



# MyJourney

West Yorkshire Local Transport Plan 2011 • 2026



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West Yorkshire  
Local Transport Plan  
Partnership

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Connecting  
**people**  
and  
**places**

## Freight Strategy



# Foreword

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I am pleased to present the West Yorkshire LTP3 Freight Plan 2012 - 2026. The Plan sets out the West Yorkshire LTP Partnership's strategic approach for the management of freight within West Yorkshire.

We need this Plan because the freight industry is essential to supporting and enabling growth in the West Yorkshire economy. The efficiency of the sector is affected by congestion – freight delivery vehicles travel slower and make fewer trips during the day if they are stuck in delays on our network. The Plan proposes both strategic transport initiatives such as congestion reduction initiatives as well as specific freight industry schemes.



The Plan seeks to address some of the negative impacts which can also be associated with the freight sector such as vehicle emissions and environmental disturbances such as noise.

This new Freight Plan puts business at its heart - to connect freight to people and places in ways that support the economy, the environment and quality of life.

A handwritten signature in cursive script that reads "James Lewis".

**Councillor James Lewis**  
**Chair**  
**West Yorkshire Integrated Transport Authority**



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# Contacting Us

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The West Yorkshire Integrated Transport Authority, Metro, (WYITA) is the statutory body with sole responsibility for the West Yorkshire Local Transport Plan (LTP).

As part of the LTP, the Freight Plan has been prepared with the support of partners, stakeholders and members of the public. The Plan will be regularly reviewed and updated to reflect changing priorities and you can continue to contribute to such reviews.

If you have any further comments about this Freight Plan, or just want to keep involved in the on-going work, please contact the LTP Partnership.



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## Version Changes for *Local Transport Plan : Freight Plan*

Version	Date	Description of change
1	03-10-2012	DOCUMENT APPROVED BY ITA 27-07-2012



# Summary

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Freight is important to West Yorkshire.

The freight sector contributes about 25% of the region's economy and supports the wider economy by enabling business to take place and goods to be transported.

We need this Plan because the freight industry is essential to supporting and enabling growth in the West Yorkshire economy. The Plan will help build jobs and prosperity across our area.

The Plan is written to enable West Yorkshire residents, freight operators and local businesses to see how we will support and manage the movement of freight. We will use this plan to support our investment decisions and for securing additional funding sources.

It sets out what we will do to support the efficient movement of freight and how we will address some of the adverse impacts of freight movements.

This Plan supports the West Yorkshire MyJourney Local Transport Plan 3 (LTP3) 2011-26 which is available at [www.wyltp.com](http://www.wyltp.com). LTP3 sets out the overall strategic direction for transport planning in West Yorkshire. This Freight Plan will help deliver the LTP's 3 key objectives; supporting economic growth, reducing carbon emissions and enhancing people's quality of life.



# 1 Introduction

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## 1.1 Freight in West Yorkshire

Freight is important to the economy of West Yorkshire, both in terms of the freight sector itself (contributing over 25% of the regions' GVA) and indirectly in supporting our local businesses. This Plan sets out LTP Partnership's approach to freight, including a long term strategy to support freight that will strengthen our economy and reduce freight generated carbon emissions. A short term Implementation Plan details specific schemes, actions and initiatives that will support the freight sector.

## 1.2 What is freight?

Freight transport is the movement of goods or materials from point to point as part of a commercial arrangement. The nature and size of individual operations vary enormously, covering a variety of modes including road, rail, water, air transport and pipeline, and includes:

- **Logistics** - the broader concept of freight activity involving the total supply chain for individual organisations or products. It involves the production process including purchase, manufacturing, storage and interchange distribution, as well as the actual transport of goods;
- **Bulk Freight** - the transfer of large volumes of cargo between specialised terminals usually employing specialised equipment. Examples are large flows of raw materials for industrial production such as coal for power generation and aggregate for the construction industry. It might also apply to significant flows of finished products such as cars;
- **Non-bulk freight** - goods carried in smaller units, generally single lorry units or containers. These are typically higher value commodities such as finished products or retail goods.



Although all types of freight modes are considered in this Freight Plan, its primary focus is on road freight. There are two principal types of freight vehicles used on the road network:

- **Heavy Goods Vehicle (HGV)** are trucks or lorries over 3.5 tonnes gross weight;
- **Light Goods Vehicle (LGV)** includes car based vans, pick- ups, transit type vans and light agricultural tractors/trailers less than 3.5 tonnes gross weight.

# 2 Vision and Objectives

## 2.1 Vision



LTP3 is called ‘MyJourney’ to reflect the focus on customers at the heart of the Plan. LTP3’s Vision for transport in West Yorkshire is:

<b>MyJourney West Yorkshire Vision 2026 - Connecting People and Places</b>
Working together to ensure that West Yorkshire’s transport system connects people and places in ways that support the economy, the environment and quality of life.

## 2.2 Objectives

Three key objectives of LTP3 for achieving the MyJourney Vision over the next 15 years are:

1	<b>Economy. To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region.</b>
2	<b>Low Carbon. To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans.</b>
3	<b>Quality of Life. To enhance the quality of life of people living in, working in and visiting West Yorkshire.</b>

This Freight Plan sets out ways to achieve these LTP Objectives. It also sets out measures to mitigate against any adverse impacts that freight can have on local communities.

## 3 Evidence and Issues

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Freight movement has been a steady contributor to the economy of West Yorkshire accounting for 20%-25% of Gross Value Added (GVA) (distribution, transport and communication as % of total). It has an important economic role to play providing employment and maintaining and developing new skills for the area.

This Chapter reviews the evidence around different freight modes and highlights issues affecting the freight industry, the wider economy and the local communities that are impacted by the movement of freight.

### 3.1 Freight employment and its economic contribution

Transport and freight play an important role within the West Yorkshire economy, with almost 54,000 people employed within the sector. Table 1 (Labour Force Survey 2009) shows the majority of jobs in the freight industry are in road freight or wholesale, as well as a large concentration of courier/postal activity.

Category	Number of jobs
Wholesale	26,699
Freight transport by road	7,185
Removal services	522
Warehousing and storage	5,824
Service active incidental to land trans	1,651
Other transportation supporting acts	1,388
Post active under universal service	4,929
Other postal and courier acts	5,786
<b>Total</b>	<b>53,984</b>

*Table 1: Labour Force Survey 2009 for West Yorkshire*

Wholesale freight movements are generally for the manufacturing sector which is concentrated in Bradford, Kirklees and Leeds.

At 25% of West Yorkshire's GVA, the sector is worth around £8,254m per year, which highlights its strategic importance. Ensuring that vehicles can go about their day to day business efficiently is essential not only to the freight sector, but the whole of West Yorkshire's economy.



## 3.2 Types of Freight

**Road freight** is the most used mode for freight movements in our area, moving around 1,900 million tonnes of freight in West Yorkshire (2008 data). Motorways account for the majority of freight trips by length of journey, specifically the M1, M621 and M62. Freight can account for up to 16% of traffic flows by mode on the motorway network. Table 2 shows the significant freight movements on our local motorways.

Road	Route	Average 24hr Annual Daily Traffic	Average 24hr HGV %	Average 24hr HGV total
M1	London-Leeds-Newcastle-Edinburgh	122,100 (Jn 42-43)	8%	10,200
A1(M)	London-Leeds-Newcastle-Edinburgh	115,700 (E Aberford)	14%	15,700
M621	Leeds-M1/M62	101,400 (Jn 5-6)	4%	4,400
M62	East and West Coast (Goole/Hull-Leeds-Manchester-Liverpool)	133,200 (Jn 26-27)	13%	17,000
M606	Bradford-M62	66,000	7%	4,900

*Table 2: Freight movements on the West Yorkshire Motorway network (2009)*

However, since 2008 there has been a significant reduction in volumes (weight) of road freight (approximately 25%) possibly linked to the recent economic downturn. However, it is projected that freight volumes are expected to rise with economic growth over the medium term.

The main types of goods being transported include general haulage, manufacturing, food stuffs and crude minerals. One in three vehicles are empty, accounting for a fifth of vehicle miles (West Yorkshire Freight Study 2010). This highlights significant levels of trips to/ from West Yorkshire are under-utilised.

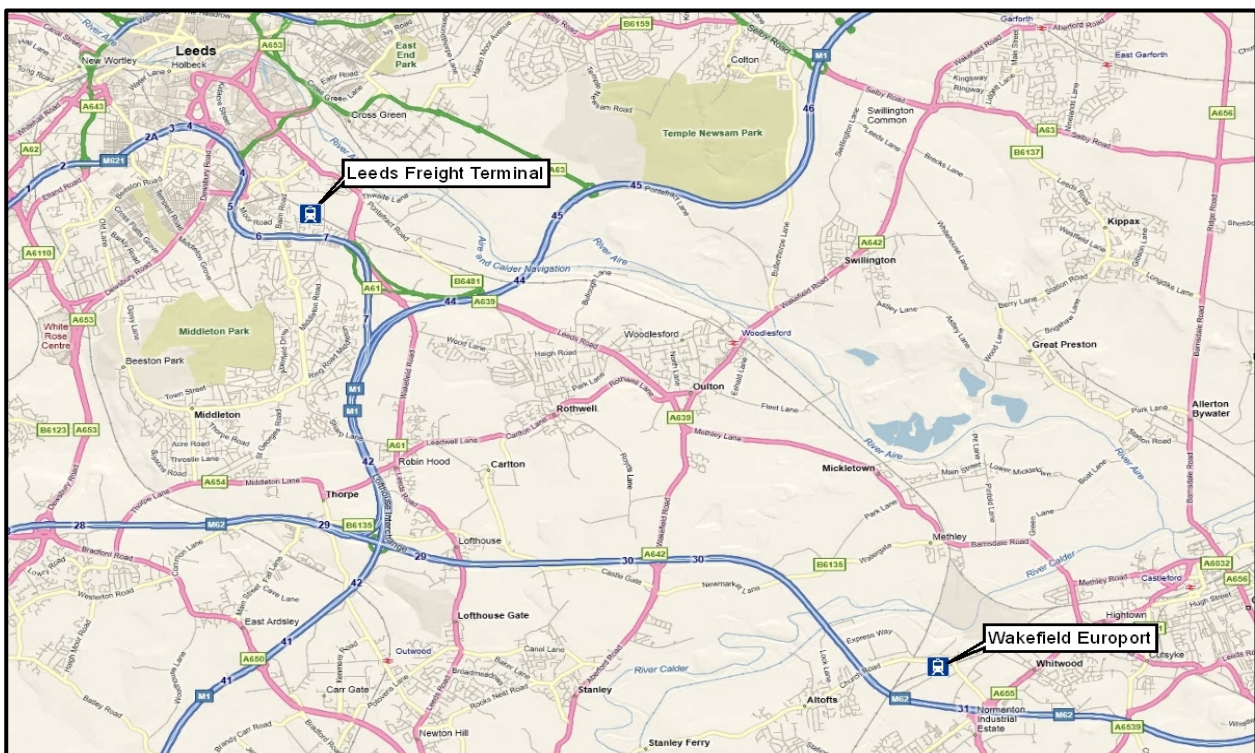
Freight is not just about HGV's. Light Goods Vehicles (LGV's) such as vans have seen significant growth in numbers. For example, van ownership increased by 46% between 2000 and 2009 as shown in the Table 3.

Area	2000	2005	2009
Yorkshire and The Humber	170,000	222,000	248,000

**Table 3: Van ownership in Yorkshire and Humberside**

LGV's tend to undertake shorter, more local trips such as for supermarket and household parcel deliveries. Demand has increased due to the popularity of internet shopping and is expected to continue to grow.

**Rail** carries 4.5 million tonnes of freight through West Yorkshire each year. Two important multimodal freight terminals, Leeds Stourton and Wakefield Euro Terminal are located in this area. These terminals will continue to be important for rail freight such as containers and intermodal traffic.



The majority of rail freight is made up of bulk products, For example, a third of rail freight is coal to supply power stations. This highlights the importance of West Yorkshire as a hub and through route for rail freight. One of the key issues, however, is a lack of capacity on the network (in terms of train paths on the rail lines and rail freight interchanges) to enable growth in the rail freight sector. These issues are highlighted in West Yorkshire's 'RailPlan' (see [www.wyltp.com](http://www.wyltp.com) to view Railplan).

**Water freight** has declined considerably over recent years. However, water as a mode does have the potential to grow for bulk haul items.

In West Yorkshire, the amount of freight being transported by internal waterborne traffic has dropped by 90% over the last 20 years. (DfT Waterborne Freight in the UK: 2008). There are a number of reasons for this decline, including a reduction in the number of barges serving Ferrybridge and Eggborough power stations with coal. Road based freight continues to attract freight from both water and rail due to its lower costs and greater flexibility.

Water based trips offer carbon savings over road based movements, free up capacity on the road (and rail) network and are suitable for bulk freight which is not a time sensitive product (i.e. unlike items such as food and fruit which are perishable). This Freight Plan should safeguard and protect existing and new water mode freight facilities. It should strengthen current policies at the local level, and encourage the use of sustainable modes in the tender and procurement stage of developments.

**Air Freight** moved through Leeds Bradford International Airport has fluctuated radically over the last decade and is very small compared to other methods of moving freight. But air freight can be an important economic facilitator with

last minute deliveries critical to keeping industry and commercial processes moving in the area. However, air travel disproportionately contributes to carbon emissions, so large movements of goods by air should be minimised. Although air freight is not dealt with specifically in this Freight Plan, it does include consideration of surface access to the airport itself.

**Pipelines** are very effective at moving large volumes of gas, liquid and solids economically and in a safe manner with minimal impact on the environment. Underground pipelines are used extensively in West Yorkshire for moving, for example, water and North Sea gas to reserve tanks which can be drawn upon for local supplies. However, installation of new pipelines are very costly and are usually only undertaken as part of strategic large scale investment programmes. This Freight Plan does not deal specifically with pipeline freight, other than to support planning applications for future pipeline investments due to its effectiveness for moving bulk items.

### CASE STUDY: Water freight and the 2012 Olympics

Recent examples in the use of the waterways for freight include the 2012 London Olympics. Billed as the greenest Olympics yet, strict criteria was applied to contracts to encourage the use of non- road based freight movements. The result was that the strategy enabled over 1400 lorry journeys per week to be taken off the local roads and replaced with trips made by barge on the waterway.

## 3.3 What are the key issues?

**Congested roads** make freight transport inefficient. Congestion results in increased costs to the economy, business and the community because of lost time spent in congested traffic. For example, delivery organisations need more vehicles to make the same number of deliveries, lost productive time by people delayed in congestion and poorer air quality caused by queuing traffic.

Congestion is estimated to cost West Yorkshire's economy over £250m in lost productivity every year (West Yorkshire Travel Plan Network). The impact is felt disproportionately more by the freight sector than any other industry; freight movements account for 6% of road journeys but the impact of road congestion to those freight movements can be over 25% of total congestion costs in our economy.

**Traffic flows** are slow in the peak periods which can now last for several hours in the morning and evening peaks. Business values reliability of journey times, but in West Yorkshire half the road network is congested and slow at peak times. These issues are considered in the LTP3 Network Management Plan (see [www.wyltp.com](http://www.wyltp.com)).

**Emissions** generated by the freight sector can be disproportionately high. Whilst representing a low proportion of traffic flows at around 8% of traffic (Source: West Yorkshire Freight Study 2010), road freight produces a disproportionate amount of emissions contributing 35% of transport carbon emissions nationally (DfT Monitoring and Understanding CO<sub>2</sub> Emissions from Road Freight Operations). Road freight produces higher carbon emissions than other modes of freight movement, as shown in Table 4.

Mode of Transport	Type	CO <sub>2</sub> tonne per 1000 km
Road Freight	HGV (average)	119
Rail Freight	Diesel Locomotive	29
Shipping	Various Vessels	4- 20

**Table 4: Emissions by Freight Mode Type. Source: DEFRA (2010)**

As well as emissions, the freight sector can negatively impact upon the quality of life of local communities; for example, causing noise, vibration and general disturbance issues.

Areas for goods vehicles to stop and park up when on route are essential in running longer distance freight operations, as well as for rest stops. Ensuring good signage to appropriately located sites with adequate capacity is essential to ensuring appropriate parking.

### 3.4 Summary of Key Issues

The freight sector is essential in supporting the wider economy and encouraging prosperity in our area. Over the medium term, it is predicted to grow and help promote economic growth. But the sector also has a disproportionate negative impact on local environments such as increased emissions and noise. This Freight Plan sets out a number of key strategic approaches that will support this growth but in a way that is sustainable and less harmful to our local communities.





# 4 Strategy

## 4.1 Freight Proposals

Effective management of freight is needed to deliver the key objectives set out in LTP3.

Two key proposals are prioritised in LTP3:

<b>Proposal 21</b>
Support the <b>efficient and sustainable movement of freight</b>

As shown by the evidence, movement of freight plays a vital role in the economic prosperity of West Yorkshire, particularly for the manufacturing employment which is concentrated in Bradford, Kirklees and Leeds. Freight movements on West Yorkshire’s transport systems consist of freight movement within West Yorkshire, as well as important flows that pass through the area, particularly associated with the Humber Ports. Increasingly, the competitive supply of many services (domestic, commercial and industrial) is dependent on the use of small commercial vehicles.

However, the movement of freight and commercial vehicles contributes disproportionately to road damage, road safety, congestion (and hence the loss of productive time through variability of journey times), traffic noise, air quality issues and the generation of carbon emissions.

The approach for freight in West Yorkshire includes promoting initiatives and infrastructure improvements; accommodating and promoting growth at West Yorkshire’s multimodal (rail and road) freight terminals; exploring, providing and where appropriate protecting opportunities for inter-modal transfer (for road, rail and water) and consolidation; improving the consideration of the needs of freight during planning applications and the management of urban centres. Further detail on the freight initiatives is included in the Implementation Plan.

<b>Proposal 4</b>
Use new <b>network management</b> practices to <b>minimise congestion and ensure efficient recovery from disruption.</b>

The Evidence Chapter has shown that half of Yorkshire’s road network is congested and slow at peak times. This results in increased costs to business and freight, and increased vehicle emissions. Measures will be taken to reduce the disruption to traffic caused by planned road works (and street works), other planned events (e.g. road closures for festivals), and incidents that are unplanned such as accidents. It is proposed to introduce a road works ‘permit scheme’ to speed up the way that road works are carried out. Measures will be reviewed and improved to ensure that the transport networks return to normal as soon as possible after the disruption incident. Further detail on the freight initiatives is included in the Implementation Plan.

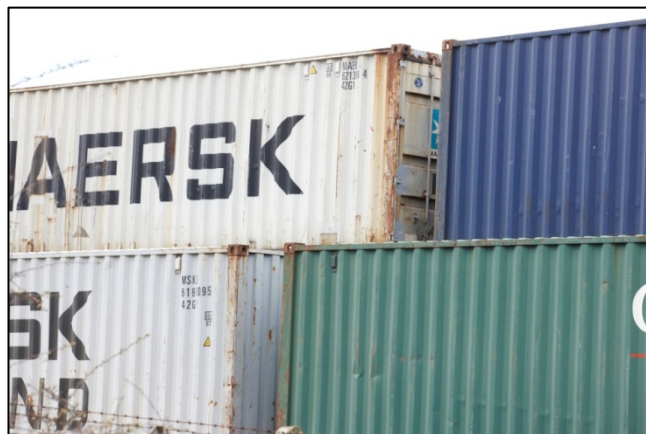
## 4.2 Summary of Key Issues

The overall strategic approach for freight is to support and ensure the growth of the sector, unlocking and supporting wider economic growth, in a way which is sustainable and less harmful to our local communities.

Specific outcomes for this Freight Plan include:

- Reduced congestion to enable more efficient freight movements;
- Improved emission outputs from the freight sector and less harmful impacts on our local communities.

In the first LTP3 Implementation Plan 2011- 14, transport investment is focused on the delivery of measures which support economic growth in West Yorkshire. This Freight Plan proposes specific measures set out in the next Chapter which supports economic growth. It may also be possible to introduce environmentally friendly initiatives which also provide an economic benefit, such as low emission vehicles which can be cheaper to run. Over the medium term, and when the strength of the economy has improved, it will be possible to focus more on initiatives which deliver on the low carbon and quality of life objectives within LTP3.



# 5 Implementation

This Freight Plan sets out an initial two year Freight Implementation Plan to 2014 that has been developed to support the freight industry and wider economic growth in West Yorkshire. The Implementation Plan is relatively short in duration to allow for an early review of progress before the second Implementation Plan is developed.

The Freight Implementation Plan is set out in three themes;

- Better utilisation of the network;
- Better understanding of freight issues;
- Reduce the negative impacts on local communities.

The Implementation Plan sets out as a series of 'Actions' that address the key issues identified in Chapter 3 to:

- Reduce congestion;
- Make freight movements more efficient;
- Improve emission standards that are less harmful to our local communities.

## 5.1 Better Utilisation of the Network

The evidence and issues Chapter has shown congestion to be one of the biggest issues facing the freight industry. Stakeholders have told us one of the most important outcomes is to reduce congestion and improve reliability/ predictability of freight journey times. The following section sets out for each of the key freight modes how we will make better use of our existing network.

### Road Freight

**A review of the feasibility of further freight priority lanes in West Yorkshire.** West Yorkshire already benefits from freight priority on the East Leeds Link road between Leeds City Centre and the M1. This operates at peak times and enables freight, buses and cars with two or more passengers to move quickly and reliably even in the rush hour.

The feasibility of implementing more freight priority to sections of congested local roads in West Yorkshire will be evaluated particularly to assess any dis-benefits for sustainable modes such as bus and cycle movements.

Action 1
We will carry out an assessment of the feasibility of Freight Priority to determine potential benefits to freight traffic and dis-benefits to other vehicles, especially sustainable modes.

**Support for Motorway Improvements.** M1/M621 Managed Motorways in West Yorkshire include the introduction of Variable Mandatory Speed Limits and Hard Shoulder Running. The Highways Agency is committed to building upon the success of their M25 and M42 schemes already in

operation. It is anticipated that the Managed Motorways in West Yorkshire will reduce congestion, provide more reliable journey times, reduce overall noise emissions, improve overall air quality and provide better connectivity to the sea ports. Works are currently underway to implement Managed Motorways to the M62 (Junctions 25 – 30).

### Action 2

We will support the Highways Agency in implementing the Managed Motorways schemes where possible on the M1/ M62 in West Yorkshire and providing more reliable journey times and connectivity to the sea ports.

**Urban Traffic Management Control (UTMC).** UTMC is the intelligent use of traffic flow data to control sets of traffic lights to provide more consistent journey times and/ or quicker journeys for all vehicle types. West Yorkshire has been utilising this technology for many years; going forward we will seek to build upon existing systems to enhance the collation, management and dissemination of real time information to improve network management. This could include providing a single West Yorkshire dataset which can access real time multi modal travel information including, for example, traffic flows, car park space availability and current road and street works data.

### Action 3

We will upgrade IT systems to improve real time travel information and in turn reliability of journey times.

**Better route information** is an essential ingredient to help improve efficiencies and reduce the impact upon local communities by reducing delivery times and avoiding inappropriate or unsuitable routes for HGVs. To ensure that freight vehicles are able to use the West Yorkshire road network safely, to improve the efficiency of freight operations and to lessen the impact of freight on the local communities, we will work with partners and stakeholders as follows:

### Action 4

We will work with hauliers and the trade associations (e.g. Freight Transport Association and Road Haulage Association) to determine their needs for appropriate routing, (including cross boundary), and travel information (including the location of alternative refuelling stations).

### Action 5

We will work with the wider local community and environmental groups to ensure that concerns regarding HGV movements and parking are addressed and acted upon.

### Action 6

We will work with Satellite Navigation (Sat-Nav) operators and Ordnance Survey to ensure that correct network information and height, width, weight restrictions are properly recorded in mapping systems.



**Resilience and recovery.** We need to ensure that local transport networks are resilient and adaptable to the disruption and delay that can follow adverse weather events and disruption incidents.

Action 7
We will work with partners to ensure adequate information is provided in advance of predicted severe weather events and identify what preventative actions are required.

We will also develop initiatives which help mitigate the causes of climate change and reduce the impact of emissions on local communities. Further information on resilience is covered within the Transport Asset Management Plan (see [www.wyltp.com](http://www.wyltp.com)).

### Rail Freight

4.5 million tonnes of rail freight are transported through West Yorkshire each year. Two important multimodal freight terminals, Leeds Stourton and Wakefield Euro Terminal are located in this area. However, the high cost of improvements and lack of capacity on the rail system makes it very difficult to expand rail freight volumes. The McNulty Review (2011), an independent evaluation of costs in the UK Rail Industry, has reported that the costs of developing improvements in the rail industry are around 30% higher than comparable railways in Europe and elsewhere. Initiatives to reduce industry costs, and to increase capacity, are discussed further in LTP3 RailPlan (see [www.wyltp.com](http://www.wyltp.com)).

Action 8
We will continue to work with industry partners to maximise the switch from road freight to rail wherever practicable and will promote and protect potential rail freight sites through the District Council's Local Development Frameworks (LDF).

### Water Freight

The use of water as a mode of freight transport has declined considerably over the last twenty years but shows some potential to grow. Chapter 3 highlighted that water freight offers the lowest CO<sub>2</sub> emissions per tonne of freight carried.

Action 9
We will continue to work with industry partners to maximise the switch from road to water freight wherever practicable and encourage the maintenance of navigable rivers and waterways. We will also seek to protect water facilities such as wharves in West Yorkshire's LDF's.

### Air Freight

The amount of freight moved through Leeds Bradford International Airport has fluctuated radically over the last decade and is relatively small compared to other methods of moving freight. Chapter 3 showed that air freight can be important as an economic facilitator, but can be proportionally worse than other modes for emissions. Although this Freight Plan does not deal with air freight specifically, we can help support the surface movement of freight to/ from the airport.

#### Action 10

We will engage with Leeds Bradford International Airport to ensure that surface access to the airport for freight vehicles is made more reliable.

### Pipeline Freight

Pipelines are very effective at moving large volumes of gas or liquid economically and in a safe manner with minimal impact on the environment.

#### Action 11

We will support opportunities to increase movements by existing or new pipelines within West Yorkshire and make appropriate provisions with LDFs.

## 5.2 Better Understanding of Freight Issues

The evidence and issues Chapter has shown us that we have a limited understanding of freight. This section sets out how we will seek to better consult and understand the issues.

### Engage with industry partners

West Yorkshire's LTP3 recognises the importance of the freight industry to the West Yorkshire economy and that more can be done to support the sector. To help the freight industry go about their business efficiently and effectively we need to have a better understanding of issues that freight partners face and the interventions required. The first step in improving engagement the industry partners has been the production of this first Freight Plan. The next steps will include delivering the initiatives and actions set out.

#### Action 12

We will work with key industry representatives and engage with the wider freight industry through various Trade Associations.

#### Action 13

We will identify successful Freight Quality Partnerships and establish an understanding of best practice for West Yorkshire.

#### Action 14

We will engage with major logistics operators to better understand the freight industry planning process, especially the issues around future emissions legislation and how to encourage the operation of low emission vehicles within West Yorkshire.

## 5.3 Reduce the Impact on Local Communities

As shown in Chapter 3, the negative impact of freight can be significant to those people who live on or near roads used by freight vehicles. Impacts can include excessive vehicle emissions, noise and vibrations.

Existing mitigation measures include restrictions on the times that deliveries can take place, and encouraging freight vehicles to use main roads where possible. In general, the industry acknowledges the sensitivities to the local community.

### Reduce congestion

Congestion is major cost to freight operators. It can lead to HGVs using inappropriate routes to avoid congestion hotspots causing community conflict and, in certain circumstances, large HGVs getting trapped on inappropriate parts of the local road network.

Action 15
We will identify specific congestion problems that cause difficulties for freight movements. Congestion is a key part of the LTP3 and is dealt with elsewhere in LTP3 Implementation Plans.

Action 16
We will identify inappropriate HGV routing (or rat running) and work with industry partners to find more suitable routes and interventions.

### Improve Air Quality

This Freight Plan needs to support freight industry partners in making freight operations more efficient, using less fuel and reducing emissions. The introduction of Low Emission Zones (LEZ) could include enforcement or planning measures, combined with marketing and incentives to help tackle emissions and encourage a shift to more environmentally friendly vehicles.

Action 17
We will work with freight industry partners to support the introduction of low emission goods vehicles within West Yorkshire and explore the benefits of potential Low Emission Zones.

### Delivery restrictions

Delivery restrictions such as ‘10am-4pm delivery bans’ in busy town centres can force delivery vehicles of all sizes to travel in peak times contributing to congestion. These delivery bans are often put in place to protect the environment, public safety and air quality; however these should be reviewed to ensure they are still effective. Evidence shows that moving a delivery from the day time to night time can save up to 6% in fuel costs and generate real benefits for the local community. The potential for successful partnership working between industry and local residents to lift night time delivery curfews has been successfully demonstrated by the DfT funded ‘Quiet Delivery

Demonstration Scheme' at four supermarket locations at Bournemouth, Chichester, Stafford and Walsall.

#### Action 18

We will work with the freight industry, the retail sector, town and city centre managers, and the local community to identify where existing delivery restrictions could be amended or removed without detrimental impact. Solutions such as using consolidation centres whereby lorries maximise full loads/ make fewer trips will be encouraged.

### Road Safety

Safety is paramount within any business. Safety throughout the freight industry is just as important. In particular, freight operators are committed to further collaborative working to improve road safety and the interaction between HGVs and vulnerable road users, especially cyclists.

#### Action 19

We will work with freight operators to promote the use of educational information to highlight safe practices for both HGV drivers and vulnerable road users.

### Better Land Use Planning

In order to ensure that appropriate sites for freight use are selected, we will work with the Local Planning Authorities (LPAs) to influence the Local Development Frameworks (LDF).

The LDF is the District Council's planning policy that sets out land use allocations and is currently replacing the Unitary Development Plans (UDP). A key function of the LDF is the preparation of a development plan comprising policies, land-use allocations and maps in order to guide development to the right places and avoid inappropriate development happening in the wrong place.

West Yorkshire's existing land use policies already include freight. These freight policies focus on the principle of improving the sustainability of freight movement especially for longer distance movements. Consolidation centres preferably with a multi modal facility are generally supported. The locations of such facilities are directed towards the existing motorway network and other major multi modal facilities such as the Euro Rail Freight Terminal in Wakefield. The principle of these policies remain valid.

#### Action 20

We will seek agreement with LPAs in LDFs on the following principles:

- The West Yorkshire Key Routes Road Network is the appropriate network for road freight;
- Make provision for and promote opportunities for modal shift of freight to rail and waterways, including intermodal freight terminals;
- Make provision for safe and secure local rest areas, freight handling and transfer facilities which can help to reduce reliance on road based freight and the impact of goods vehicles - especially in urban areas and town and city centres;
- Allocations for major freight generators should be located with good access to rail and motorway networks.



## 5.4 Summary

These initiatives include a range of measures which will help support the economic and efficient movement of freight and in a way that minimises the negative impact on the environment and the people of West Yorkshire.

The next Chapter sets out the Performance Management process to ensure we monitor and report progress in delivering these initiatives.



# 6 Project and Performance Management

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## 6.1 How will we know we have been successful?

Successful outcomes from the first Freight Implementation Plan would be a more efficient and financially sustainable industry which in turn contributes towards supporting and driving a stronger and growing local economy.

Delivery of the actions contained within the Freight Implementation Plan will help contribute towards the overall LTP vision and objectives. More information on the LTP targets can be found on the LTP website at [www.wyltp.com](http://www.wyltp.com).

Table 5 details the Freight Implementation Plan 2012- 14 and sets out the specific targets and outcomes. The Freight Plan will be regularly reviewed and monitored to ensure good delivery and progress. Please check the LTP website ([www.wyltp.com](http://www.wyltp.com)) for regular news and progress updates

**Table 5: Freight Implementation Plan**

Action	Action	Start	End	Target	LTP Proposal	LTP Objective
1	Feasibility of freight only/ no car lanes	Autumn 12	Mar- 14	Agreed approach	4, 21	GVA
2	Support for motorway improvements and increased connectivity to sea ports	Autumn 12	On-going	Supportive feedback to any consultations	4, 21	GVA/ CO <sub>2</sub>
3	Real time travel information database	Autumn 12	Mar- 14	Improved journey time reliability	4, 21	GVA/ CO <sub>2</sub>
4	Identify freight routing information requirements	Autumn 12	Mar- 14	Agreed requirement and provide improved information	4, 21	GVA/ CO <sub>2</sub>
5	Reduced impact of freight on local communities	Autumn 12	Mar- 14	Improved satisfaction scores in local communities	21	Quality of life
6	Work with Sat Nav companies to ensure correct information	Autumn 12	On-going	Accurate information on Sat Nav systems	4, 21	GVA/ CO <sub>2</sub>
7	Provide adequate and accurate information before severe weather events	Autumn 12	On-going	Disruption from severe weather events managed and minimised	4, 21	GVA/ CO <sub>2</sub>
8	Protect potential rail freight sites and encourage the switch to rail freight	Autumn 12	On-going	Increased volumes of rail freight.	4, 21	GVA/ CO <sub>2</sub> / Quality of Life
9	Protect maintenance of waterways and encourage the switch to water freight	Autumn 12	On-going	Increased volumes of water freight	4, 21	GVA/ CO <sub>2</sub> / Quality of Life
10	Improve reliability of journey times to LBIA	Autumn 12	Mar- 17	Improved journey time reliability	4, 21	GVA/ CO <sub>2</sub>
11	Support movements by existing or new pipelines	Autumn 12	On-going	Increased volumes of pipeline freight	4, 21	GVA/ CO <sub>2</sub>
12	Improve communication with Freight Industry Partners	Autumn 12	On-going	Good communication with freight industry	21	GVA/ CO <sub>2</sub>

Action	Action	Start	End	Target	LTP Proposal	LTP Objective
13	Adopt best practice from Freight Quality Partnerships (FQP)	Autumn 12	On-going	Using best practice from FQP's	21	GVA/ CO <sub>2</sub> / Quality of Life
14	Improve communication with major logistics operators	Autumn 12	On-going	Better understanding of logistics	21	GVA/ CO <sub>2</sub>
15	Identify congestion hotspots	Autumn 12	Mar- 13	Improved journey time	4, 21	GVA/ CO <sub>2</sub> / Quality of Life
16	Identify inappropriate lorry routing	Autumn 12	Mar- 13	Agreed set of suitable routes to address specific concerns	4, 21	Quality of life
17	Work with the industry partners to explore Low Emission Zones and vehicles	Autumn 12	Mar- 13	Solutions which increase compliance with LEZ's	4, 21	CO <sub>2</sub> / Quality of Life
18	Review delivery/ access restrictions	Autumn 12	Mar- 14	Reviewed delivery/ access restrictions for appropriateness	4, 21	CO <sub>2</sub> / Quality of Life
19	Develop a safety education programme	Autumn 12	Dec- 14	Implement safety programme and indicators	4, 21	CO <sub>2</sub> / Quality of Life
20	Promote freight issues in the LDF/ Planning process	Autumn 12	Mar- 14	Freight issues included in LDF's	4, 21	GVA/ CO <sub>2</sub> / Quality of Life

**Table 5: Freight Implementation Plan 2012- 14**

# Glossary

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A list of technical terminology used in this document with definitions.

<b>Air Quality Management Areas</b>	A place declared by a District Council where national air quality objectives are not likely to be achieved.
<b>Gross Value Added</b>	An economics measure of the value of goods and services produced in an area, industry or sector.
<b>Heavy Goods Vehicle</b>	Goods motor vehicles (i.e. trucks/ lorries) over 3.5 tonnes gross vehicle weight.
<b>Light Goods Vehicle</b>	Car based vans, pick- ups, transit type vans and light agricultural tractors/ trailers and all goods vehicles less than 3.5 tonnes gross vehicle weight.
<b>Local Development Framework</b>	A plan created by local authorities outlining the locations and specifications for development in an area.
<b>Low Emission Strategies</b>	Adopting and implementing low emission policies and measures e.g. fuels and technologies.
<b>Low Emission Zones</b>	Areas or roads where the most polluting vehicles are restricted via a ban or charge.
<b>Network Management</b>	Operation and procedures which keep the road system running smoothly.
<b>Network Management Plan</b>	A plan which sets out how a District Council meets the conditions set out in the legislated Network Management Duty.
<b>Non-principal classified roads</b>	District Council's 'B' and 'C' class roads.
<b>Principal Road Network</b>	District Council's 'A' class roads
<b>Transport Asset Management Plan</b>	A plan of how the network of highway and public transport assets are managed and maintained.
<b>Urban Traffic Management Control Systems</b>	A specialist form of traffic management which integrate and co-ordinate traffic signal control over a wide area in order to control traffic flows on the road network.



## Further information

If you have any queries about this document, or If you would like this information in other formats such as Braille, large print or in audio format (CD / MP3) or in other languages, please contact us:

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