

## **Draft Freight Strategy Scope**

### **Purpose**

The purpose of this Freight Strategy is to set the Cambridgeshire and Peterborough Combined Authority's strategy and policy on the consideration of freight. This includes both national Freight and local Freight Strategies for the Combined Authority area. This will involve looking at both National and Local Policy approaches to Freight and freight transfer for the benefit of economic growth, health and welfare of our community. The document will also look at any potential current and potential future barriers or infrastructure changes that could facilitate improvements for Freight.

The main areas on interest are

- National Freight Network (NFN) and Local Freight Network;
- Enabling the transition to net zero;
- Planning;
- People and skills;
- Data and technology, and;
- First and last mile.

### **Background**

The Cambridgeshire and Peterborough Combined Authority (CPCA) area covers a centralised location within the national road, rail network or flight paths (drones). Freight is an important part of servicing both local and national communities in terms of health, safety, welfare, and growth.

The Combined Authority has allocated funding for the development Local Transport and Connectivity Plan (LTCP) sub strategies, which includes the Freight Strategy. The Freight Strategy will be also linked across many other strategies such as the Rail Strategy, Active Travel Strategy and Bus Strategy. It is proposed that these strategies work closely together to ensure integration and continue the golden thread sown from the LTCP.

### **Areas of Focus**

The areas of focus will be to look into;

- Rail Freight - The potential improvements at Rail interchanges and freight hubs should be considered First mile - last mile connectivity at Railways stations and opportunity for improved connectivity with public transport and active travel
- Road Freight – Champion with government the need for electric and other fuels for freight vehicles with the objective of reducing pollution from main road arteries passing through rural areas and reducing the significant impact these roads have on rural communities.
- Connectivity to seaports

- Freight Innovation - Consider innovative ways of transferring materials and items (using for example flying drones and surface operations of automated drones.)
- Local Cycle Freight Feed into rail ticketing and standardised fare structure across public transport travel and support for grants to buy freight cycles.
- Impact of freight on the Environment and what can be improved
- Planning – Careful consideration of changes that may be required to infrastructure to develop
- People and Skills – This Strategy will consider the interfaces required for training and skills required to facilitate and ensure sustainability of existing ne emerging Freight initiatives.
- Data and Technology will be a key consideration when looking at freight both in terms of the local communications available lin addition to the data transfer speeds available and what will be required for future development.

The Freight strategy should:

- Outline the benefits of national and local strategies to contribute and work with businesses, the environment and wider region.
- Review the national guidance and legislation along with consideration of the move toward Great British Railways and consider how they can be applied to our region.
- Explore Freight based upon current and projected data through the England’s Economic Heartland, Transport East, Cambridgeshire County Council, Peterborough City Council and Greater Cambridge Partnership rail reviews for their areas
- Consider national long term freight policy - [Future of Freight \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)
- Consider governments multi modal freight strategy [First phase of multimodal freight strategy published - GOV.UK \(www.gov.uk\)](https://www.gov.uk)
- Consider how best to work with both local and national freight providers to make improvements
- Consider Rail travel from both an infrastructure perspective and a behavioural change perspective.
- Further develop the ambitions for consideration of first mile last mile as part of rail travel within the region and how these could be met and actions required to achieve these goals, consider equality, cycle groups within the whole of the strategy.
- Review and develop Freight across the region and into neighbouring authorities.
- Layout how we are going to monitor and evaluate freight initiatives.
- Consider funding opportunities.
- Provide a high-level action plan for freight in the region.

## **Key Stakeholders**

- Cambridgeshire County Council
- Peterborough City Council
- Cambridge City Council
- Network Rail
- Highways England
- Rail Freight operating companies
- South Cambridgeshire District Council
- Huntingdonshire District Council
- Fenland District Council
- East Cambridgeshire District Council
- Active travel campaign groups
- Groups representing people with disabilities.
- England's Economic Heartland
- Greater Cambridgeshire Partnership
- Cambridge Shared Planning
- Transport East
- CPCA Business Support team – engage with local businesses for feedback

## **Programme**

Aim to start within the 2024/25 financial year and complete over the next two financial years. The consideration will be carried out along with CCC, PCC, District Councils, EEH and Transport East covering local rail and national rail routes and railway station and accessibility evaluation and groups and integrated with local and national policies and objectives.

## **Delivery**

Key Deliverables are:

- An evaluation of current National and Local Freight Network/logistics and infrastructure and areas of concerns and areas of opportunities for future growth, development and health benefits that covers the whole of the region and into neighbouring authorities
- Public engagement on draft strategy
- Engagement with key stakeholders
- A Freight Strategy that has been agreed by stakeholders and shows a clear plan for the future
- EQIA completed on the strategy

