

## **Freight and climate change.**

**The local plan for freight (down to and including post) needs to address the following key objectives:**

- Freight needs to be delivered in the most environmental way possible, i.e. with zero carbon transport, with minimal pollution and noise, recognising that tyres will always create noise and pollution.
- Freight transport needs to be more integrated with other road users so that it does not form a deterrent to cycling and walking. We need to reduce the presence of HGVs on our streets.
- The rapid rise in light goods freight transport needs to be reversed through collaboration.
- To recognise that Leicester and county sits within the so-called logistics “Golden Triangle” from where it is claimed that over 90% of the country can be reached by road in under 4 hours, so needs to take a leadership role in the future direction of logistics development.

**To address these objectives the following approaches are suggested:**

- Work with the county council to identify an area for a freight hub, served by motorway and rail links. A place for freight to be moved from one form of transport to another (typically lighter) form.
  - o Work with the Post office to see if their building on Campbell Street, next to the station, (which used to be a destination for rail carried post) could be re-purposed to become a freight hub in the city centre, including post.
  - o As part of the current Network Rail review of their infrastructure from Wigston junction to Syston, including the station, push for freight terminus facilities in the city utilising old sidings either side of Swain St bridge. We know the city council are active in this review.
  - o Ensure the freight hub has appropriate green recharging / refuelling facilities.
- Ban HGV deliveries to retail outlets at peak times, e.g. 0730-0930 and 1600-1830, in the city to reduce HGV conflicts with commuting pedestrians and cyclists.
- Work with delivery agents to identify what incentives are needed to move “last mile” deliveries of light goods to residences to e-cargo bike, as is already happening with some retailers.
- Work with delivery agents to establish how numerous “last mile” deliveries to an area could be aggregated into one delivery, e.g. local delivery lockers accessible by e-cargo bike delivery agents.
- Ensure freight traffic zero-carbon recharging/refuelling (e.g. hydrogen) stations are available in the local plan.

- Investigate using public transport links to double up as a light freight delivery option, which not only reduces LGV miles but would also make public transport links more financially viable. This option would be particularly beneficial in remote parts of the county. See [Austria example](#) and [this article](#) about the decline of what we used to have in Scotland.
- Redesign junctions to give cyclists priority over road traffic, including HGVs, as already exists in the Netherlands. We need to make our roads safer for cyclists by redesigning junctions and their priorities.
- Work with HGV users running a shuttle service to see how they could be moved to rail, e.g. the Post Office hourly service running Leicester-Peterborough, 24hr.
- Reinforce the need for planning permission for freight drivers parking at home, to include light freight.
- To work with refrigerated transport operators to establish how parked refrigerated freight transport can be electrically powered to save running diesel compressors 24x7.
  - o If this proves impossible, technically, push central government to make this a future refrigerated transport requirement.
  - o If this is possible, provide suitable dedicated infrastructure to enable it, e.g. parking area with the appropriate electrical facilities.
- To review HGV sat navs with sat nav vendors to ensure roads that are not suitable for HGVs are suitably marked.
- Engage with government initiatives on the future of transport, especially given our position in the logistics golden triangle.

**Freight hubs may sound far-fetched, but they are no more than the modern equivalent of railway sidings, for example what used to be Leicester station car park. A place for local deliveries to originate and locally produced goods to start their journey to their destination. We need some truly long term thinking on this subject.**