

Nestrans Freight Action Plan



October 2009

nestrans

Executive Summary

Introduction, Vision and Objectives

Nestrans is committed to the development of a Freight Action Plan, which is an outcome of the Regional Transport Strategy.

The Freight Action Plan contributes to the Nestrans Regional Transport Strategy vision:

A transport system for the north east of Scotland which enables a more economically competitive, sustainable and socially inclusive society.

We have identified four specific objectives for the Freight Action Plan. These aim to deliver:

- a) An economically competitive freight industry that supports the economy of the north east.
- b) A freight sector that leads by example in successfully responding to national and local environmental targets.
- c) A local and strategic transport network which enables the reliable and efficient movement of goods.
- d) Benefits for the north east freight industry to be realised through the ongoing development and delivery of wider transport and economic development initiatives.

The focus of this Freight Action Plan will be on the following six themes, each supported by a number of specific outcomes:

Management

- A Introduce and sustain an **organisational framework** for the delivery and development of the Freight Action Plan for north east Scotland.
- B Promote an **informed awareness** of the north east's freight industry and its requirements amongst local and national government and stakeholder organisations.

Adding Value to the North East Freight Industry

- C **Maximise beneficial outcomes** for the north east's freight industry in the ongoing delivery of the National, Regional and Local Transport Strategies, and associated economic development and spatial planning initiatives.
- D Facilitate the collection and dissemination of **information and best practice** to improve the economic and environmental performance of the north east's freight industry.

Road Freight, Sea Freight, Rail Freight, Air Freight

- E Support beneficial **service development** for the needs of the north east economy.

-
- F Seek to improve the **local and strategic transport networks**.
 - G Seek to improve the efficiency of **transshipment, interchange and delivery**.
 - H Seek to improve **environmental performance of freight transport**.

Proposed Actions

A range of actions have been identified for the Consultative Draft Freight Action Plan, and are listed below categorised according to the six main themes:

Management

1. Approve the Freight Action Plan, with a commitment to regular progress reports
2. Confirm membership, structure and remit for a north east Freight Action Plan Implementation Group
3. Initiate and sustain a regular Freight Forum
4. Publish and distribute the Freight Action Plan
5. Develop and maintain a dedicated freight web page on the Nestrans website
6. Pro-actively seek formal and informal opportunities to present the needs and successes of the north east freight industry

Adding Value to the North East Freight Industry

7. Provide appropriate opportunities for the freight industry to contribute to the development and delivery of relevant transport projects, and other relevant initiatives
8. Ensure that the needs of the north east's freight industry are consistently and effectively made, through the proposed Freight Action Plan Implementation Group
9. Promote opportunities that arise on the back of involvement in European research
10. Monitor and disseminate key trends in freight transport from national statistics
11. Undertake bespoke research to confirm core freight flows
12. Support the adoption of best practice in freight operations in north east Scotland and support the delivery of a Scottish Freight Best Practice Plan
13. Keep abreast of freight developments that could benefit north east freight businesses
14. Examine measures to improve communication of road closures and diversions

Road Freight

15. Support completion of the strategic road and junction improvements identified in the Regional Transport Strategy
16. Undertake a network wide survey of freight flows on the north east roads
17. Undertake a review of signage to key freight destinations in the north east
18. Production of north east Area Freight Maps
19. Consider opportunities to use roadside Variable Message Signs to better inform truck drivers
20. Assess the level and characteristics of demand for overnight lorry parking in the region
21. Undertake a study considering options for the provision of lorry parking in the region, including potential integration with the use of Park and Ride sites
22. Promote a systematic review of road access to key freight hubs and industrial areas

23. Support the implementation of a pilot Large Vehicle Lane trial on Wellington Road, Aberdeen
24. Review existing planning policies and conditions with a view to improving integration between planning, traffic management and freight requirements
25. Scoping study to examine the potential feasibility of developing an intermodal Freight Consolidation Centre in the region
26. Appraise options related to HGV management for improving air quality within Aberdeen City's Air Quality Management Areas

Sea Freight

27. Support the promotion of short sea, and international shipping opportunities
28. Continue to support the maintenance and ongoing development of the Northern Isles lifeline ferry service, with Aberdeen Harbour as the principal Scottish Mainland port

Rail Freight

29. Support a study seeking to establish a consolidated waste recyclate base load across north east Councils, for transport under one contract by rail
30. Forward the findings of recent research into the promotion of rail freight in north east Scotland to Transport Scotland, share the findings with other Regional Transport Polices and continue to work with the North East Scotland Rail Freight Development Group towards encouraging a greater proportion of goods to/from the north east to be moved by rail
31. Continue to facilitate discussion between local freight operators and the Scottish Government, regarding the opportunities provided by, and the specific application of, grant funding schemes to encourage modal shift
32. Continue to pursue the strategic development of the regional and national rail network

Air Freight

33. Opportunities for communication between stakeholders will be facilitated through the proposed freight forum, and other existing airport consultation groups
34. Support measures which will enable improvement in the level of service, and overall efficiency of Aberdeen Airport's airfreight services, including the proposed runway extension
35. Continue to work with the operators of Aberdeen Airport to support the implementation of the Airport Surface Access Strategy

Management of the Freight Action Plan

Four scenarios were considered for the management of the Freight Action Plan.

- a) *Option 1 – Do Minimum*; Characterised by Ad Hoc "Issue by Issue" consultations/meetings, supplemented by use of the North East Transport Consultative Forum.
- b) *Option 2 – Do Minimum + Freight Forum*; As per Do Minimum, but with the introduction of an annual/six monthly freight consultation meeting, which could include freight

industry, business interests, as well as Nestrans, Local Authorities, Airport, Harbour Boards etc.

- c) *Option 3 – Freight Quality Partnership Core Management Group + Freight Forum;* Establishment of a separate Freight Action Plan steering group to co-ordinate and advise on north east freight issues, and monitor the delivery of the Freight Action Plan. Would form the basis of a formal Freight Quality Partnership, supplemented by wider consultation activities through the Freight Forum.
- d) *Option 4 – Freight Quality Partnership Core Management Group + Sub Groups + Freight Forum;* The final option perhaps takes the structure to its logical conclusion – a core management group, a series of sub groups (probably concentrating on the different modes (road, rail, sea, air freight)), supplemented by consultation activities with wider freight industry and business interests.

Stakeholder consultation undertaken during the preparation of the Freight Action Plan revealed a strong aspiration to develop a formal north east Freight Quality Partnership, similar to Option 4 above. It was felt that, on the back of the production of the Freight Action Plan, there is an energy amongst freight stakeholders to take arrangements to the next level by setting up an Implementation Group which will be responsible for raising the profile of the freight agenda in north east Scotland, and delivering this Freight Action Plan.

While the many shared goals between the various freight stakeholders in the north east support the establishment of a Freight Quality Partnership, consultation also supported the idea that sub-groups should be formed and meet as and when required to address specific issues and provide a steer on specific projects.

Steps Going Forward to Implement the Freight Action Plan

This Freight Action Plan is subject to formal approval from the Nestrans Board, following formal consultation with Nestrans' partners, and interested parties.

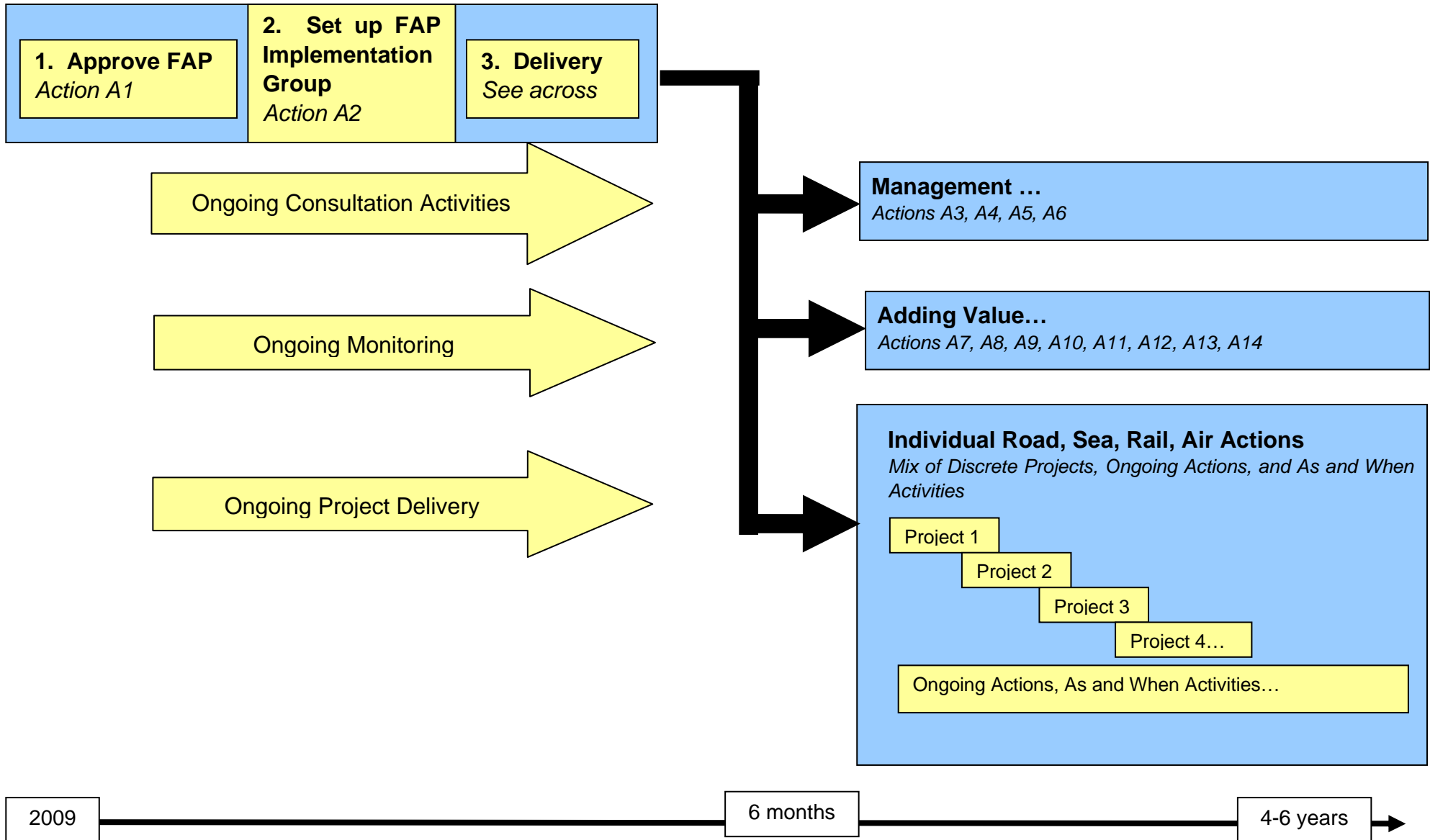
This diagram overpage goes on to illustrates the key steps that will be undertaken going forward to implement the Freight Action Plan.

In approving this Freight Action Plan at its meeting on 30 October 2009, the Nestrans Board agreed to establish a North East Freight Action Plan Implementation Group. Attention will be turned to the actual implementation of the Action Plan, specifically building upon the number of ongoing pieces of work being undertaken in the region.

The priority of the individual elements of the Action Plan will be subject to consideration within the wider Nestrans Delivery Plan, which is currently being assembled taking into account the outcomes of the Freight Action Plan, Bus Action Plan, Rail Action Plan and Health and Transport Action Plan.

Summary

Overall, the success of the Freight Action Plan depends upon the active and continued participation of the initial parties signing up to the Plan and will require effective collaboration with north east Scotland's business community, the freight industry and between Nestrans, Aberdeen City Council and Aberdeenshire Council. These organisations and groups therefore share the responsibility for delivering the actions set out in this Freight Action Plan.



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1. Introduction

Preface

1.1 As an outcome of the Regional Transport Strategy (RTS), Nestrans has committed to the development of a Freight Action Plan.

1.2 The development of the Freight Action Plan (FAP) was initiated by a half day Freight Workshop, which was held in Aberdeen in March 2008. AECOM (formerly Faber Maunsell) was subsequently commissioned to develop the Draft Freight Action Plan, combining the outcomes of this seminar with other available information.

1.3 This Freight Action Plan has benefited from consultation with the North East Transport Consultative Forum in November 2008, a second half day freight workshop held in Aberdeen in December 2008, and comments from Aberdeen City Council and Aberdeenshire Council. The final document was approved by the Nestrans Board at its meeting on 30 October 2009 and is presented as a daughter document to the Regional Transport Strategy.

Background

1.4 The Freight Action Plan sets out how Nestrans and its partners can assist in the delivery of more effective and efficient freight operations, for the wider benefit of the north east of Scotland. Critical to the success of this Plan will be the pursuit of initiatives that can add value to what is typically already an efficient, effective and commercially-driven sector.

1.5 Transport is one of the key factors underpinning the economy of north east Scotland, and has been identified as a priority issue for Aberdeen City and Shire Economic Futures (ACSEF). The efficient and effective movement of freight is a priority for all manufacturers, their suppliers and their customers. It affects retailers, their supply and distribution chain, and us as consumers. It impacts on the service and leisure sectors, and the agricultural and forestry sectors. Despite the importance of freight, it has perhaps not benefited from the level of attention afforded to other elements of the transport network.

1.6 The success of the Freight Action Plan will require effective collaboration with north east Scotland's business community, the freight industry and between Nestrans, Aberdeen City Council and Aberdeenshire Council. These organisations and groups therefore share the responsibility for delivering the actions outlined in Section 4 of the Plan.

Structure of Document

1.7 This Action Plan is structured as follows:

- Key Issues Affecting Freight in north east Scotland;
- Vision and Potential Objectives;
- Potential Actions; and
- Options for a Freight Action Plan Implementation Group Structure.

1.8 Appendices are also provided which illustrate the links between the Freight Action Plan and the Nestrans Regional Transport Strategy, and set out the performance indicators that will be adopted to monitor delivery of this Plan.

2. Key Issues

Introduction

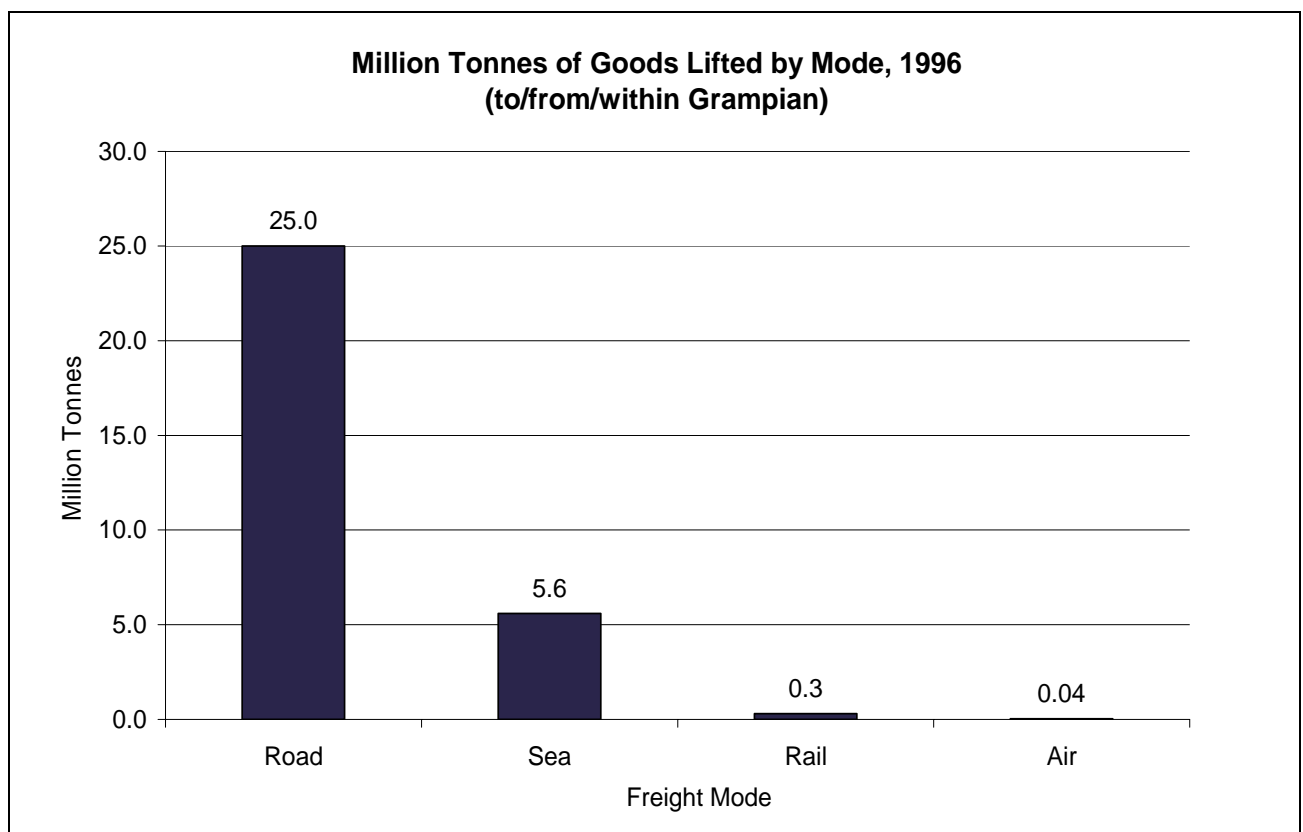
2.1 There are a number of specific issues facing the freight industry in north east Scotland. These have been identified through review of various documents, principally:

- a) The National Transport Strategy and National Freight Action Plan (2006);
- b) The Nestrans Regional Transport Strategy 2021 (2008); and
- c) The Aberdeen City (2008) and Aberdeenshire Local Transport Strategies (2007).

Issues have also emerged during consultation with stakeholders during the development of this Plan.

2.2 What has clearly emerged as a top priority is the necessity for the freight industry to contribute to a successful national and local economy. What is also becoming increasingly apparent is the requirement to make significant progress towards meeting Scotland and UK's 2050 statutory 80% carbon emissions reduction target.

2.3 Around 30 million Tonnes of goods (excluding oil and gas in pipelines) are moved to/from and within the Grampian¹ area per year. As illustrated by Figure 2.1 below, road haulage plays the central role in the transport of freight to/from and within the region, when the different modes are compared on the basis of "Tonnes Lifted".



*Statistics extracted from Nestrans annual monitoring report
(Road, Sea, Air from Scottish Transport Statistics, Rail from Aberdeenshire SustAccess Study)*

¹ Nestrans is the Transport Partnership for Aberdeen City and Aberdeenshire. The Grampian area covers Aberdeen City, Aberdeenshire and Moray Council areas. Grampian is maintained as a statistical entity within published freight statistics.

2.4 Based on “Tonnes lifted”, sea freight is also an important component of Grampian’s freight network, undoubtedly supported by the oil and gas sector. Rail freight is estimated to have a 1% share of the local freight network. Local air freight (routed via Aberdeen Airport) also plays a part in the regional freight network, but is perhaps under represented in the statistics presented above, as it is frequently used for low weight, high value items.

2.5 It is also noted that there is a considerable degree of inter-relation between the various freight modes – road haulage is typically an essential element of rail freight, sea freight and air freight; some harbour traffic arrives by sea and departs by sea; and the development of a rail freight terminal adjacent to the harbour will increase rail to harbour freight transfer. Aberdeenshire Council have commissioned a study to robustly quantify the contribution of different freight modes within their area.

2.6 Not included in the statistics above is the movement through pipeline. A significant proportion of freight (oil and gas) in the region is transported by pipeline. In 2006, 27.8 million Tonnes of oil equivalent was carried by pipeline in Scotland. This can be assumed to have mostly passed through the north east via the St Fergus and Cruden Bay landfalls.

Common Issues for the Scottish Freight Sector

2.7 There are a number of trends that are impacting upon the whole of the Scottish freight sector. These have previously been captured in detail within the Scottish Freight Action Plan (2006), and include the following elements:

- a) Changing patterns of economic activity – changing locations of production; wider sourcing and distribution of goods; new markets in an expanding (eastwards) Europe, in Asia and South America; ongoing demand for imported consumer goods;
- b) Changing nature of balance in traffic – both Scotland to UK and Scotland to EU;
- c) Increasing pressures on delivery performance – growth in on-line retail sales, demand for Just-In-Time delivery, and tighter delivery windows; and
- d) Ongoing developments in freight logistics, with increased out-sourcing of logistics services, increased efficiency driven by efficient hub and spoke networks, centralised distribution centres, and partnering arrangements.

2.8 Associated with these trends, the following issues are common across Scotland:

- a) Traffic congestion, which reduces the efficiency of freight operations;
- b) Pressure to make meaningful contributions to reductions in carbon emissions from freight, through more sustainable and more efficient freight distribution;
- c) Managing the impacts of increasing and volatile fuel prices, potentially felt more acutely in Scotland due to longer distances to key markets;
- d) Associated concern regarding Vehicle and Fuel Taxation, and implementation of the Working Time Directive;
- e) Addressing a negative wider perception of the freight industry in order to attract the wide range of business skills required for the future;
- f) An increasing emphasis being placed on environmental performance, including reductions in local air quality, noise and other adverse amenity impacts;
- g) Ensuring that the landside transport connections with Scotland’s ports is as effective as possible; and
- h) A lack of appropriate freight and logistics data for transport planning.

Some Specific Issues for the Nestrans Area

Peripherality from Markets

2.9 A key issue that affects the whole of north east of Scotland's freight industry is the distance, time and costs for goods to reach centres of population in the UK, and the EU – as well as the distance, time and cost to access the UK's main import /export hubs which are located on the south and east coasts of England. The issue of peripherality is compounded by the changing nature of key market origins and destinations, high and volatile fuel prices, the requirements of the working hours directive, and limitations on the capacities and suitability of alternative modes.

Backloading and Balance of Traffic

2.10 The key for successful and efficient freight operations is ensuring high utilisation, with both the outward and return leg of a journey being productive. Until recently, the flow of goods to and from the Grampian region was reasonably balanced – although it is recognised that there are variations by freight mode and commodity – with the regional food manufacturing and processing industry, paper making, forestry, the agricultural sector and oil and gas related activity helping to balance the inward flow of retail supplies and raw materials. However, the recent contraction of the paper making industry, as well as reductions in timber and agricultural haulage has changed the balance of freight flows, and it will be important to harness opportunities that might emerge from new freight flows, such as recyclates.

Freight Quality Partnership

2.11 Within the north east of Scotland, there is recognition of the importance of freight issues. However, to date it has not been possible to sustain a viable Freight Quality Partnership, which are voluntary public/private partnerships typically tasked with the delivery, monitoring and review of a freight strategy. With the development of Nestrans' Freight Action Plan, the opportunity has been taken to review the success of other partnerships, and consider what an appropriate structure might be for the north east of Scotland. Our proposals are set out in Section 5.

Road Freight

2.12 Although 81% of freight is moved by road, there are few detailed local statistics available on road freight. A series of statistics on road freight are published annually in Scottish Transport Statistics², sourced from the Department for Transport's (DfT) Continuing Survey of Road Goods Transport. Considering the average freight lifted between 2003 and 2007, these statistics revealed that of the UK HGV trips originating in Grampian, 20,154 thousand Tonnes remained within Scotland (95.6%), with 932 thousand Tonnes having destinations elsewhere in the UK (4.4%). Furthermore, 16,723 thousand Tonnes of goods were transported wholly within the Grampian area (79%). For freight journeys ending in Grampian, the amounts and proportions are similar. Given that 79% of goods are transported wholly within Grampian, there are few viable alternatives other than to transport this freight by road.

2.13 These statistics perhaps paint a picture of a very self-sustained supply network, and it is recognised that in the case of Aberdeen City and Aberdeenshire, there are significant

² Scottish Government, *Scottish Transport Statistics 27*, published December 2008.

volumes of short hauls of heavy equipment related to the oil and gas industry, forestry and agriculture. The picture of freight movements is perhaps more complex than the statistics may indicate. A significant quantity of raw material arrives through local ports, transhipped by local road haulage. Many retailers and suppliers tranship goods coming from the south in the Central Belt, providing a backload for Scottish and local hauliers. Similarly, many goods from Grampian are consolidated in the Central Belt prior to onward distribution. Within Aberdeen, further transshipment occurs prior to final delivery. Consultation revealed that further work is required to place national statistics into a meaningful local context.

Local Road Maintenance and Management

2.14 Given that road haulage is the main transport mode for freight, it is necessary that the road network is maintained to enable the efficient movement of goods. The importance of road freight also emphasises the necessity for effective management of the road network. Clearly, these issues do not benefit just the road freight industry, but all road users.

Congestion and Delays

2.15 Within Aberdeen, there are a number of specific locations which experience peak period congestion on a daily basis. These locations are typically on the key radial routes into and out of Aberdeen, and at key junctions. Specific problems occur where peak time congestion corresponds with key HGV routes.

- a) A956 Wellington Road, North Esplanade West and Market Street – which is the main route from the South, and links Aberdeen Harbour and industrial estates at Portlethen, Altens, and Tullos;
- b) Key routes from the north of the City – Market Street, Virginia Street, Commerce Street, King Street, West North Street, Powis Street and Auchmill Road;
- c) Congestion on routes to and from Industrial Estates in and around Dyce, including the A96 Dyce Drive junction; and
- d) Congestion at the Haudagain Roundabout, Bridge of Dee Roundabout, and A90 Ellon Road affects haulage movements within Aberdeen City, but crucially haulage movements between Aberdeen and Aberdeenshire's towns.

2.16 Congestion decreases efficiency for freight operators – deliveries take longer, and utilisation levels are reduced in order to ensure that deliveries can be made to a particular delivery window. Road congestion can also lead to HGVs using potentially unsuitable diversionary routes to avoid congestion, which in turn can lead to adverse environmental and amenity impacts.

Planning Conditions and Traffic Orders

2.17 Restrictions in road freight operations can also be imposed by Planning Conditions and Traffic Orders which constrain the hours of loading and unloading of goods. Whilst these may be applied for specific planning, environmental and amenity reasons, they may have the impact of increasing the amount of HGVs on the road during peak periods, and may also reduce the flexibility and efficiency of freight operations. This can have knock-on impacts on other road users, through increased congestion.

Air Quality

2.18 Three Air Quality Management Areas (AQMAs) have been declared in Aberdeen:

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- a) Aberdeen City Centre: Market St, Union St, King St (between Castle St and Roslin Terrace), Virginia St, Commerce St, Guild St (between Market St and Stirling St) and Holburn St (between Great Southern Road and Union St);
 - b) A90 Anderson Drive: Between Bridge of Dee Roundabout and Haudagain Roundabout; and
 - c) A956 Wellington Road: Between Queen Elizabeth II Bridge and Balnagask Road.

Traffic congestion, including a high proportion of freight vehicles in this area are key contributors to the poor air quality in these locations.

Nestrans, in partnership with Aberdeen City Council and The Robert Gordon University, has recently received approval for European financial support for a joint study seeking to reduce the environmental impact of transport in the centre of Aberdeen.

The study will assess the benefits of establishing a designated Low Emission Zone (LEZ) in Aberdeen City Centre to help address the air quality issues in the city. A key role for the study will be to examine ways of reducing emissions from freight and delivery traffic. The study will contribute to the delivery of the second (environmental) objective in the Freight Action Plan.

The study will be part of CARE North (Carbon responsible transport strategies for the North Sea Area), a European project seeking ways of reducing transport emissions in regions around the North Sea.

Physical Restrictions on the Road Network

2.19 HGV movements are restricted by physical constraints on the road network, most notably at the following locations on the trunk road network:

- a) Bridge of Dee; and
- b) Inverramsay Bridge.

It is understood that, with the exception of the Highland area, these are the only physical restrictions placed upon HGVs travelling on the Scottish trunk road network.

2.20 Local operators can also be negatively impacted by constraints on the wider transport network in Scotland, for example by congestion and weather related closures at the Forth Road Bridge, and on peak period congestion on the central Scotland motorway network.

Lorry Parking

2.21 Consultation with stakeholders has identified a lack of affordable, suitable and secure Lorry Parking facilities as a concern. Within Aberdeen City, a Lorry Park operates within the Altens Industrial Estate. Other towns in Aberdeenshire occasionally suffer from inappropriate on-street parking of HGVs. This is an issue more likely to affect long-distance hauliers, possibly from UK and Europe, who do not have an established base in the north east. It is recognised that inappropriate parking on lay-bys on the trunk and strategic road network may pose a road safety hazard. Parking on lay-bys can also be a security risk for the consignor of the load and the lorry driver. Inappropriate parking within urban areas also creates amenity issues. The need for overnight lorry parking in the region has been established in Aberdeen City Council's Local Transport Strategy, and the Regional Transport Strategy.

Potential Conflict with Vulnerable Road Users

2.22 Nestrans and its partner local authorities have policies to support and promote walking and cycling, both of which are recognised as sustainable and healthy forms of transport. Clearly, there is a requirement to ensure that the needs of all users are taken into account where conflict between freight movements and vulnerable users may occur, and that appropriate steps are taken to avoid, reduce and mitigate risk.

VOSA Inspection Area

2.23 Another issue affecting road freight in the region relates to the relocation of the VOSA inspection area due to the recent completion of the A90 infrastructure works at Schoolhill, north of Portlethen.

It is understood that there are plans to locate an HGV inspection site / weighbridge by the new roundabout at Schoolhill, beside the proposed Park and Ride site. However, the exact location of the facility is understood to be dependent on the final route of the Aberdeen Western Peripheral Route.

Sea Freight

2.24 The major ports in the area are Aberdeen and Peterhead. Aberdeen Harbour has seen growth of 38% between 2000 and 2006 to a figure of over 4.6 million Tonnes handled. Aberdeen Harbour acts as the principal mainland port for freight services to and from Shetland and Orkney. Peterhead has seen a decline from its peak of over 2.8 million Tonnes in 1998 to fewer than a million Tonnes in recent years due to the decline in the fish industry. The port is currently undergoing significant upgrade in new quayside infrastructure and additional deepwater berthing which will open up new opportunities for tourism, freight, and oil rig decommissioning. Fraserburgh and Macduff harbours also handle smaller quantities of freight, around 100 thousand Tonnes in 2006.

2.25 The key issue with regards to sea freight is ensuring reliable and efficient access for lorry freight to Aberdeen Harbour and other harbours in Aberdeenshire, for import and export, and also general cargo movements around the harbour areas.

2.26 There has been a significant amount of work undertaken in recent years on projects funded by the European Union. The Northern Maritime Corridor II (NMCII) project has recently been completed, and a new project, Strategic Motorways of the Seas (StratMoS), has just commenced. A focus of both of these projects has been the development of sustainable short sea shipping links across the North Sea and Barents Sea, accompanied by appropriate landside freight facilities and connections.

2.27 It has been reported that the temporary loss of the Rosyth – Zeebrugge ferry link (operated by Superfast Ferries) has had a negative effect on local businesses that use the link to transport freight across to the continent. Norfolkline will revive the service using a new vessel from spring 2009, thus re-establishing the passenger and freight ferry service from Rosyth to the continent.

Rail Freight

2.28 An estimated 325,000 Tonnes of goods were carried by rail to, from and within the north east in 2006. Since 2006, there have been continuing changes in the pattern of rail freight to and from the north east of Scotland.

- a) The Elgin to Mossend rail freight gauge enhancement project was completed in November 2007. Using special rolling stock, high cube (9ft 6") containers can now be transported between Mossend and Elgin via Aberdeen. However, an upsurge in rail freight volumes has not been apparent since the completion of the rail freight gauge enhancement project;
- b) Aberdeen's Guild Street rail freight terminal has closed, replaced by new facilities at Raiths Farm Dyce, and at Craiginches. Despite completion, Raiths Farm is currently not in use. However, there has been a successful transfer of multimodal activity to the new facility at Craiginches; and
- c) The existing rail freight terminal at Waterloo Quay (adjacent to Aberdeen Harbour) is being extended with the addition of two 300m sidings and improved marshalling and storage facilities. Completion is scheduled for spring 2009.

2.29 New investment in rail facilities has not led to an immediate increase in rail freight volumes to and from the north east of Scotland. Whilst there is a requirement for special rolling stock to carry standard 9ft 6" containers, other issues prevail.

- a) Rail freight is best suited to regular and relatively high volumes of freight. With the scaling down of activity in certain manufacturing sectors in the north east, there is less of this type of freight available;
- b) It is recognised that the development and funding of new rail freight handling facilities is often a lengthy and complex process. Financial support is provided by the Scottish Government through the Freight Facilities Grant (FFG) system, which provides grant assistance for the construction of terminal facilities;
- c) Subsidy payments for rail freight haulage are available through the Rail Environmental Benefit Procurement Scheme (REPS). During consultation for this Plan, local stakeholders highlighted concerns about the application of this scheme for specific cross-border freight flows; and
- d) Consultation highlighted the potential of transferring waste recyclate from road to rail. This will require not only the co-operation of local authorities, but also the development and presentation of an attractive and viable business case to the recycling and haulage industry.

Air Freight

2.30 Air freight accounted for just over 4,500 Tonnes through Aberdeen Airport in 2006. Of this total, 44% of freight is airlifted to Edinburgh, which is a major Scottish hub for mail and air cargo. 15% of freight is airlifted to Europe – Amsterdam, Bergen and Stavanger. 22% is transport directly to oil rigs, whilst 13% is flown to Scatsta Airport in Shetland, which is used by the oil industry as a transshipment point between fixed wing and helicopters. The remaining destinations are London (3%), with the remainder split between Orkney and Shetland Islands. It is noted that recently published statistics note that the total freight at Aberdeen airport reduced to 3,434 Tonnes during 2007.

2.31 Air freight is a complex area, as a high proportion is transported by road haulage from Aberdeen to other Scottish, English, and European airports and is not recorded as air freight within Grampian.

2.32 For local businesses, particularly the oil and gas industry, there is a benefit from having ready access to a range of air freight options from Aberdeen to Norway and Shetland, as well as links to national and international air freight hubs.

2.33 Having considered the range of issues affecting the north east's freight industry, the following chapters present a set of objectives for the Freight Action Plan, and also a set of Actions.

3. Vision & Objectives

3.1 The Vision of the Nestrans RTS is:

A transport system for the north east of Scotland which enables a more economically competitive, sustainable and socially inclusive society.

3.2 We have identified four specific objectives for the Freight Action Plan. These aim to deliver:

- a) An economically competitive freight industry that supports the economy of the north east.
- b) A freight sector that can lead by example in successfully responding to national and local environmental targets.
- c) A local and strategic transport network which enables the reliable and efficient movement of goods.
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3.3 The focus of this Freight Action Plan will be on the following six themes, each supported by a number of specific outcomes.

Management

- A Introduce and sustain an **organisational framework** for the delivery and development of the Freight Action Plan for north east Scotland.
- B Promote an **informed awareness** of the north east's freight industry and its requirements amongst local and national government and stakeholder organisations.

Adding Value to the North East Freight Industry

- C **Maximise beneficial outcomes** for the north east's freight industry in the ongoing delivery of the National, Regional and Local Transport Strategies, and associated economic development and spatial planning initiatives.
- D Facilitate the collection and dissemination of **information and best practice** to improve the economic and environmental performance of the north east's freight industry.

Road Freight, Sea Freight, Rail Freight, Air Freight

- E Support beneficial **service development** for the needs of the north east economy.
- F Seek to improve the **local and strategic transport networks**.
- G Seek to improve the efficiency of **transshipment, interchange and delivery**.
- H Seek to improve **environmental performance of freight transport**.

Within Appendix A, we have considered in more detail how the Freight Action Plan corresponds to the specific objectives and actions detailed in the RTS.

4. Proposed Actions

4.1 Following a review of best practice in relation to freight transport, a programme of specific actions has been identified. The primary objectives in identifying the recommended short list of schemes were that they must:

- a) address the key issues raised in Section 2;
- b) provide the maximum benefit to the region;
- c) be straightforward to implement with manageable costs;
- d) provide Nestrans with high visibility outputs; and
- e) promote Local Authority co-operation and provide common standards across the Nestrans region.

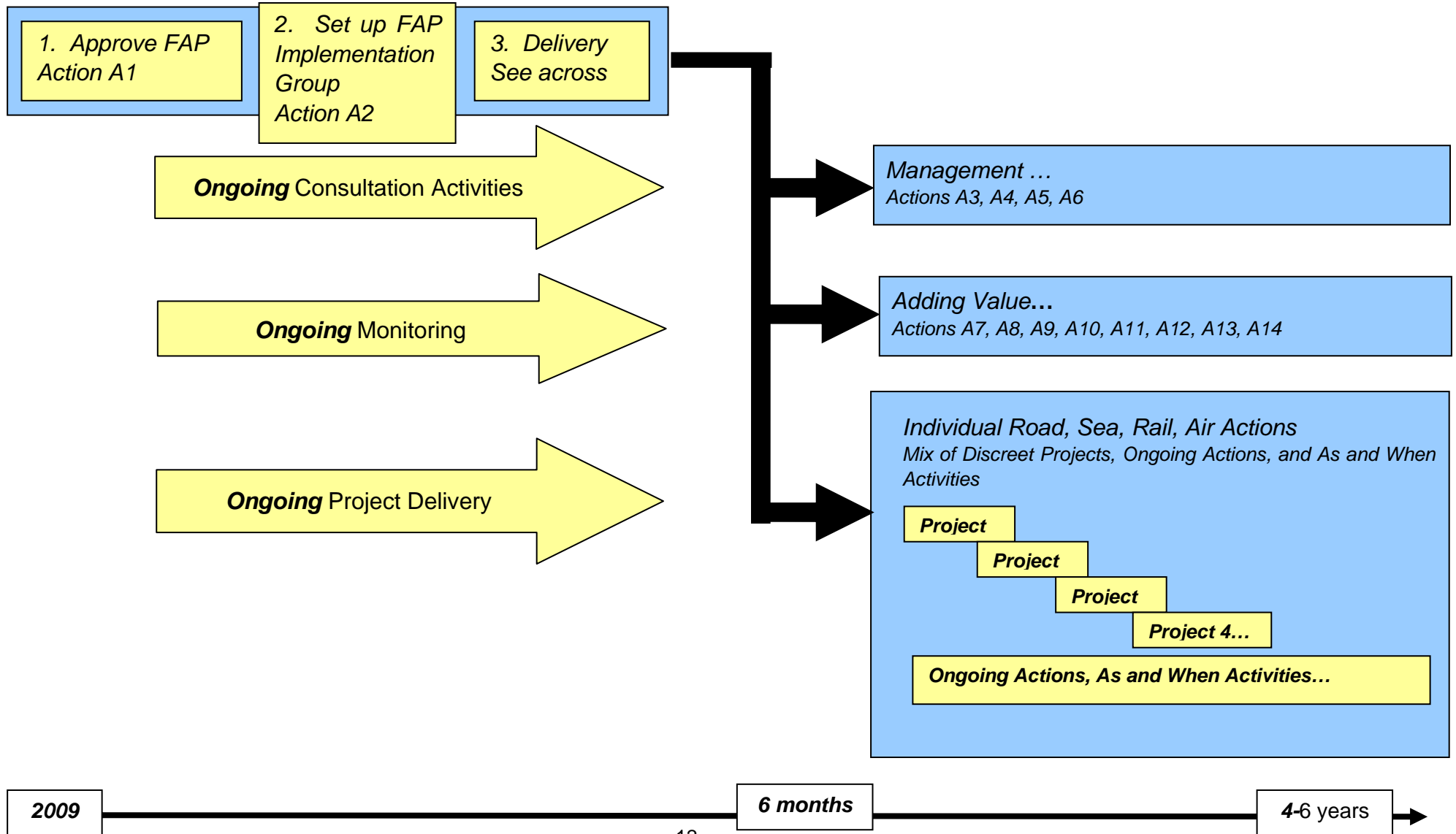
4.2 In addition to describing what each of the actions involve, the Consultative Draft Action Plan contains information related to:

- a) those partners who will have a key role in delivering the action;
- b) the estimated costs involved with each scheme/action;
- c) the level of priority that should be afforded to each action; and
- d) the likely timescale for action implementation.

4.3 Once finalised and adopted, it will be for Nestrans and the proposed Freight Quality Partnership, and the other identified public and private stakeholders to take forward the adopted actions when resources are available. Short timescales are identified as 0 – 18 months; Medium timescales 18 – 36 months; Long timescales, +36 months. We have also identified actions that are already either fully, or partially ongoing, or actions that would occur on a broadly “as and when basis”, such responding to consultation activities. Nestrans will hold discussions with each stakeholder delegated responsibility to deliver actions within the Plan as they are taken forward, in order to ensure roles are fully understood and agreed.

4.4 Progress in the delivery of the Freight Action Plan will be measured through close monitoring of a number of specific targets. These targets have been adopted from the overall Nestrans Monitoring Report as published in August 2008 as part of the Nestrans RTS. Full details of the monitoring regime that has been adopted to measure the delivery of this Freight Action Plan is set out in Appendix B.

4.5 Before outlining the Action Plan, the following diagram has been prepared to summarise the sequential steps that will be taken going forward to implement the Freight Action Plan. Following approval of the Freight Action Plan and the establishment of a North East Freight Quality Partnership, attention will be turned to the actual implementation of the Action Plan. As the diagram emphasises, it is important to note that there are a number of ongoing research work and projects already underway that are included in the Plan. Indeed, Nestrans understand that if the Plan is to be successful, it is vital that a number of quick wins are delivered, demonstrating the Partnership’s ability to deliver results for freight stakeholders.



Freight Action Plan

Theme	Action	Responsibility for Action	Estimated Cost	Priority	Timescale
Management					
<p>A. Introduce and sustain an organisational framework for the delivery and development of the Freight Action Plan for north east Scotland.</p> <p>Outcome: A sustainable and successful FQP</p>	<p>1. Approve the Freight Action Plan, with a commitment to regular progress reports, and an agreed process and timescale for review and revision.</p> <p><i>Following approval of the Consultative Draft Freight Action Plan by the Nestrans Board, Nestrans will present the plan to their constituent local authorities, freight hauliers and other stakeholders for consultation, prior to formal adoption and publication of the document.</i></p>	Nestrans	Officer Time	High	Short
	<p>2. Confirm membership, structure and remit for a north east Freight Quality Partnership (FQP).</p>	FQP: Nestrans, ACC, AC, Freight Stakeholders	Officer Time	High	Short
	<p>3. Initiate and sustain a regular Freight Forum to improve communication between the north east industry, the freight industry and public sector partners.</p> <p><i>A Freight Forum may meet on a six month or annual basis, focussed around networking opportunities, progress updates, and consultation.</i></p>	FQP: Nestrans, ACC, AC, Freight Stakeholders	Officer Time £1,000 per event	Med	Short
<p>B. Promote an informed awareness of north east's freight industry and its requirements amongst local and national government and stakeholder organisations.</p>	<p>4. Publish and distribute the Freight Action Plan in hard copy, and on the Nestrans website.</p> <p><i>Hard copies of the Freight Action Plan provide one way to help establish the FAP Implementation Group amongst local and national stakeholders. It is anticipated the plan would be published on the website alongside other key Nestrans documents.</i></p>	Nestrans	Up to £2,000 for printing	High	Short

Theme	Action	Responsibility for Action	Estimated Cost	Priority	Timescale
Outcome: Raised profile amongst stakeholders of FQP and needs of north east freight industry.	5. Develop and maintain a dedicated freight webpage on the Nestrans website, including links to national freight resources. <i>Ease of use, relevance of information, and ongoing maintenance are key aspects for the success of this proposal. Links should include approved freight access routes for key freight hubs, truck driver information, as well as links to wider information on freight options and grants.</i>	Nestrans	Officer Time <i>May require external assistance</i>	Med	Short
	6. Pro-actively seek formal and informal opportunities to present the needs and successes of the north east's freight industry, through stakeholder and industry presentations, and effective media strategies and press releases.	FQP: Nestrans, ACC, AC, Freight Stakeholders	Officer Time. <i>Potential requirement for media support</i>	Med	As and When
Adding Value to the North East Freight Industry					
C. Maximise beneficial outcomes for the north east's freight industry in the ongoing delivery of the National, Regional and Local Transport Strategies, and associated economic development and spatial planning initiatives.	7. Provide appropriate opportunities for the freight industry (through the proposed FQP) to contribute to the development and delivery of relevant transport projects, and other relevant initiatives. <i>It is envisaged that the FQP should provide Nestrans and the local authorities a focus for consultation with the local freight industry for local and regional projects.</i>	FQP: Nestrans, ACC, AC, Freight Stakeholders	Officer Time	Med	As and When
	8. For relevant national, regional and local consultation opportunities (both formal and informal), ensure that the needs of the north east's freight industry are consistently and effectively made, through the proposed FQP. <i>Similarly, the FQP should be used to present the needs of the north east freight industry to those undertaking consultation activities.</i>	FQP: Nestrans, ACC, AC, Freight Stakeholders	Officer Time	Med	As and When

Theme	Action	Responsibility for Action	Estimated Cost	Priority	Timescale
D. Facilitate the collection and dissemination of information and best practice to improve the economic and environmental performance of the north east's freight industry.	<p>9. Nestrans and its partners will seek to promote opportunities that arise on the back of involvement in European Research, notably NMCII and StratMoS projects.</p> <p><i>The NMCII project is now complete and the StratMoS project has just commenced. These projects focus on the development of sustainable short sea shipping links across the North Sea and Barents Sea, accompanied by appropriate landside freight facilities and connections. It will include a number of freight related research projects, which will help to inform the implementation of new shipping routes, and new landside facilities.</i></p>	Nestrans, AC, ACC	Officer Time Committed partner contributions	Med	Ongoing
	<p>10. Nestrans and its partners will monitor trends in freight transport in the north east, through interrogation and dissemination of national statistics.</p> <p><i>National statistics are collected and examined on an ongoing basis to produce annual monitoring reports for the Regional Transport Strategy, and Local Transport Strategies.</i></p>	Nestrans, AC, ACC	Officer Time	Med	Ongoing
	<p>11. Where appropriate, bespoke desktop research will be undertaken to confirm core freight flows.</p> <p><i>Work to confirm core freight flows is currently being</i></p>	Nestrans, AC, ACC	£10,000	Med	Ongoing (for Aberdeenshire)

Theme	Action	Responsibility for Action	Estimated Cost	Priority	Timescale
	<i>undertaken by Aberdeenshire Council for the purposes of their LTS monitoring. There is the potential that the results of this work could also contribute to the confirmation of flows for the Nestrans area as a whole.</i>				
	12. Nestrans and its partners will support the adoption of best practice in freight operations in north east Scotland. <i>Nestrans and the FQP should support the dissemination of the Scottish Freight Best Practice Plan, including case studies of best practice in the transport of freight in the north east.</i>	Nestrans, NE Businesses, Freight Stakeholders	Officer Time	Med	Ongoing
	13. Nestrans and the FQP will keep abreast of freight developments that could benefit freight businesses in the north east, improve efficiency and environmental performance, and will support the dissemination of specific innovations when appropriate.	Nestrans, AC, ACC	Officer Time	Med	As and When
	14. Nestrans will examine measures to improve communication between Councils and freight operators with regards to information on road closures and diversions. <i>This is a practical and relatively simple way of improving the flow of information between local authorities and hauliers, and other freight operators.</i>	Nestrans, ACC, AC, Hauliers	Minimal – requires updates to distribution lists	Med	Short
Road Freight Actions					
E. Support beneficial service development for the needs of the north	See Action 3 – Proposed Freight Forum				

Theme	Action	Responsibility for Action	Estimated Cost	Priority	Timescale
east economy.					
F. Seek to improve the local and strategic networks .	<p>15. Through the RTS, Nestrans and its partners are supporting measures to address congestion at key pinch points in the urban road network, particularly the Haudagain and Bridge of Dee roundabouts, and completion of the following road enhancement schemes:</p> <ul style="list-style-type: none"> • Aberdeen Western Peripheral Route (AWPR) • Balmedie – Tipperty • Berryden Corridor • A96 Route Action Plan • Charleston Road <p>Nestrans also supports the removal of constraints on the trunk road network, at Bridge of Dee and Inverramsay Bridge.</p>	Transport Scotland, Nestrans, ACC, AC	Committed resource	High	Ongoing
	<p>16. Undertake a network wide survey of freight traffic to confirm the key roads in the north east used for transporting freight, and types of freight movement.</p> <p><i>This should include specialised goods vehicle counts which aim to add value to a typical traffic count, with observers expert in differentiating different types of lorries, country of origin, whether laden/unladen etc. The work would build upon desktop work aimed at understanding regional freight flows and activity, and analysis of existing monitoring information.</i></p>	Nestrans, AC, ACC	£20,000	High	Short
	<p>17. Undertake a review of signage to key freight destinations in the north east, seeking to identify any gaps in existing information.</p> <p><i>The results of this review will then be used to improve signage for freight vehicles travelling to key destinations</i></p>	Nestrans, AC, ACC	Study ~ £20,000 Implementation costs dependent on outcome of study	Med	Med

Theme	Action	Responsibility for Action	Estimated Cost	Priority	Timescale
	<i>(e.g. the industrial estates, Aberdeen and Peterhead Harbours, Aberdeen Airport, freight terminals), fill any gaps, which in turn will lead to more efficient freight flows and a reduction in misrouted vehicles.</i>				
	<p>18. Using the strategic routes identified from the road freight surveys and signage review, Nestrans will produce north east Area Freight Maps for drivers across the Nestrans region.</p> <p><i>This would provide clear route information to drivers on accessing key destinations and locations of key freight facilities in the area. The aim would be to provide this information electronically through the Nestrans website, as well as a number of printed copies.</i></p>	Nestrans, Freight Stakeholders (e.g. hauliers)	£20,000	Med	Med
	<p>19. Consider opportunities to use roadside VMS signs to better inform truck drivers.</p> <p><i>This action corresponds with one of the actions included in Aberdeen City Council's ITS Strategy.</i></p>	Nestrans, ACC, Transport Scotland	Officer Time	Low	Long
	<p>20. Nestrans, Aberdeen City Council and Aberdeenshire Council will commission a lorry parking survey (including night-time surveys) to fully assess the level of demand for a secure, overnight lorry park in the region.</p> <p><i>There is a requirement to more fully understand the level of demand for overnight lorry parking facilities within the Nestrans area. This will have to capture the demand as expressed by the number of lorries parking outwith designated areas, and also capture the view of those most likely to require the use of such facilities, such as non-local lorry drivers.</i></p>	Nestrans, AC, ACC	£10,000	High	Short / Med

Theme	Action	Responsibility for Action	Estimated Cost	Priority	Timescale
	<p>21. Nestrans will undertake a study considering options for the provision of lorry parking provision in the region, including potential integration opportunities with the use of Park and Ride sites.</p> <p><i>Based on the results from the lorry parking surveys this will look in more detail about dual usage of existing facilities, as well as the types of facilities that are required, and the most efficient means of providing these services. This study will also consider potential opportunities to establish contracts directly between lorry park operators and haulage companies (as opposed to drivers). The aim would be to implement appropriate lorry parking facilities within the area.</i></p>	Nestrans, ACC, AC	<p>£20,000</p> <p>Implementation costs dependent on outcomes of study</p>	Med	Short / Med
G. Seek to improve the efficiency of transshipment, interchange and delivery.	<p>22. Nestrans, and its partners, will promote a systematic review of road access to key freight hubs and industrial areas, with the aim of identifying both quick-win and longer term opportunities to improve freight access.</p> <p><i>Follow up work may be required to junctions and traffic management.</i></p>	Nestrans, ACC, AC	<p>Officer Time</p> <p><i>Potential implementation costs</i></p>	Med	Med
	<p>23. Nestrans will support the implementation of a pilot Large Vehicle Lane trial on Wellington Road to reduce journey times of HGVs within Aberdeen.</p> <p><i>This is linked to the provision of an High Occupancy Vehicle (HOV) lane on A90 Stonehaven Road, and a feasibility study is currently being undertaken on this issue, led by ACC.</i></p>	Nestrans, ACC.	<p>Implementation:</p> <p>Minor changes: £150k per km</p> <p>With widening: £1m per km</p>	High	Feasibility ongoing
	<p>24. Nestrans will support a review of existing planning policies and conditions of north east Local Authorities with</p>	Nestrans, ACC, AC, NE	Officer Time / £10,000 study	Med	Med

Theme	Action	Responsibility for Action	Estimated Cost	Priority	Timescale
	<p>a view to improving integration between planning, traffic management and freight requirements. This review will consider:</p> <ul style="list-style-type: none"> • Delivery windows • Rural deliveries • Curfews for kerbside loading/unloading • Possible Impact of Pedestrianisation <p><i>Any review should be undertaken with a remit to provide guidance to planning authorities and traffic authorities of the need to fully consider the requirements of the freight industry, with a view to avoiding unintended wider adverse impacts.</i></p>	Businesses			
	<p>25. Nestrans and its partners will undertake a scoping study examining the potential feasibility of developing an intermodal Freight Consolidation Centre in the region.</p> <p><i>This study would be used to outline the financial and environmental costs and benefits of a multimodal freight consolidation centre, and to develop an understanding of whether demonstrated best practice from other parts of the UK and Europe can be applied in the Nestrans area. This could form an element of the StratMoS project.</i></p>	Nestrans, ACC, AC freight stakeholders	£10-20,000 study	High	Med
H. Seek to improve environmental performance.	<p>26. Through consultation with stakeholders, and desktop review, appraise options related to HGV management for improving air quality within the City Centre AQMA, as well as the newly declared Anderson Drive and Wellington Road AQMAs.</p> <p><i>This links into currently ongoing work considering further detailed assessment of pollutants in the AQMAs, and the</i></p>	Nestrans, ACC	Officer Time	Med	Some elements ongoing Med

Theme	Action	Responsibility for Action	Estimated Cost	Priority	Timescale
	<i>future development of Action Plans. This could include the implementation of local standards/TROs ensuring that freight vehicles operating in the city centre reach specific Euro emission standards by a set future date.</i>				
	See Actions 12 and 13 – Dissemination of best practice				
Sea Freight Actions					
E. Support beneficial service development for the needs of the north east economy.	27. Nestrans will support Aberdeen Harbour and other harbours in Aberdeenshire in the promotion of short sea, and international shipping opportunities.	Nestrans, Local Port and Harbour Boards	Officer Time	Med	Ongoing
	28. Nestrans will continue to support the maintenance and ongoing development of the Northern Isles lifeline ferry service, with Aberdeen Harbour as the principal Scottish Mainland port.	Nestrans, Aberdeen Harbour Board	Officer Time	Med	Ongoing
	See Action 9 – European Research Projects				
F. Seek to improve the local and strategic networks .	See Action 15 – Completion of strategic road improvement schemes				
G. Seek to improve the efficiency of transhipment, interchange and delivery .	See Actions 9 and 22 – European research; Review of access to freight hubs				
H. Seek to improve environmental performance .	See Actions 12 and 13 – Dissemination of best practice				
Rail Freight Actions					
E. Support beneficial service development for	29. Nestrans will support a study seeking to establish a consolidated waste recycle base load across north east	Nestrans, ACC, AC, Moray	£30,000	High	Med

Theme	Action	Responsibility for Action	Estimated Cost	Priority	Timescale
the needs of the north east economy.	Councils, for transport under one contract by rail. <i>This is currently under consideration by NESRFDG.</i>	Council			
	30. Following recent research undertaken on behalf of Nestrans into the promotion of rail freight in north east Scotland, Nestrans will: a) Forward the findings to Transport Scotland, seeking their views on the findings and what can be done to further the promotion of railfreight in the area; b) Share the findings with other Regional Transport Partnerships and seek their support in lobbying for a grant system which is fairer and more able to promote transfer of freight to rail, especially from the north east; and c) Continue to work with the NESRFDG towards encouraging a greater proportion of goods to/from the north east to be moved by rail.	Nestrans, Freight Stakeholders	Officer Time	Low	Ongoing
	31. Nestrans will continue to facilitate discussion between local freight operators and the Scottish Government, regarding the opportunities provided by, and the specific application of, grant funding schemes to encourage modal shift. These include the Freight Facilities Grant, and the Rail Environmental Benefit Procurement Scheme.	Nestrans, Freight Stakeholders	Officer Time	Med	Ongoing
F. Seek to improve the local and strategic networks.	32. Nestrans and its partners will continue to pursue the strategic development of the regional and national rail network, for the benefit of both passenger and freight flows. This will primarily be achieved through the development and delivery of the Rail Action Plan.	Nestrans, Transport Scotland	Officer Time Committed funding	Med	Ongoing
G. Seek to improve the efficiency of transshipment, interchange and	See Actions 9 and 22 – European research; Review of access to freight hubs				

Theme	Action	Responsibility for Action	Estimated Cost	Priority	Timescale
delivery.					
H. Seek to improve environmental performance.	See Actions 12 and 13 – Dissemination of best practice				
Air Freight Actions					
E. Support beneficial service development for the needs of the north east economy.	33. Opportunities for communication between the airport, freight bodies, and north east industry will be facilitated through the proposed freight forum, and other existing airport consultation groups.	Nestrans, Freight Stakeholders	Officer Time	Med	Ongoing
F. Seek to improve the local and strategic networks.	34. Nestrans will support measures which will enable improvement in the level of service, and overall efficiency of Aberdeen Airport’s airfreight services, including the proposed runway extension.	Nestrans	Officer Time	Med	Ongoing
G. Seek to improve the efficiency of transshipment, interchange and delivery.	35. Nestrans will continue to work with the operators of Aberdeen Airport, to support the implementation of the Airport Surface Access strategy.	Nestrans, BAA (Aberdeen), ACC	Officer Time Committed funding	Med	Ongoing
H. Seek to improve environmental performance.	It is recognised that the Freight Action Plan cannot significantly influence the environmental performance of air freight, although there is support for international and national initiatives that may influence this.				

5. Options for Managing the Freight Action Plan

Introduction

5.1 The Nestrans RTS notes that “the Freight Industry itself will be central to the development of the Action Plan..... One of the expected outputs from the Action Plan would be the establishment of a permanent regional freight group, a possibly restructured north east Freight Quality Partnership.” In developing this Freight Action Plan, in consultation with north east freight stakeholders, consideration has been given to what type of Partnership would work best for the north east and how this could work. Four potential options were considered as set out below.

Option 1 – Do Minimum

5.2 Characterised by Ad Hoc “Issue by Issue” consultations/meetings, supplemented by use of Nestrans’ North East Transport Consultative Forum (NETCF).

- a) Maintains the Status Quo, minimises effort, keeps everyone in the “comfort zone”
- b) Potential missed opportunity for identifying and effectively addressing shared goals
- c) Minimises opportunities for transfer of knowledge

Option 2 – Do Minimum + Freight Forum

5.3 As per Do Minimum, but with the introduction of an annual/six monthly freight consultation meeting, which could include freight industry, business interests, as well as Nestrans, Local Authorities, Airport, Harbour Boards etc.

- a) Keeps everyone in the “comfort zone”
- b) Potentially opens up opportunities for effective “collective” dialogue, and networking
- c) An annual/six monthly consultation meeting may not be sufficient to really make a difference – might quickly descend into talking shop

Option 3 – FQP Core Management Group + Freight Forum

5.4 Establishment of a separate Freight Action Plan steering group to co-ordinate and advise on north east freight issues, and monitor the delivery of the Freight Action Plan. This would form the basis of a formal Freight Quality Partnership, supplemented by wider consultation activities through the Freight Forum.

- a) Provides a management structure, which has the potential to enable ongoing progress and development of the Freight Action Plan.
- b) Ongoing success of the management group will depend on the range of common issues that can collectively be tackled by the group.
- c) Dependent upon commitment available from the wider freight industry – this in turn will be dependent upon the perceived benefits from being part of the group.

Option 4 – FQP Core Management Group + Sub Groups + Freight Forum

5.5 The final option perhaps takes the structure to its logical conclusion – a core management group, a series of sub groups (probably concentrating on the different modes (road, rail, sea, air freight)), supplemented by consultation activities with wider freight industry and business interests.

- a) Provides the opportunity for a small executive management structure, supplemented by specific working groups – which may be permanent or issue related.
- b) Ongoing success of the management group will depend on the range of common issues that can collectively be tackled by the group.

-
- c) Dependent upon commitment available from the wider freight industry – this in turn will be dependent upon the perceived benefits from being part of the group.

Our Preferred Approach – A Freight Action Plan Implementation Group for North East Scotland

5.6 Stakeholder consultation undertaken during the preparation of the Freight Action Plan revealed a strong aspiration to develop a formal north east Freight Partnership, similar to Option 4 above. It was felt that, on the back of the production of the Freight Action Plan, there is an energy amongst freight stakeholders to take arrangements to the next level by setting up a Freight Action Plan Implementation Group which will be responsible for raising the profile of the freight agenda and delivering this Freight Action Plan.

5.7 While the many shared goals between the various freight stakeholders in the north east support the establishment of a Freight Action Plan Implementation Group, initial consultation also supported the idea that sub-groups should be formed and meet as and when required to address specific issues and provide a steer on specific projects.

5.8 The success of the Freight Action Plan depends upon the active and continued participation of the initial parties signing up to the Plan and will require effective collaboration with north east Scotland's business community, the freight industry and between Nestrans, Aberdeen City Council and Aberdeenshire Council. These organisations and groups therefore share the responsibility for delivering the actions set out in this Freight Action Plan.

Appendix A – The Freight Action Plan and the Nestrans RTS

The Nestrans RTS has specified four strategic objectives, each with three operational objectives. Using this framework, we have identified how we consider the Freight Action Plan will contribute to these operational objectives, and also how the wider achievement of these RTS objectives will benefit the north east freight industry.

Nestrans RTS Objectives	How the FAP will contribute to the RTS...	How the wider RTS will benefit the Freight industry...
Strategic Objective 1: Economy - To enhance and exploit the north east's competitive economic advantages, and reduce the impacts of peripherality.		
<ul style="list-style-type: none"> <i>To make the movement of goods and people within the north east and to/from the area more efficient and reliable.</i> 	✓	✓
<ul style="list-style-type: none"> <i>To improve the range and quality of transport to/from the north east to key business destinations.</i> 	✓	✓
<ul style="list-style-type: none"> <i>To improve connectivity within the north east, particularly between residential and employment areas.</i> 	-	✓
Strategic Objective 2: Accessibility, Safety and Social Inclusion - To enhance choice, accessibility and safety of transport particularly for disadvantaged and vulnerable members of society and those living in areas where transport options are limited.		
<ul style="list-style-type: none"> <i>To enhance travel opportunities and achieve sustained cost and quality advantages for public transport relative to the car.</i> 	-	✓
<ul style="list-style-type: none"> <i>To reduce the number and severity of traffic related accidents and improve personal safety and security for all users of transport.</i> 	(✓)	(✓)
<ul style="list-style-type: none"> <i>To achieve increased use of active travel and improve air quality as part of wider strategic to improve the health of north east residents.</i> 	(✓)	(✓)
Strategic Objective 3: Environment - To conserve and enhance the north east's natural and built environment and heritage and reduce the effects of transport on climate and air quality.		
<ul style="list-style-type: none"> <i>To reduce the proportion of journeys made by cars and especially by single occupant cars.</i> 	-	✓
<ul style="list-style-type: none"> <i>To reduce the environmental impacts of transport, in line with national targets.</i> 	✓	-
<ul style="list-style-type: none"> <i>To reduce growth in vehicle kilometres travelled.</i> 	-	✓
Strategic Objective 4: Spatial Planning - To support transport integration and a strong, vibrant and dynamic city centre and town centres across the north east.		

• <i>To improve connectivity to and within Aberdeen City and Aberdeenshire town centres, especially by public transport, walking and cycling.</i>	-	✓
• <i>To encourage integration of transport and spatial planning and improve connections between transport modes and services.</i>	✓	✓
• <i>To enhance public transport opportunities and reduce barriers to use across the north east, especially rural areas.</i>	-	-

Core contributions ✓; minor contributions (✓); No impact - ;

The Nestrans RTS contains specific proposals for action as set out in the table below. Against each action, reference is made to how the Freight Action Plan will contribute to delivering these actions. We also identify where the wider actions of the RTS will benefit the north east freight industry.

Nestrans RTS Actions	Where the Freight Action Plan contributes to the RTS Actions	Where the RTS contributes to the Freight Action Plan
The External Connections Strategy		
EC1: Rail links and services		
<ul style="list-style-type: none"> Reducing journey times to Edinburgh and Glasgow, and further south. 	-	-
<ul style="list-style-type: none"> Improved train capacity, comfort and reliability. 	-	-
<ul style="list-style-type: none"> Support for High Speed Rail connections to London, which benefit the north east. 	-	-
EC2: Strategic Roads		
<ul style="list-style-type: none"> Overcoming constraints on the network that have a direct impact on travel to/from the north east, such as the A90 through Dundee. 		✓
EC3: Inter-regional Bus and Coach travel		
<ul style="list-style-type: none"> Support further development of interregional bus and coach travel between the north east and other Scottish towns and cities and further afield. Explore possible links to Park and Ride sites. 		-
EC4: Connections by sea		
<ul style="list-style-type: none"> Closer joint working through the Freight Action Plan. 	✓	✓
<ul style="list-style-type: none"> Improved access and facilities at ports and interchange with passenger ferries. 	✓	✓
<ul style="list-style-type: none"> Development of new freight and passenger services. 	✓	✓
EC5: Connections by air		
<ul style="list-style-type: none"> Support expansion of direct destinations from Aberdeen and frequency of popular services. 	-	-
<ul style="list-style-type: none"> Support runway extension to facilitate wider range of destinations and more efficient, modern aircraft. 	-	✓
<ul style="list-style-type: none"> Ensure protection of slots for Aberdeen services at key hubs such as London Heathrow. 	-	(✓)
The Internal Connections Strategy		
IC1: Rail		
<ul style="list-style-type: none"> Increased frequency of services between Inverurie-Aberdeen-Stonehaven through Aberdeen Crossrail and improved services to Inverness. 	-	(✓)
<ul style="list-style-type: none"> Proposed new station at Kintore and further development of the rail system to be set out in the Rail Action Plan. 	-	-
IC2: Road Improvements		
<ul style="list-style-type: none"> Strategic Roads Capacity improvements – tackling 	-	✓

Nestrans RTS Actions	Where the Freight Action Plan contributes to the RTS Actions	Where the RTS contributes to the Freight Action Plan
constraints at A90 Ellon - Peterhead, A96 west of Inverurie, Haudagain junction, Access to Aberdeen from the south, and at other junctions serving Aberdeenshire towns.		
<ul style="list-style-type: none"> • Strategic Roads Safety improvements – alignment and junction improvements on A90 south. Overtaking, junction and alignment improvements on A90 north and A96. Route Action on A92, A93, A944, A947. 	-	✓
<ul style="list-style-type: none"> • Car share lanes – trialling priority lanes for cars with multiple occupancy. 	-	-
<ul style="list-style-type: none"> • Prioritised maintenance for strategic routes, with particular benefits for public transport and sustainable modes. 	-	(✓)
<ul style="list-style-type: none"> • Support Local Authorities in bringing forward LTS projects that contribute to strategic objectives. 	-	(✓)
IC3 : Bus Improvements		
<ul style="list-style-type: none"> • Quality bus corridor improvements to services and facilities. 	-	-
<ul style="list-style-type: none"> • Develop a Bus Action Plan to improve quality and reliability of services and set out proposals for extending bus priority measures. 	-	(✓)
<ul style="list-style-type: none"> • Explore Rapid Transit options through the Bus Action Plan. 	-	-
<ul style="list-style-type: none"> • Expand Park and Ride provision linked to the development of the AWPR. 	-	(✓)
<ul style="list-style-type: none"> • Improve information provision including expanded real-time information systems across Aberdeen City and Shire. 	-	(✓)
IC4 : Demand Responsive Transport		
<ul style="list-style-type: none"> • Support extension of 'Dial-a-Bus' and similar services to serve those unable to access conventional buses and to link with scheduled bus services. 	-	-
<ul style="list-style-type: none"> • Support community transport providers and encourage development of services. 	-	-
<ul style="list-style-type: none"> • Seek to ensure that taxis are provided in an efficient and effective way, which meets the needs of customers. 	-	-
IC5 : Transport Interchange		
<ul style="list-style-type: none"> • Maximising interchange potential of Guild Street development and link with Union Street and support enhancement of other interchange points in Aberdeen. 	-	-
<ul style="list-style-type: none"> • Support further improvements to interchange facilities in Aberdeenshire towns, in particular building on developments at Inverurie, Peterhead and Banchory. 	-	-
<ul style="list-style-type: none"> • Work with operators to develop integrated ticketing across services and operators in the north east. 	-	-
IC6 : Walking and Cycling		
<ul style="list-style-type: none"> • Support investment in measures to increase safety and 	-	-

Nestrans RTS Actions	Where the Freight Action Plan contributes to the RTS Actions	Where the RTS contributes to the Freight Action Plan
security of walking and in particular to facilitate interchange between different modes of transport. Urban realm improvements to improve the pedestrian environment.		
<ul style="list-style-type: none"> Support the extension of low speed zones, particularly where it improves the environment for pedestrians and cyclists and increases safety for children. 	-	-
<ul style="list-style-type: none"> Continued development of cycle routes on key routes within Aberdeenshire, into Aberdeen and on routes through the City. 	-	-
IC7 : Airport Surface Connections		
<ul style="list-style-type: none"> Encourage enhanced bus services to Aberdeen Airport to be detailed in the Bus Action Plan and Delivery Plan. 	-	-
<ul style="list-style-type: none"> Support a shuttle bus between Dyce station and the airport terminal. 	-	-
<ul style="list-style-type: none"> In the longer term, explore the potential for Bus Rapid Transit or enhanced rail services to the airport, providing faster, more reliable journey times. 	-	-
IC8 : Port Surface Connections		
<ul style="list-style-type: none"> Support measures to improve access to port facilities. 	✓	✓
<ul style="list-style-type: none"> Facilitate improved interchange between the Aberdeen ferry terminal and bus and rail stations. 	-	-
IC9 : Freight		
<ul style="list-style-type: none"> Support the development of modern inter-modal freight terminals to provide future capacity for rail freight expansion. 	✓	✓
<ul style="list-style-type: none"> Investigate potential for measures to provide more reliable journey times for HGVs and identify a trial route for implementation of priority measures. 	✓	✓
IC10 : Powered two-wheelers		
<ul style="list-style-type: none"> Support measures to improve safety for users of motorcycles and other powered two-wheelers and provide appropriate parking facilities. 	-	-
The Strategic Policy Framework		
<i>Travel Behaviour</i>		
TB1 : Promoting Travel Planning and Travel Awareness		
<ul style="list-style-type: none"> Implementation and future development of Nestrans' Travel Planning strategy. 	-	-
<ul style="list-style-type: none"> Continue to provide support through the Sustainable Travel Grants Scheme. 	-	-
<ul style="list-style-type: none"> Encourage increased up-take of car-sharing. 	-	-
TB2 : Promoting Active Travel		
<ul style="list-style-type: none"> Encourage more people to walk and cycle more often. 	-	-

Nestrans RTS Actions	Where the Freight Action Plan contributes to the RTS Actions	Where the RTS contributes to the Freight Action Plan
<ul style="list-style-type: none"> Work with NHS Grampian and Community Planning Partnerships to promote the benefits of active travel and achieve objectives for a healthier population. 	-	-
<ul style="list-style-type: none"> TB3 : Improving Safety 		
<ul style="list-style-type: none"> Work with the Councils, Emergency Services and others to promote road safety as part of a comprehensive approach covering Education, Engineering, Enforcement and Encouragement measures. 	-	(✓)
<ul style="list-style-type: none"> Improve security for users of public transport services and interchanges. 	-	-
<i>Incentives and Enforcement</i>		
IE1 : Changing Choices through Incentives and Partnerships		
<ul style="list-style-type: none"> Work with operators to identify possible fare incentives to encourage increased bus use, particularly where this enables access to employment or training. 	-	-
<ul style="list-style-type: none"> Through the Local Authorities/Bus Operators Forum (LABOF) continue to develop the Quality Partnership for Public Transport and consider introducing Punctuality Improvement Partnerships. 	-	-
<ul style="list-style-type: none"> Support measures which encourage uptake of alternative fuels, particularly by public transport providers, to build on the north east's role as an energy hub. 	-	-
IE2 : Using Enforcement		
<ul style="list-style-type: none"> Support enforcement of vehicle emission standards to improve air quality, in Aberdeen City Centre and towns across the north east. 	-	-
<ul style="list-style-type: none"> Support measures to enforce speed limits to improve road safety and reduce carbon emissions. Promote the establishment of a Casualty Reduction Partnership to support the North East Safety Camera Partnership's (NESCAMP) activities and support the trial of average speed cameras. 	-	-
IE3 : Parking		
<ul style="list-style-type: none"> Develop a Regional Parking Strategy to ensure a coherent approach to parking controls and standards across the north east. 	-	-
<ul style="list-style-type: none"> Support enforcement of parking restrictions, particularly where these exist to support strategic traffic movements, bus/pedestrian priority and road safety. 	-	-
<ul style="list-style-type: none"> Investigate the potential for parking incentives to encourage use of small or multi-occupancy vehicles. 	-	-

Appendix B – Performance Monitoring

A number of performance indicators and targets have been adopted for this Freight Action Plan. These have been taken from the overall Nestrans Monitoring Report as published in August 2008 as part of the Nestrans RTS. Going forward, it is also to be reminded that a number of the actions set out in the Action Plan in Chapter 4 seek to expand our knowledge of freight movements by all transport modes and fill existing information gaps. Based on the results of the various monitoring research studies, consideration may be given to the development of further performance indicators and targets.

RTS Monitoring Report: Indicator 7. Proportion of HGVs on key strategic routes	Baseline 2005, 7 day annual average: A92 Bridge of Don 11% Source: Scottish Transport Statistics, 2006
	Monitor 2006, 7 day annual average: A92 Bridge of Don 11% Source: Scottish Transport Statistics, 2007

RTS Monitoring Report: Indicator 8. Number of permanent restrictions affecting trunk routes in or to/from the north east	Baseline 2007: Trunk roads restrictions in north east: Height restriction (15' 3") and signal-controlled carriageway on A96 at Inverramsay Bridge Width restriction (7' 0") A90 at Bridge of Dee
Proposed Target: To remove all diversions relating to restrictions on trunk roads by 2015	

RTS Monitoring Report: Indicator 18: Time lost on trunk roads within the north east	Baseline 2005: A90 Muggiemoss – Stonehaven 425,500 hours A90 Balmedie - Muggiemoss 98,500 hours A96 Muggiemoss – Blackburn 98,100 hours Source: extrapolated from Scottish Transport Statistics 2006
	Monitor 2006: A90 Muggiemoss – Stonehaven 583,600 hours (+37.2%) A90 Balmedie - Muggiemoss 120,600 hours (+22.4%) A96 Muggiemoss – Blackburn 73,800 hours (-24.7%) Source: extrapolated from Scottish Transport Statistics 2007
Target: to reduce congestion on trunk roads in the north east to below 500,000 hours per year by 2011 and maintain that level.	

RTS Monitoring Report: Indicator 19: The proportion of goods to, from or within the north east (excluding oil & gas) moved by mode.	<p>Baseline 2005:</p> <table> <tr> <td>Road</td> <td>24,685,000 Tonnes</td> <td>81%</td> </tr> <tr> <td>Rail</td> <td>165,500 Tonnes</td> <td>1%</td> </tr> <tr> <td>Sea</td> <td>5,537,000 Tonnes</td> <td>18%</td> </tr> <tr> <td>Air</td> <td>4,089 Tonnes</td> <td>0%</td> </tr> <tr> <td>TOTAL</td> <td>30,392,000 Tonnes</td> <td></td> </tr> </table> <p>Source: Scottish Transport Statistics and NESRFDG, 2006</p>	Road	24,685,000 Tonnes	81%	Rail	165,500 Tonnes	1%	Sea	5,537,000 Tonnes	18%	Air	4,089 Tonnes	0%	TOTAL	30,392,000 Tonnes	
Road	24,685,000 Tonnes	81%														
Rail	165,500 Tonnes	1%														
Sea	5,537,000 Tonnes	18%														
Air	4,089 Tonnes	0%														
TOTAL	30,392,000 Tonnes															
	<p>Monitor 2006:</p> <table> <tr> <td>Road</td> <td>25,016,000 Tonnes</td> <td>81% (+1.3%)</td> </tr> <tr> <td>Rail</td> <td>325,000 Tonnes</td> <td>1% (+96.4%)</td> </tr> <tr> <td>Sea</td> <td>5,610,000 Tonnes</td> <td>18% (+1.3%)</td> </tr> <tr> <td>Air</td> <td>4,022 Tonnes</td> <td>0% (-1.6%)</td> </tr> <tr> <td>TOTAL</td> <td>30,955,000 Tonnes</td> <td>(+1.8%)</td> </tr> </table> <p>Source: Scottish Transport Statistics and Aberdeenshire SustAccess Report, 2007</p>	Road	25,016,000 Tonnes	81% (+1.3%)	Rail	325,000 Tonnes	1% (+96.4%)	Sea	5,610,000 Tonnes	18% (+1.3%)	Air	4,022 Tonnes	0% (-1.6%)	TOTAL	30,955,000 Tonnes	(+1.8%)
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Rail	325,000 Tonnes	1% (+96.4%)														
Sea	5,610,000 Tonnes	18% (+1.3%)														
Air	4,022 Tonnes	0% (-1.6%)														
TOTAL	30,955,000 Tonnes	(+1.8%)														
<p>Target: To increase the proportion of goods moved by rail or sea to, from or within the north east to at least 25% of all goods by 2021 (20% by 2011).</p>																

Note rail figures obtained from two different individual pieces of work.

RTS Monitoring Report: Indicator 20: The volume of goods through the north east's major ports	<p>Baseline 2005:</p> <table> <tr> <td>Aberdeen Harbour</td> <td>4,609,000 Tonnes</td> </tr> <tr> <td>Peterhead Harbour</td> <td>928,000 Tonnes</td> </tr> <tr> <td>TOTAL</td> <td>5,537,000 Tonnes</td> </tr> </table> <p>Source: Scottish Transport Statistics 2006</p>	Aberdeen Harbour	4,609,000 Tonnes	Peterhead Harbour	928,000 Tonnes	TOTAL	5,537,000 Tonnes
Aberdeen Harbour	4,609,000 Tonnes						
Peterhead Harbour	928,000 Tonnes						
TOTAL	5,537,000 Tonnes						
	<p>Monitor 2006:</p> <table> <tr> <td>Aberdeen Harbour</td> <td>4,663,000 Tonnes (+1.2%)</td> </tr> <tr> <td>Peterhead Harbour</td> <td>947,000 Tonnes (+2.0%)</td> </tr> <tr> <td>TOTAL</td> <td>5,610,000 Tonnes (+1.3%)</td> </tr> </table> <p>Source: Scottish Transport Statistics 2007</p>	Aberdeen Harbour	4,663,000 Tonnes (+1.2%)	Peterhead Harbour	947,000 Tonnes (+2.0%)	TOTAL	5,610,000 Tonnes (+1.3%)
Aberdeen Harbour	4,663,000 Tonnes (+1.2%)						
Peterhead Harbour	947,000 Tonnes (+2.0%)						
TOTAL	5,610,000 Tonnes (+1.3%)						
<p>Target: To increase the volume of goods through Aberdeen and Peterhead Harbours by an average of at least 1% per year between 2005 and 2021, to 6.9 million Tonnes by 2021 (6 million Tonnes by 2012).</p>							

RTS Monitoring Report: Indicator 21: The volume of goods to or from the region carried by Heavy Goods Vehicle	Baseline average annual 2001 to 2005:										
	<table border="0"> <tr> <td>Within Grampian</td> <td>15,268,000 Tonnes</td> </tr> <tr> <td>To Grampian</td> <td>5,274,000 Tonnes</td> </tr> <tr> <td><u>From Grampian</u></td> <td><u>4,143,000 Tonnes</u></td> </tr> <tr> <td>TOTAL</td> <td>24,685,000 Tonnes</td> </tr> </table> <p>Source: Scottish Transport Statistics 2006</p>	Within Grampian	15,268,000 Tonnes	To Grampian	5,274,000 Tonnes	<u>From Grampian</u>	<u>4,143,000 Tonnes</u>	TOTAL	24,685,000 Tonnes		
Within Grampian	15,268,000 Tonnes										
To Grampian	5,274,000 Tonnes										
<u>From Grampian</u>	<u>4,143,000 Tonnes</u>										
TOTAL	24,685,000 Tonnes										
	<table border="0"> <tr> <td colspan="2">Monitor average annual 2002 to 2006:</td> </tr> <tr> <td>Within Grampian</td> <td>15,625,000 Tonnes (+2.3%)</td> </tr> <tr> <td>To Grampian</td> <td>5,248,000 Tonnes (-0.5%)</td> </tr> <tr> <td><u>From Grampian</u></td> <td><u>4,143,000 Tonnes (+0.0%)</u></td> </tr> <tr> <td>TOTAL</td> <td>25,016,000 Tonnes (+1.3%)</td> </tr> </table> <p>Source: Scottish Transport Statistics 2007</p>	Monitor average annual 2002 to 2006:		Within Grampian	15,625,000 Tonnes (+2.3%)	To Grampian	5,248,000 Tonnes (-0.5%)	<u>From Grampian</u>	<u>4,143,000 Tonnes (+0.0%)</u>	TOTAL	25,016,000 Tonnes (+1.3%)
Monitor average annual 2002 to 2006:											
Within Grampian	15,625,000 Tonnes (+2.3%)										
To Grampian	5,248,000 Tonnes (-0.5%)										
<u>From Grampian</u>	<u>4,143,000 Tonnes (+0.0%)</u>										
TOTAL	25,016,000 Tonnes (+1.3%)										

RTS Monitoring Report: Indicator 22: The volume of goods to or from the region carried by rail-freight	<p>Baseline 2005:</p> <p>It is estimated that 165,500 Tonnes per year are transported to or from the north east by rail.</p> <p>Source; NESRFDG</p>
	<p>Monitor 2006:</p> <p>It is estimated that 325,000 Tonnes per year are transported to or from the north east by rail.</p> <p>Source: SustAccess study (note different source, not directly comparable to above data)</p>

Target – To increase the volume of goods moved by rail by at least 5% per year on 2005 baseline, to at least 350 thousand Tonnes by 2021.

RTS Monitoring Report: Indicator 47: The average atmospheric concentration of monitored pollutants in Aberdeen City Centre.	<p>Baseline 2005:</p> <table border="0"> <tr> <td>Nitrogen Dioxide</td> <td>24 micrograms per cubic metre</td> </tr> <tr> <td>Particulates (PM10)</td> <td>19 micrograms per cubic metre</td> </tr> </table> <p>Source: Scottish Transport Statistics 2006</p>	Nitrogen Dioxide	24 micrograms per cubic metre	Particulates (PM10)	19 micrograms per cubic metre
Nitrogen Dioxide	24 micrograms per cubic metre				
Particulates (PM10)	19 micrograms per cubic metre				
	<p>Monitor 2006:</p> <table border="0"> <tr> <td>Nitrogen Dioxide</td> <td>27 micrograms per cubic metre</td> </tr> <tr> <td>Particulates (PM10)</td> <td>20 micrograms per cubic metre</td> </tr> </table> <p>Source: Scottish Transport Statistics 2007</p>	Nitrogen Dioxide	27 micrograms per cubic metre	Particulates (PM10)	20 micrograms per cubic metre
Nitrogen Dioxide	27 micrograms per cubic metre				
Particulates (PM10)	20 micrograms per cubic metre				

Target: To reduce the levels of identified pollutants and meet national and European legislation on pollutants (AQMA in Aberdeen City Centre).