

NORTH EAST SCOTLAND FREIGHT FORUM



24 February 2011
Jury's Inn Hotel, Aberdeen

Attendees

Eddie Anderson	ARR Craib Transport Ltd
Ian Armstrong	Scottish Council Development & Industry (SCDI)
Laura Blair	Aberdeen City Council
Rab Dickson	Nestrans
Paul Finch	AECOM
Phil Flanders	Road Haulage Association
Richard Freeland	Freeland Freight Service
Ian Jessiman	Aberdeen Harbour Board
Mr Kennedy	Kennedy Transport
Dave Macdermid	The Big Partnership
Allan Malcolm	Peterson SBS
Mike McDonald	Grampian Police
Chris Menzies	Aberdeenshire Council
Jason Moir	Dyce Carriers
Derick Murray	Nestrans
Rod Palmer	Searoute Port Services
Iain Prosser	Peterson SBS
Vycki Shade	Aberdeen City Council
Philip Smart	StratMoS project
Andrew Stephen	Aberdeen City Council
Pam Stott	The Scottish Government
Bill Walker	Walker Transport
Ewan Wallace	Aberdeenshire Council
Kate Yuill	Aberdeen and Grampian Chamber of Commerce

24 in attendance

After a welcome from Chair Eddie Anderson, presentations were made by Rab Dickson of Nestrans providing a General Update on transport issues in the north east and the role of Nestrans, Philip Smart of the StratMoS Project on European Best Practice and Paul Finch of AECOM with an update on projects, including the possibilities for a Low Emission Zone in Aberdeen City



Centre. After discussion and questions, there was a break-out session where delegates had an opportunity to provide comment and input on a number of issues.

Freight Maps

Everyone was supportive of the maps.

Mike McDonald of Grampian Police offered to include links to the maps with all applications made to him regarding freight movements to and through the city – not only abnormal loads. Many enquiries each year so, this provides scope to send the map out to a wide range of hauliers.

In discussion with others, opportunities also exist to provide links to maps on the Local Authority, Scottish Government, FTA and RHA websites, as well as at strategic locations such as Stracathro services, and others in the central belt. It was also suggested that it may be worthwhile providing this information to GPS providers.

The map highlights the length of detour caused by the Bridge of Dee. Updates on the proposals for Access from the South can be viewed at http://www.aberdeencity.gov.uk/Roads/transport_projects/roa_access_from_south_home.asp.

Freight Flows and Surveys

Andrew Stephen (ACC) suggested a confidential survey be carried out of local hauliers asking for details of the operations, vehicle types and age. He will forward a survey form used by economic development to gain info on business sector. This information has been used to inform strategy and future areas of work.

Rod Palmer suggested that surveys of road container movements could be easily undertaken by undertaking co-ordinated counts south of Aberdeen, and locations such as Perth or Dundee. This might determine potential demand for either rail transfer or potentially shipping movements.

General comment that HGVs will use Anderson Drive to access west of city and King Street to access north.

Low Emission Zone Study

The Freight Forum acknowledged issues related to Air Quality within the centre of Aberdeen, and in particular the Air Quality Management Areas, and the recently approved Air Quality Action Plan. It was noted that an LEZ could be introduced progressively targeting the most polluting vehicles first. Comments raised by the meeting were as follows.

Any LEZ needed to be brought in alongside the introduction of the AWPR, so as to ensure that those that did not have to travel through the city centre had a route choice.



The local fleet in the north east was considered to be one of the more modern in the UK. It was also noted that the fleet was renewed more quickly in comparison with the bus fleet.

Hauliers stated that they would welcome further dialogue on the development of the LEZ proposal, and also other potential complementary measures. These could include retail deliveries, and implementation of freight best practice initiatives,

Freight Action Plan: Priorities for 2011

1. There was support for the concept of identifying problem junctions and considering small-scale junction improvements for quick wins. Particular concerns were raised relating to Market Street, including general complaints about Union Square location and traffic issues.

Other possible quick wins included Haudagain into Muggiemoss (two lanes turning left?); access to Stoneywood; Parkhill junction where right turning traffic prevents through traffic on A947 heading north; Great Southern Road at Bridge of Dee; Market Street access into Union Square; South College Street/Wellington Place

General complaint about Aberdeen's roundabouts as they are difficult for HGVs to navigate in lane. Also cross gradients, e.g. at Bridge of Dee causes issues.

2. There was a request for early pre-consultation with hauliers' organisations on Traffic Regulation Orders and development proposals. A particular concern was raised regarding the volume of new development proposed in Muggiemoss and Stoneywood which will wipe out any benefit that may be gained by Haudagain improvements.

3. To undertake a Deliveries/Distribution Strategy: this needs to particularly focus on the retail sector, understanding the needs of getting goods delivered and the economic drivers determining types of vehicles/bulk/storage versus just in time and other factors affecting transport in the region.

4. In conjunction with the above, to review curfews and planning conditions restricting delivery times. To ascertain whether these are relevant and/or necessary and whether wider objectives could be better served by a relaxation of some of these restrictions.

5. A safety project based on addressing the potential conflicts between HGVs and bicycles/pedestrians. By distributing Fresnel lenses to operators with promotional materials and running a parallel education programme for drivers and cyclists/pedestrians, it would be hoped to raise awareness of the potential dangers relating to visibility and the benefits of refractive lenses in reducing accidents.



6. Location of freight hub – hauliers complementary of Cairnrobin site. Works to continue on defining site requirements and possible locations.

7. Freight flows from the north study – to compliment freight flows from the south study and to help quantify issues faced by those travelling into the city.

8. Request for HGV's to access bus lanes. Consideration could be given to further studies to quantify the benefits or impacts of this proposal on priority routes. Link to HOV/ LVL study which includes consideration of a stretch of dual use bus lane on Wellington Road

http://www.nestrans.org.uk/db_docs/docs/72246%20HOV%20Feasibility%20Study%20Final%20Report.pdf

