

Solent to Midlands Multimodal Freight Study

National Freight Council

15th September 2021





Planning ahead

- National Highways is continually looking ahead to understand the future needs of our customers and the network.
- We understand that no journey starts nor ends on our network, so work closely with others to ensure our plans and understanding is as integrated as it can be.
- Changes to climate, environment, economy, society and technology require robust, evidence-based and dynamic planning.
- Route Strategies set out our strategic position for the future of the network.
<https://highwaysengland.co.uk/our-work/our-route-strategies/>
- We are a statutory planning consultee and work closely with local authorities and developers to plan in a way that enables development and keeps the SRN safe. <https://highwaysengland.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>



Be a key part of a long term solution to moving goods and decarbonisation in the UK. Develop the future strategy with DfT and Transport Scotland.



Increase the regional engagement
Share and celebrate what has worked well over the past 14 weeks

Continue push the boundaries of heavier and longer trains, increased volumes pre-Covid and look to grow



Explore further opportunities for joint collaboration with FOCs, end-users and Network Rail



Rail Delivery Group



Planning together – National Highways and Network Rail

Executive joint strategic planning group, co-chaired by Executive Director Strategy & Planning at National Highways and System Operator Managing Director at Network Rail.

Overarching purpose:

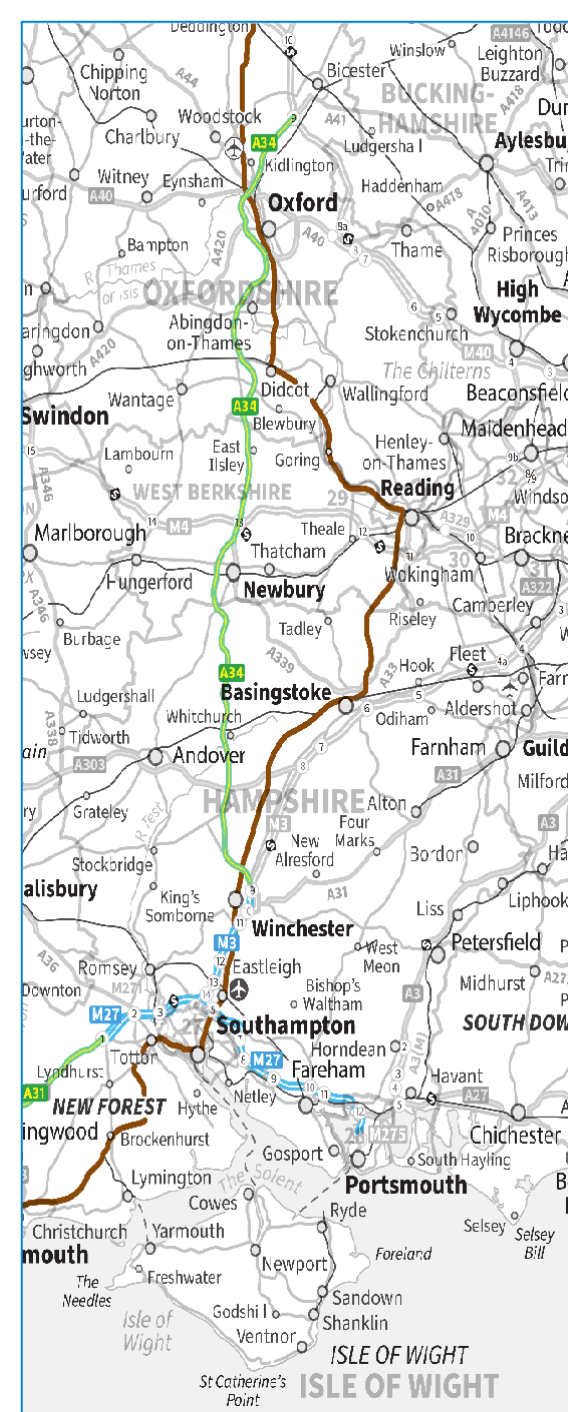
- i. Encourage effective communication at all levels;
- ii. Promote closer co-operation on strategic, area specific or local projects;
- iii. Identify opportunities to improve efficiency through sharing of best practice;
- iv. Identify opportunities to develop forward planning to assist in strategic planning and project implementation;
- v. Identify and develop opportunities for efficient road / road works management and coordination;
- vi. Help identify common approaches relevant to Government policies on transport integration, including environmental issues, sustainability, planning regeneration and development.

Annual work programme agreed with 4 themes:

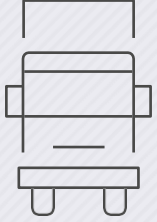
- **Network wide strategic planning & guidance;**
- **Joint studies;**
- **Alternative mode assessment & impact;**
- **Analytical consistency & mapping.**

Joint strategic corridor study

- Jointly delivered Solent to Midlands strategic freight study. Commenced in April 2020. Published July 2021.
- Investigated current freight trends over both rail and road through assessing current and projected freight movements.
- Identified constraints to rail freight growth, including current diversion routes.
- Captured the aspirations of key stakeholders, including Sub-National Transport Bodies, for freight along the route.
- Provides a mode share assessment for freight in the corridor relevant to rail and road.
- Describes how modal shift can contribute to decarbonisation and help meet the UK's 2050 net-zero target.



Headline findings



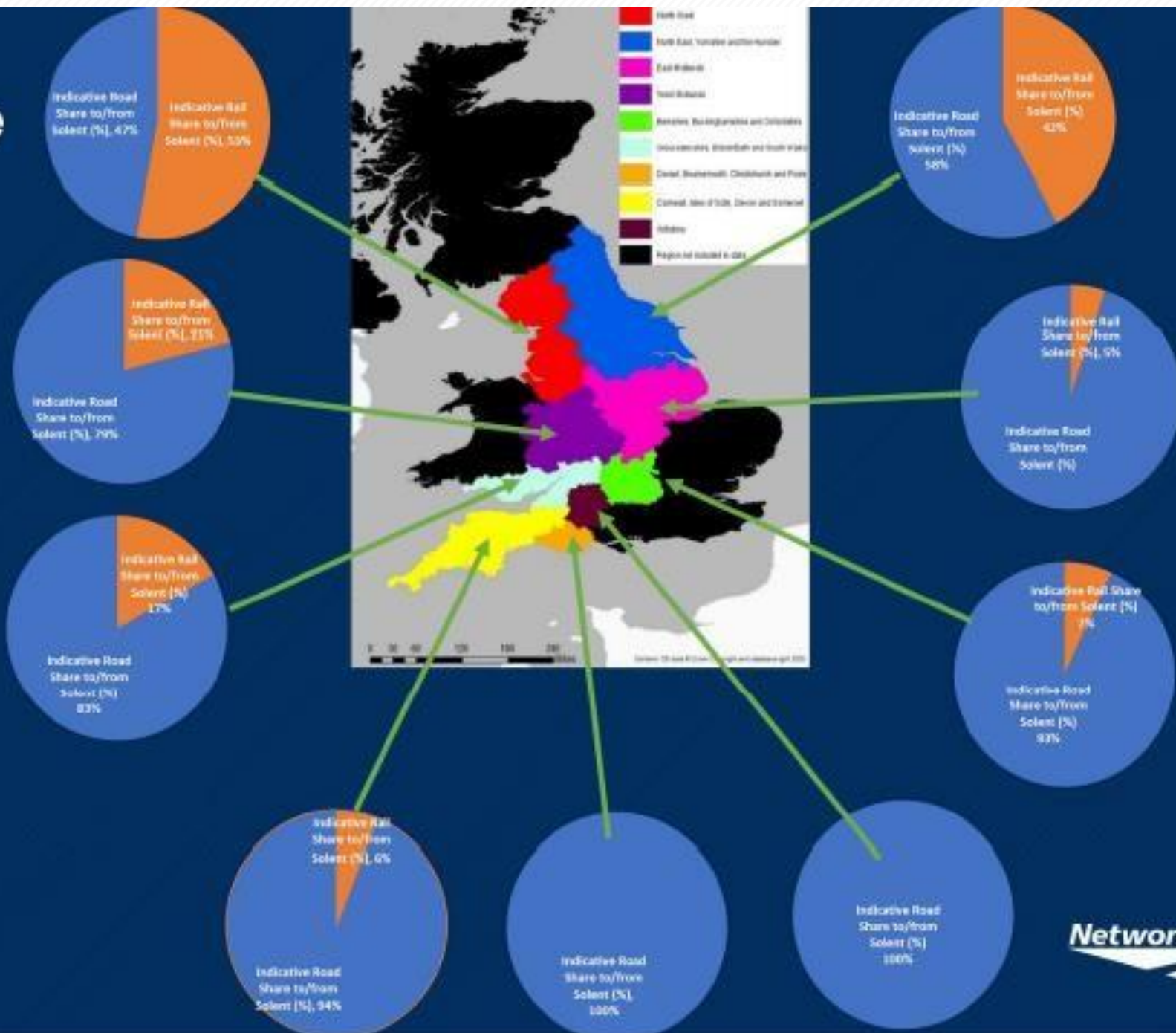
- Up to 6000 HGVs use the A34 daily, both north and southbound:
 - Up to 25% of all traffic on route utilise entire length of A34
 - Significant number of HGVs enter or leave the A34 at the M4 (Wales) and the A303 (Cornwall, South West);
 - Up to 3000 a day either direction at the M4.
 - Up to 1000 a day either direction at the A303.
 - There is a lack of sufficient lorry parking in the corridor.



- 32-35 trains a day leave or depart from the Port of Southampton (rail freight is exclusive to Southampton)
 - Daily Rail freight ~ 1,000 HGVs
 - Network Rail estimate this could potentially go up to 43 trains a day
- Approximately, 1 TEU (twenty-foot equivalent unit) freight train is equal to 32 HGVs
- Recent track improvements mean freight trains can now carry up to 20% additional capacity, now operational from Southampton
 - Trains can be up to 775m long, 32 to 46 in terms of HGV equivalent.

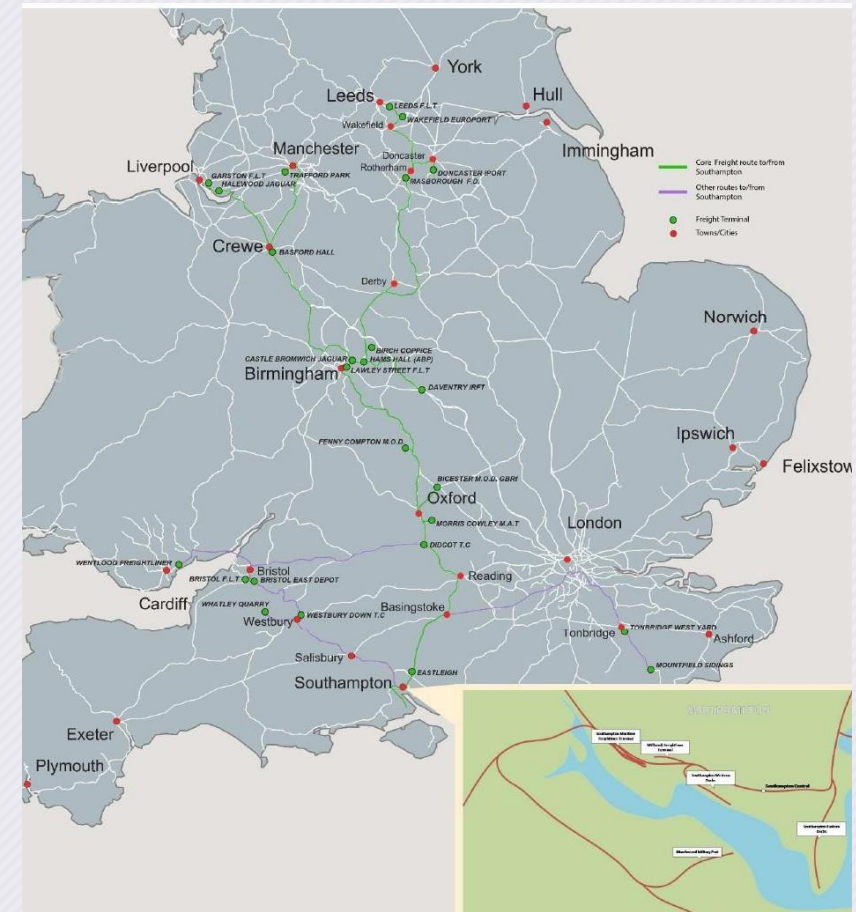


Indicative Mode Share



What else have we learnt from the study?

- Significant presence of road reliant sectors within and using the corridor.
- Value of freight is high in comparison to other freight corridors.
- Large variations in modal split between road / rail and regions.
- Concluding that **there are HGV trips between Solent and regions across UK that, by volume / distance travelled / commodity type, could be delivered by rail.**
- Challenge on both rail and road of empty trucks and trailers.
- Impact and relevance of findings broader than the study corridor – e.g. location and role of Freight Interchanges.

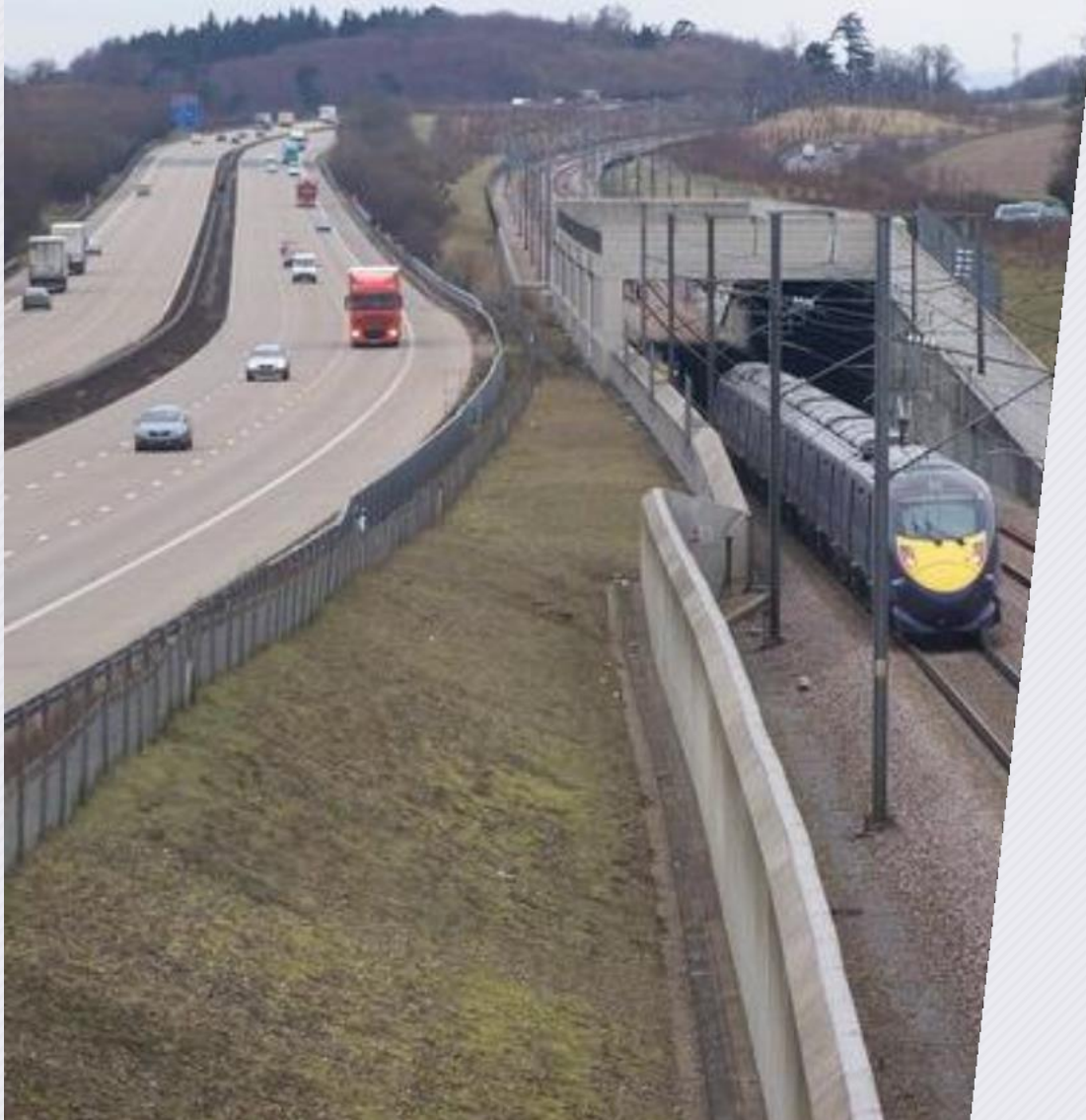


Conclusions and reflections

- Strategic planning for freight and connectivity of international gateways with core transport infrastructure requires more collaborative and joined-up approaches.
- Does not need to apply everywhere – i.e. in this context there are certain corridors where close joint working makes more sense; in others, alignment to each other's work and engagement as a stakeholder is appropriate
- Planning in this way gives rise to issues and opportunities beyond the study corridor.
- Planning in this way gives rise to macro policy questions where further work could be undertaken – e.g. value of freight, decision-making rationale of the consumer (not the operator).
- We need to have a better understanding of decision-making rationale for commodities capable of travelling by road or rail.



<https://highwaysengland.co.uk/media/rc4bekfn/sole-nt-to-the-midlands-multimodal-freight-strategy.pdf>



Thank you