

Action Plans -  
5b Freight Action Plan Update

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- Purpose of Report

The purpose of this report is to update members on progress regarding freight matters and the development of Nestrans' Freight Action Plan.

- Background

The Freight Action Plan is one of the supporting documents for Nestrans' Regional Transport Strategy. To develop and deliver the Action Plan, a Freight Forum has been established with representatives from Nestrans and the local authorities along with hauliers and other business and industry representatives. The Forum is chaired by Nestrans' Vice Chair, Eddie Anderson.

#### Freight Forum

The Freight Forum met in Aberdeen on Thursday 24 February 2011 and discussed issues ranging from Low Emission Zones to priorities for the Freight Action Plan for 2011. A note of the meeting is attached as Appendix 1 to this report.

#### Freight Maps

The Freight Forum has been working with stakeholders to develop route maps specifically for use by HGV drivers. Available both electronically and as paper-based plans, these show height and weight restrictions, preferred routes for freight, major destinations such as industrial estates as well as lorry parking areas and HGV parking restrictions throughout the Nestrans area. The Aberdeen plan is now complete and available on Nestrans and Council websites

(<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=38538&SID=9175>), the Aberdeenshire plan is scheduled to be available within the next few weeks.

#### Freight Flows Report

A study has been undertaken, supported by the StratMoS project, to investigate the scale, types of vehicle and indication of operators' base for major freight routes. The findings are contained in a report which will soon be available on the Nestrans website and include the following conclusions:

- South to north movements tend to peak between 10am and noon;
- North to south movements have peaks both between 9am and 11am and between 2pm and 4pm;
- There are more laden vehicles moving towards Aberdeen, with unladen vehicles leaving the city;
- The majority of HGV traffic consists of local hauliers, with up to 78% at Market Street/Virginia Street being locally registered operators;
- Typically, less than 10% of lorries have Euro 0, I or II engines, with around 40% of Euro III. The higher specification, cleaner engines at Euro IV or V standard

represents some 40% or more of vehicles observed representing a fairly modern and low emission fleet.

### Rail Recyclates

Aecom consultants have also been liaising with local authorities and others to ascertain the potential scale and opportunities for rail distribution relating to recyclates collected by public authorities in the north east. Initial findings indicate that each authority currently has long-term contracts in place to deal with their recyclable materials, that in some cases different specifications are collected (eg paper waste varies in quality and could not be combined without changes to existing contracts), and that contracts often include transport by the purchaser. However, there may be some opportunities for consolidation and potential for joint working to specify rail transfer in the future – a final report will be forthcoming in the next few months.

### StratMoS terminals study / Distribution Centre

As part of the StratMoS project, work is being undertaken to consider the potential for a rail-connected distribution centre in the north east. This could act as a distribution centre, enabling heavy vehicles to carry materials which could then be switched to smaller vehicles (possibly utilising clean or zero-emission vehicles, which links to the CARE North proposals for cleaner vehicles in the City Centre and the possible designation of a Low Emission Zone) and as a consolidation centre for goods leaving the region. The study is underway and will report later this year. The StratMoS project is scheduled to be completed by September 2011.

### Lorry Parking

Assessment of lorry parking in the area has concluded that adequate sites are available in most of Aberdeenshire's towns and that lorry parking does not constitute a major concern, either for drivers or for the local population. However, a lack of lorry parking to the south of Aberdeen has been identified and a number of lorries are regularly parked on the A90 between the City and Stonehaven. The lorry park at Altens is not considered to provide what is required by drivers.

The proposed Park & Ride site at Schoolhill, Portlethen has been designed with the potential for a lorry parking facility to be included. This could be a charged facility with security and facilities or a free lay-over area where drivers could stop until their delivery window.

### Wellington Road signal optimisation project

Members will recall that Nestrans agreed to provide an allocation of £30,000 to fund an initiative to optimise two sets of traffic signals on Wellington Road to provide additional green-time for south-bound heavy vehicles approaching the junctions at Greenbank Road and Hareness Road. These junctions are on one of the City's busiest routes for freight and on a steep incline – slow moving heavy vehicles were often caught at both sets of lights causing undue delays and resulting pollution with hill starts.

Before and after surveys were undertaken to ascertain the effectiveness of the scheme to register an approaching vehicle and provide a few extra seconds to enable their continued movement through the lights in the off-peak period. It was found that a mean journey time improvement of 8 seconds was observed across all vehicles, but that this was 12 seconds (around 9% of the average time taken for the section of their journey) for the largest HGVs. A further finding was that up to 48 seconds (19%) was saved compared to the worst-case scenario for the heaviest vehicles. This is considered to be a significant improvement giving

benefits to freight, combining with environmental benefits as well as improvements for all traffic.

### ScotFLAG

The Scottish Government has initiated a working group entitled the Scottish Freight & Logistics Advisory Group (ScotFLAG), which meets approximately twice per year to ensure progress on matters identified through the national Freight Action Plan. Consisting of hauliers' groups, Scottish Enterprise and public sector interests, Rab Dickson of Nestrans represents the Regional Transport Partnerships.

- Recommendation

It is recommended that the Board note this report and appendix.

RD/30 May 2011



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.aberdeency.gov.uk/Roads/transport\\_projects/roa\\_access\\_from\\_south\\_home.asp](http://www.aberdeency.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 Mugiemoos 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](http://www.nestrans.org.uk/db_docs/docs/72246%20HOV%20Feasibility%20Study%20Final%20Report.pdf)