



INTRODUCTION

13.1 Our aim is to have an efficient and sustainable freight distribution system that minimises environmental impacts. Being able to transport goods efficiently is essential to economic vitality. As West Yorkshire is strategically located in relation to the motorway, rail and waterway networks there is both locally generated and through freight traffic.

13.2 Road freight is the most flexible means of distributing goods. The majority of destinations lie within built-up areas for which road based delivery is the only option.

13.3 The licensed rail freight operating companies are seeking new business. The Europort rail freight terminal in Normanton provides a direct link to the continent. The Freightliner terminal in Stourton, Leeds, provides a transfer facility for containerised goods bound for the ports. There are also a large number of private sidings with significant usage.

13.4 Waterway transport is a very environmentally friendly mode. Whilst transit times may be relatively long, they are very reliable and for certain products waterways can form an efficient part of the logistics supply chain.

OBJECTIVES

13.5 Our objectives for sustainable distribution are:

- to reduce the impact of road freight on the environment and local communities in both urban and rural locations;
- to encourage the transfer of freight from road to rail and waterway.

STRATEGY

13.6 A sustainable freight distribution strategy is being developed and progressed through a West Yorkshire Freight Working Group. The strategy is based on three themes.

Making better use of existing infrastructure and providing new infrastructure:

13.7 Measures include:

- traffic management measures to restrict lorry movements or encourage use of alternative routes;
- limited building of new roads to provide access to and from key development sites in regeneration areas;
- managing the routing of lorries in the strengthening and maintenance programme for highway structures;
- working with the Highways Agency on strategies for motorways and trunk roads;
- identifying and signing a 24 hour lorry network;
- producing maps and an Internet site with information on facilities;
- adoption of measures for improving access to Leeds Bradford International Airport.

Freight transfer from road to rail and waterway:

“Take heavy lorries off motorways - put freight on rail or canal”

13.8 This will be encouraged by:

- assessment of rail freight facilities to determine the scope for expanding the use of operating sites and the re-opening of disused sites;
- safeguarding land for future rail and water freight initiatives;
- identifying the commercial waterways and related infrastructure that could form the basis for developing intermodal facilities and Inland Ports;
- considering with the industries the role of urban distribution centres;
- developing the major freight transport interchanges and investigating the potential for new intermodal facilities;
- producing a handbook to clarify the process for obtaining information and guidance to transfer from road to rail or waterway;
- promoting the development of travel plans by business and industry;
- promoting the use of existing freight transfer facilities.

The transfer of freight from road to rail is an important element of a sustainable distribution system.



Improving deliveries in urban centres through Freight Quality Partnerships:

13.9 This is a process that will be increasingly used as a means of identifying the problems, issues and solutions that are specific to a particular location. The types of measures to be included are:

- address public perceptions about lorries in urban areas;
- review the controls such as Traffic Regulation Orders;
- ensure adequate protection for loading and unloading from the kerbside;
- consider how lorries can be given greater priority access to town centres;
- ensure there are adequate, properly located lorry parking and servicing facilities;
- develop travel plans, including an encouragement to use alternative fuels.

