operations and case studies from other geographical areas; and, gaining wider

input from industry, the LEPs, Local Authority officers, trade bodies, universities and other stakeholders.

The recommendation is proposed to support the completion of the Freight Strategy in line with the process agreed at the previous Peninsula Transport Board meeting in September 2021. Subject to the approval of the freight interventions, the next steps will be to: circulate the draft Final Report by email to officers, co-opted Members and Board Members for comment, followed by the submission, presentation and sign-off of the final Freight Strategy at a future Peninsula Transport Board Meeting.

This process will help meet the DfT requirements to research, develop and publish a transport strategy for the Peninsula Transport STB region and will also inform the development of Western Gateway's transport strategy.

Appendix I – South West Freight Strategy Interventions Summary

