

Freight Strategy: Public Consultation May - July 2012
Results and Responses 3 October 2012

Respondent No.	Full text	Action	Rationale for Actions
1	I've searched the documents and cannot find references to flood, flood risk or drainage impact which already seriously affect the rail network and performance through impact and damage to rail infrastructure, flooded lines, culverts and bridge structures, stations, station car parks all impacting on service performance. The existing railway drainage network is predominantly ageing or Victorian infrastructure in need of significant investment and future proofing. To meet the planned Railplan Freight objectives, flood risk impact to the network needs to be minimised. Has flood risk impact on the network been assessed for the minimum 100yr? What lessons have been learned and actions implemented since June 2007? Where is flood risk taken into account in the proposed plan? Have the proposed Railplan objectives included flood risk impact? Has the proposed Railplan business case included flood risk impact? What funding has been allocated for flood risk reduction on the network and as part of match funding proposals where flooding from multiple sources impacts on the network?	Noted.	Carry out a flood risk assessment on specific initiatives and schemes.
1	Duplicate - see above	Noted.	Carry out a flood risk assessment on specific initiatives and schemes.
2	More freight should be transported by rail, wherever possible.	Noted.	This is reflected in Action 8
3	Signage and Sat Nav info does need priority and should control congestion on non motorway roads. Drivers tend to use sat nav and ignore signs / symbols. We have problems locally with a low height bridge.	Noted.	This is reflected in Action 5
4	However, there are a lot of statements which have been mooted before. Whilst freight is key for success in the Region, these need to be linked with public transport improvements which will aid the movement of freight.	Noted.	Modal shift to public transport is covered elsewhere.
4	I guess it depends on resources. If there is no money they will not happen. Also, any costs to freight operators need to be assessed	Noted.	Action plan to be adequately resourced.
4	Good outlines, but the proof of success will be when we see something happen, and the ease of movement for all (passenger/freight) becomes apparent.	Noted.	

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5	What about involving the rail haulage association in discussions/ reviewing the document Talk to the container depots eg Leeds/ Europort direct to get them involved Challenge if we need to maintain every rail line to the same high standard ie do all rail lines carry freight- if not they may not need to be maintained to the same standard as freight used lines. Paul Roberts has a useful 1 pager hgv flows map which may be of use for the document	Noted.	Road Haulage Association have supplied a comprehensive response to this consultation. Network Rail trade maintenance to be raised with Network Rail.
6	need more railway lines through standage tunnel	Noted.	Dealt with in RailPlan.
7	Mostly sound common-sense!	No action	
7	a) If "hard-shoulder driving" is permitted in some circumstances, it must give way to the primary use of the should lest drivers in difficulty have no safe recourse. b) Re "Action 7" - is not the main cause of climate change cosmic? (esp. sunspot activity!) See also my "TAMP" response.	Noted.	
7	No.	Noted.	
8	A full & co-ordinated freight strategy can only be of benefit to all stakeholders & the economy. Much needed.	Noted.	
9	Of particular importance is reducing congestion on urban PRN routes. Poor compromises between through traffic and local communities have been implemented in a number of locations, whcih serve neither properly. Examples include the A644. particularly through Ravensthorpe, and the A640 in Marsh. A PRN road should prioritise smooth flow of traffic with minimised stop-start driving, ideally with a higher speed limit (40mph in urban areas). In contrast a village centre obviously needs safe road crossing facilities, but the provision of multiple central refuuges, build-outs and formal parking bays results in a very busy environment which is both dangerous and stressful for drivers, and inefficient and polluting. If HGV traffic can pass through the village centre smoothly at a constant speed, without stop-start driving polution, noise and disruption, all will benefit. The removal of street-clutter is an essential part of this (it also reduces the Councils' maintenance costs).	Noted.	This is reflected in Action 5.
10	Well set out Plan!	Noted.	
11	West Yorkshire Freight Plan The Road Haulage Association (RHA) is the trade and employers organisation for the hire-or-reward sector of the road haulage industry. The RHA represents some 7,300 companies throughout the UK, with around 100,000 HGVs and with fleet size and driver numbers varying from one through to thousands. Generally, RHA members are entrepreneurs, including many family-owned businesses as well as some plcs. Without the activities of RHA members the UK would come to a halt both socially and economically.	Noted.	

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11	<p>The Road Haulage Association warmly welcomes the West Yorkshire Freight Plan. We are pleased that the Plan demonstrates a sound understanding of the issues faced by the road haulage industry in such challenging economic times. We look forward to working with the West Yorkshire Local Transport Plan Partnership to implement the Plan in its initial stages, and on towards 2026. We welcome the recognition that the freight sector contributes 25% of the region's economy, and supports the wider business community, employing almost 54,000 overall. We note that road haulage alone (excluding warehousing and storage, removal, courier services and wholesale) employs 7,185 people and is the most used mode.</p>	Noted.	
11	<p>The Plan We note the three key objectives of the Plan as being: • To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region • To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans • To enhance the quality of life of people living in, working in and visiting West Yorkshire We support the key objectives so long as the need to support, protect and promote jobs and growth in the freight sector is a central concern throughout Plan implementation. Implementation We note the initial two year implementation timeline and welcome the desire of the West Yorkshire Local Freight Partnership (WYLFP) to engage with trade associations such as the RHA to develop a better understanding of freight issues. The RHA looks forward to being consulted on all relevant issues.</p>	Noted.	
11	<p>Freight Priority Lanes We welcome the review of the feasibility of adding further priority freight lanes in West Yorkshire. We would like to emphasise that priority lanes help to ease congestion, reduce emissions, and make freight delivery more efficient. Managed motorway schemes We note the support pledged for the M1/M621 managed motorway schemes by the WYLT. The RHA backs the implementation of such schemes, while stressing to the government that longer term solutions to deal with congestion, such as a proper programme of road building will be required.</p>	Noted.	
11	<p>Intelligent Transport Systems and Urban Traffic Management Control We note the intention to upgrade IT systems to provide improved real time travel information. Hauliers have embraced the use of intelligent transport technologies which help in the efficient running of their businesses, and so we look forward to working with the WYLFP on these initiatives. Better Route Information We very much welcome the pledge to work with the RHA and other trade groups to understand issues in relation to provision of better route information.</p>	Noted.	

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11	<p>We look forward to working with the WYLFP regarding concerns from community groups about HGV movements and parking. The RHA and its members are keen to do as much as practicable to respond sensitively to the concerns of local residents about the movement of freight by road. Road, Rail, Air and Water Freight We note the intention of the WYLFP to work with industry partners to maximise the switch from road to rail freight where practicable. However we would ask the WYLFP to bear in mind that regardless of which freight mode is used, road freight will remain an essential component of any future freight strategy, since trucks usually undertake “last mile” deliveries once goods are unloaded from rail, air or water freight terminuses.</p>	Noted.	
11	<p>We look forward to working with the WYLFP, through successful Freight Quality Partnerships. Congestion, Air Quality and Emissions We very much welcome the intention to work with major logistics operators to better understand the freight industry planning process, and particularly issues in relation to emissions control and low emissions vehicles. However we would stress that in order to have a full understanding of the freight system, it is essential that the WYLFP has some interaction with smaller hauliers, and seek to understand the pressures upon them; smaller operators are an essential component of the industry because they work as sub-contractors for larger operators.</p>	Noted.	
11	<p>We are pleased to note the recognition that congestion is a major cost to haulage operators. We are also pleased that the intention has been expressed to identify congestion hot-spots as well as the rat-run routes that are used by trucks when main roads are too busy. We understand that congestion and rat-running is a major concern to local communities, as well as to the industry so we are keen to work with the WYLFP to deal with such issues. Delivery Restrictions We are delighted that there is an intention to work towards reviewing delivery time bans, that force truck operators to use the roads at the most congested times. We appreciate that the buy-in of local authorities is essential if delivery windows are to be changed and quiet delivery initiatives to be implemented.</p>	Noted.	
11	<p>Road Safety We look forward to continuing the work we already do aimed at improving road safety. Better Land Use Planning We are delighted that the WYLFP is intending to incorporate provision of safe and secure rest areas, and freight handling and transfer facilities as part of its better land use planning system. We are also keen to cooperate to resolve issues of network resilience as these impact on the efficiency of freight operators.</p>	Noted.	

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11	<p>General Comments Liverpool have already implemented a very good system regarding Urban Traffic Management Control (UTMC), which enables them to control traffic flows, lights, Track stolen vehicles, give priority to bus and freight vehicles etc from loops in the road and booth signals etc. Manchester is also looking to implement a similar system and hopefully using compatible software (Siemens). It looks good if West Yorkshire could be considering something similar. The Liverpool team is also looking at what enhancements their system can do for the freight industry e.g. working with the port when a ship is being discharged so traffic signals and dwell times can be managed to assist truck movements - saving fuel and reducing emissions. Steve Biddle Northern Regional Director</p>	Noted.	
12	<p>Air freight moved through LBIA is at a relatively low level. However, there is potential for that to increase, particularly given the considerable size of the manufacturing base and the potential that exists for exports in the City region. There is a market in the region for moving small packages by freight within the belly-hold of passenger flights in particular. This potential should be recognized and supported. We welcome the further engagement with LBIA proposed in Action 10.</p>	Noted.	This is reflected in Action 10.
13	<p>Connect Greenhow Quarry to rail network by building small section of track at Skipton Explore the possibility of freight to Airport Industrial estate via new halt south of Horsforth tunnel</p>	Noted.	Financial and economic business case will need to be developed - see RailPlan for detail of approach.
14	<p>Get local authorities on board re planning issues (NOT allowing development of potential rail freight sites) and stipulating rail freight use</p>	Noted.	This is reflected in Action 20.
15	<p>The Federation of Small Businesses (FSB) in West Yorkshire agrees that the most viable mode of freight in the region is by road. However, we would encourage the WYLTP to review how the rail freight terminals in Leeds and Wakefield could possibly be linked with other rail freight terminals in the Midlands, North West and North East. The FSB does not agree with night-time delivery curfews on the basis that it can increase the costs and cause time delays for businesses through traffic congestion, so it is pleasing to see that the draft Freight Plan is questioning whether such curfews are effective. Whilst the majority of our members rely on road transport, the FSB believes that a priority for transport infrastructure in West Yorkshire must be improving the road and rail links with the ports and airports across the North of England. Yorkshire and Humber is still a major UK gateway to Europe for exporting and importing businesses so we would welcome more focus in the Freight Plan on how air and sea freight links can be enhanced.</p>	Noted. Strengthen Action 2 for more reliable journey times and connectivity to sea ports.	Delivery review is reflected in Action 18. Link to Airport is reflected in Action 10. Plan to be revised.

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16	Extra capacity needed on the TransPennine line for freight	Noted.	Capacity issues dealt with in RailPlan.
16	Not enough TP freight movements happen on the railways - and we need to be bold to improve this -eg -re-open stanedge tunnels	Noted.	See Gap 20 and Proposal 6 in RailPlan.