



Freight and Logistics

In September 2016, Transport for the North (TfN) published its first Freight and Logistics Report demonstrating how the public and private sector in the North could work differently together. Working with Partners, TfN has been undertaking Enhanced Freight and Logistics Analysis to strengthen knowledge of the sector, including looking at the freight flows of HGV and rail tonnages (how much is moved on a vehicle and where it goes) into and out of the North. The results were analysed for a 2016 baseline and a 2050 projection incorporating the Northern Powerhouse Independent Economic Review assumptions.

Modal Shift

TfN is exploring whether the expected growth in the sector would be better served by transferring freight onto different modes of transport, relieving pressure on the road and rail network, reducing carbon emissions and improving air quality. This includes looking into opportunities for growth of intermodal travel which means working with Freight Operating Companies to see more freight on the railway.



Freight Superhighway

TfN will undertake a gap analysis to identify infrastructure interventions across the whole of the North to support growth and facilitate more efficient and reliable movements of freight. From the freight data, TfN has identified the strong relationship between Humber and Liverpool Ports, supporting the development of a Freight Superhighway identified within the IPPR North work. This analysis will play a vital role in the Central Pennines corridor to include the freight movements between the two ports as being integral to the corridor.

High Level Intermodal Freight Tool

TfN is developing an interactive freight tool to analyse the economic difference a certain investment could make. This will identify where pressure points could occur and whether further analysis is required to improve the network in a particular area.

North of England Route Study

TfN is working in close collaboration with Network Rail on the North of England Route Study which will identify potential interventions in the rail network, taking the lead for the freight aspect. This will ensure TfN's research and analysis can be embedded within Network Rail's emerging plans for the North.

For more information visit transportforthenorth.com/reports

