

# GreCOR / Freight Action Plan Objectives and Actions

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GreCOR / Freight Action Plan Objectives and Actions

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# Table of Contents

|  |           |
|--|-----------|
| <b>Executive Summary</b> .....                       | <b>1</b>  |
| <b>1 Introduction</b> .....                          | <b>6</b>  |
| <b>2 Key Issues Arising from Previous Work</b> ..... | <b>8</b>  |
| <b>3 Consultation Outcomes</b> .....                 | <b>16</b> |
| <b>4 Proposed Vision and Objectives</b> .....        | <b>27</b> |
| <b>5 Long List of Possible Actions</b> .....         | <b>30</b> |
| <b>6 Recommendations for GreCOR Project</b> .....    | <b>37</b> |

DRAFT

Capabilities on project:  
Transportation

## Executive Summary

### **Commission**

AECOM have been commissioned by Aberdeenshire Council to develop a Vision, Objectives and Actions for the Interreg IVB GreCOR project in North East Scotland. This work will help to ensure that the GreCOR project has maximum beneficial impact regionally meeting the needs of the local freight industry whilst also meeting project objectives.

The approach taken to the current commission has been to start with the existing Nestrans Freight Action Plan, published in October 2009. An initial review of the existing Freight Action Plan identified issues which required to be updated as a result of wider changes in North East Scotland and the Scottish economy, and following new information gained from previous work. Progress on individual actions has also been assessed.

A programme of consultation has taken place – with local hauliers; local freight interests such as Aberdeen Harbour and Aberdeen Airport; and also with national stakeholders such as the Freight Transport Association, the Road Haulage Association, and rail freight interests. The consultation has also included feedback received following presentations and discussions at a Stakeholder event held in May 2012 in Aberdeen.

Finally, taking the results from the consultation exercise, key outcomes from previous work, and also relevant regional issues, it has been possible to develop a draft vision, objectives and actions for the local GreCOR project, which are also applicable to the revised Freight Action Plan. Arising from this, the specific actions that appear to be most relevant for the GreCOR project have been highlighted. The work has also been undertaken in a manner that ensures consistency with the Regional Transport Strategy (which is currently subject to a refresh exercise), and has also linked with ongoing work on a Freight Distribution Strategy for Aberdeen City Centre, which has been commissioned by the CARE North project, an Interreg IVB North Sea Region Programme Project led by Aberdeen City Council.

### **Review of Key Issues**

The review of key issues has found that there have been a number of developments at the local, regional and national level over the last three years which have implications for the freight industry in North East Scotland, and the Freight Action Plan. Some of the key developments are as follows:

- Successful establishment and consolidation of regular Freight Forum consultation events;
- Continuing attention being paid to addressing air quality issues within Aberdeen City Centre;
- Research into freight flows and lorry parking providing a robust basis for the development of freight related policy and project interventions;
- Rail freight not benefiting from an uplift in demand as anticipated following completion of the Mossend – Aberdeen – Elgin gauge enhancement project;

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Transportation

- Ongoing legal challenges which had been delaying implementation of improvements to the regional strategic road network (AWPR, A90 Balmedie to Tippetty Dualling) now resolved, allowing the schemes to progress to procurement;
- It is understood that the majority of freight currently entering or leaving the region labelled as air freight, is actually being transferred by road between Aberdeen, and other principal UK freight hub airports.
- The nature of the local manufacturing and energy sector continues to evolve, affecting local and regional freight movements; and
- Wider trends in logistics, frequently fuelled by the need to achieve economic efficiency and improve environmental performance, also impact on haulage patterns.

#### **Consultation Outcomes**

The consultation provided local stakeholders with an opportunity to confirm key issues, and highlight potential priority actions for the GreCOR project. There was found to be strong support for the Freight Forum consultation processes, and a desire to focus on “quick wins” that would benefit all road users, not just HGVs. There was support for better promotion of the capabilities of the North East’s freight sector. A desire to be kept up to date with the progression of strategic road improvements was stated, as well as opportunities to be consulted upon the planning of road closures (where appropriate) associated with the construction programme of the AWPR and other major projects.

#### **Proposed Local Vision and Objectives for GreCOR**

The following objectives are proposed for the GreCOR project in North East Scotland.

**Vision** – the GreCOR project should be undertaken in a way that contributes to the Vision for transport in North East Scotland:

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

**Objectives** – the GreCOR project should contribute locally, as follows:

- A freight sector that can successfully respond to national and local environmental targets.
- A local and strategic transport network which enables the reliable and efficient movement of goods.

**Outcomes** – the specific outcomes to be locally achieved by the GreCOR project should be:

- Maximise beneficial outcomes for the north east’s freight industry in the ongoing delivery of the European, National, Regional and Local Transport Strategies, and associated economic development and spatial planning initiatives.

Capabilities on project:  
Transportation

- Facilitate the collection and dissemination of information and best practice to improve the economic and environmental performance of the north east's freight industry.
- Support beneficial service development for the needs of the north east economy – sea, rail, air and road freight
- Seek to improve the efficiency of transshipment, interchange and delivery – sea, rail, air and road freight
- Seek to improve environmental performance of freight transport – sea, rail, air and road freight.

### **Proposed List of Actions for the North East Scotland GreCOR Project**

To be undertaken during the 3 year period of the GreCOR project.

#### *Adding Value to the North East Freight Industry*

*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.*

- Lorry Parking – the 2010 lorry parking study demonstrated a requirement for overnight parking, and potentially “truckstop” facilities on the outskirts of Aberdeen. Potential options for such a facility could be considered alongside previous work for an inter-modal freight hub, the development of the regional road network, and a new park and ride facility on the A90 south of Aberdeen.
- Large Vehicle Lane – As the principal freight route into Aberdeen City Centre, opportunities to provide traffic priority to goods vehicles on Wellington Road should continue to be considered and assessed. Potentially a key part of the Locking in the Benefits strategy associated with implementation of the AWPR.
- A96 and A90 corridors – Consideration of what the strategic needs of Aberdeen's freight industry and its customers are, in relation to the future development of these strategic freight routes.
- Improved liaison with planners – this includes improved understanding of the land requirements for new haulage bases.
- Enable opportunities for improved consultation and liaison with the local freight industry, enabling this sector in the North East of Scotland to be a voice for the economic importance of efficient and effective movement of goods.

*Facilitate the collection and dissemination of information and best practice to improve the economic and environmental performance of the north east's freight industry.*

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- Ongoing Freight Flows research – opportunities are available to build on previous research considering flows into the region, and the distribution of flows throughout the city, including multi-modal and containerised freight. Building and strengthening the evidence base, in a targeted manner, is important to ensure that policy and projects are developed on an informed basis. This includes addressing local air quality issues, opportunities to achieve modal shift, and also target measures for road freight onto the key regional routes.
- Best Practice dissemination – this is considered an ongoing opportunity, which could be facilitated by close ties with the RHA / FTA, and other national initiatives which have previously included Freight Best Practice. One opportunity could be the potential for automatic tyre inflators to preserve tyre life and improve fuel economy, as well as reduce road wear.
- Opportunity to pilot or lead new initiatives or feasibility trials.

*For Road Freight, Sea Freight, Rail Freight, Air Freight*

*Support beneficial service development for the needs of the north east economy,*

- Application of accumulated knowledge on freight flows to consider potential for service developments such as new or improved freight links, transshipment opportunities or other value added freight services.
- Initial examination of the case for longer freight trains to the north east / lo-loader container wagons – feasibility and cost benefit over-view.
- Energy Industry Trends – how changing trends might affect local freight interests, and future development of strategic freight links. This would be a needs / opportunities analysis.

*Seek to improve the efficiency of transshipment, interchange and delivery.*

- Investigate whether or not the available storage facilities in the North East adequately serve the needs of North East businesses, and businesses operating in the North East.

*Seek to improve environmental performance of freight transport.*

- Promote and encourage Safe and Fuel Efficient Driving (SAFED) driver CPD.
- Explore opportunities for piloting Alternative Fuels as part of anticipated future national pilot schemes, either for local deliveries, or longer distance vehicles.

### **Proposed Next Steps**

It is proposed that the identified GreCOR vision, objectives and actions are considered for adoption within the local GreCOR action plan.

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If the proposals are supported for adoption, then the regional transport partnership, local authorities, and other local freight stakeholders should continue to be involved in the development, implementation, and review of actions.

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# 1 Introduction

## 1.1 Commission

AECOM have been commissioned by Aberdeenshire Council to develop a Vision, Objectives and Actions for the Interreg IVB GreCOR project in North East Scotland. This work will help to ensure that the GreCOR project has maximum beneficial impact regionally meeting the needs of the local freight industry whilst also meeting project objectives.

## 1.2 Background to GreCOR

Prior to the GreCOR project, the Interreg IVB StratMoS project was able to support Nestrans in the scoping and implementation of the first regional Freight Action Plan for North East Scotland, from 2009 through to 2011. During this period a significant number of elements of the Freight Action Plan were able to be progressed, due to the alignment of the StratMoS work programme with specific elements of the Freight Action Plan.

## 1.3 Approach to Commission

The approach taken to the current commission has been to start with the existing Nestrans Freight Action Plan, published in October 2009.

An initial review of the existing Freight Action Plan identified issues which required to be updated as a result of wider changes in North East Scotland and the Scottish economy, and following new information gained from previous work. Progress on individual actions has also been assessed.

A programme of consultation has taken place – with local hauliers; local freight interests such as Aberdeen Harbour; and also with national stakeholders such as the Freight Transport Association, the Road Haulage Association, and rail freight interests. The consultation has also included feedback received following presentations and discussions at a stakeholder event in May 2012 in Aberdeen.

Finally, taking the results from the consultation exercise, key outcomes from previous work, and also relevant regional issues, it has been possible to develop a draft vision, objectives and actions for the local GreCOR project, which are also applicable to the revised Freight Action Plan. Arising from this, the specific actions that appear to be most relevant for the GreCOR project have been highlighted. The work has also been undertaken in a manner that ensures consistency with the Regional Transport Strategy, and has also linked with ongoing work on a Freight Distribution Strategy for Aberdeen City, which has been commissioned by the CARE North project an Interreg IVB North Sea Region programme project, and led by Aberdeen City Council.

## 1.4 Structure of Report

The following chapter identifies key issues arising from the review of the existing Freight Action Plan, and previous research reports. Consultation findings are presented in Chapter 3. Chapter 4

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sets out the proposed vision and objectives, whilst Chapter 5 lists the proposed actions. Chapter 6 makes specific recommendations for the GreCOR project in North East Scotland.

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## 2 Key Issues Arising from Previous Work

### 2.1 Introduction

This chapter provides an analysis of the existing Freight Action Plan for North East Scotland. It considers:

- A review of Key Issues (as set out in Chapter 2 of the existing Freight Action Plan); and
- Wider developments/other issues affecting freight that have occurred in the period since the Plan was launched in 2009.

### 2.2 Review of Freight Action Plan 2009

#### 2.2.1 Review of Key Issues

Chapter 2 of the existing Freight Action Plan provides an overview of specific issues facing the freight industry in North East Scotland. Many of the issues cited in the document still remain relevant, there have been developments in a number of areas listed in this section which require refreshing. Key developments are considered in the sections below.

- Freight Quality Partnership

The existing Plan notes that *“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.”*

Over the lifespan of the existing Freight Action Plan, Nestrans and its local authority partners have **engaged with the local freight sector through regular Freight Forum consultation events**. The Forums, meeting on an approximately annual basis, provide a communication platform for a cross-section of various freight interests, including local North East Scotland based hauliers. As part of the consultation for the revised Freight Action Plan (Chapter 3), stakeholders have been asked how the Freight Forum process can be improved further. It is noted that there was good core support for the GreCOR project, and that most people’s needs were met by the current consultative process, based on co-operative involvement. None of the consultees stated a preference for a contractual engagement process.

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Transportation

- Congestion and Delays

The existing Plan notes that *“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.”*

Since the adoption of the 2009 Freight Action Plan, **freight maps showing principal freight routes, restrictions on the road network (such as weight and height restrictions), industrial estates and lorry parking areas** have been published for the Aberdeen City and Aberdeenshire areas. It is considered that recently published maps for Aberdeen City and Aberdeenshire can make a potentially valuable contribution to more efficient freight distribution to and from major freight locations.

Survey work has also confirmed the key freight routes in and out of the city, and their levels of use during different times of the day.

Work on the feasibility of a Large Vehicle Lane / High Occupancy Vehicle Lane on Wellington Road also enabled identification of two sets of signals whose timings were adjusted during the off-peak period to provide advantage to HGVs.

This initiative was designed to optimise traffic lights on Wellington Road for the benefit of southbound heavy goods vehicles, and resulted in time savings of up to 19% following its introduction during 2011. In particular, the two sets of traffic signals now provide additional green-time for HGV's approaching the junctions at Greenbank Road and Hareness Road, on one of the city's busiest routes for freight and on a steep incline, resulting in slow moving vehicles often being 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 additional seconds of green-time to enable their continued movement through the lights in the off-peak period. Average journey times for HGVs were reduced by around 12%, with smaller benefits also being experienced by cars and vans.

- Air Quality

The existing Plan notes approval to undertake a study to *“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.”*

Three areas of Aberdeen have been declared an Air Quality Management Area (AQMA), due to high concentrations of NOx and PM10. This is leading to interest in a number of actions, one of

Capabilities on project:  
Transportation

which could include the declaration of a **Low Emissions Zone (LEZ)** within the centre of Aberdeen, which may mean restrictions on the most polluting vehicles, typically pre Euro 4.

Survey work undertaken within the Aberdeen City area has enabled quantification of the proportions of freight vehicles in the different “Euro” classes. Recent survey work, undertaken during 2012 within the city centre of Aberdeen indicated that 77% of vehicles delivering on Union Street, or to the main city centre retail centres were EuroIV or above. Furthermore, research has been undertaken on the contribution of ship based emissions on air quality in the Market Street area. There is potential to continue to work out other potential actions designed to meet future possible emissions prescriptions on a least cost / highest benefit basis.

- Lorry Parking

The existing Plan notes that *“Consultation with stakeholders has identified a lack of affordable, suitable and secure Lorry Parking facilities as a concern.”*

A region wide **lorry parking survey** was undertaken in the summer of 2010. This helped to develop a clear picture of the overall pattern of demand for overnight lorry parking in the region and an indication of the attitudes of lorry drivers towards lorry parking. A key problem identified was that of a lack of suitable overnight facilities in the North East of Scotland, particularly in and around Aberdeen. Smaller lorry parks in a number of Aberdeenshire towns were found to be operating successfully. The outcomes of this study will be used to inform the ongoing development of plans to provide suitable overnight lorry parking facilities in North East Scotland including the possible use of the A90 Park and Choose site to the South of Aberdeen.

- Rail Freight

The existing Plan notes that *“Despite completion, Raiths Farm is currently not in use.”*

Consultation work undertaken with industry to inform possible future development of a multi-modal freight hub revealed increasing use of Raiths Farm, particularly for movement of steel pipes, although the facility remains under-utilised at present.

The existing Plan notes that *“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.”*

Shortly after the closure of the Guild Street Rail Freight Terminal in 2007, Aberdeen Harbour Board (AHB) **extended rail facilities at Waterloo Quay**, and provided an improved hard standing area. This facility retains AHB’s direct rail freight access following the closure of Guild Street, although it also currently remains under-utilised.

However, more generally, an upsurge in rail freight volumes since the completion of the rail freight gauge enhancement project in November 2007 has not manifested itself. An estimate of 305,000

Capabilities on project:  
Transportation

Tonnes per Annum of freight moved to and from the region was developed in 2007, with an updated estimate of 232,040 Tonnes per Annum developed in 2011. It is understood that the current daily multi-modal freight service operated by Malcolms/ARR Craibs is now being used by a wider range of customers / freight flows.

Furthermore, there are a number of wider developments with implications for the freight industry in North East Scotland that have been made since 2009. These are outlined in Section 2.2.2.

### 2.2.2 *Wider Developments since 2009*

Following the review of the key issues set out in the 2009 Freight Action Plan, it is clear that there has also been progress in a number of areas over the last three years that affects freight in North East Scotland.

- **ScotFLAG**

The **Scottish Freight and Logistics Advisory Group (ScotFLAG)** was set up to increase sustainable economic growth and draws on the importance of freight movement in the transport sector. ScotFLAG aims to:

1. *Advise on and monitor delivery of freight policy in Scotland in order to achieve national outcomes and objectives;*
2. *Consider the impact of wider Government policies on the movement of freight ; and*
3. *Prioritise and co-ordinate action taken by industry and other stakeholders in response to government policies.*

The Road Haulage Association, the Freight Transport Association, Regional Transport Partnerships (including Nestrans), the Scottish Council for Development and Industry, Scottish Enterprise, Highland and Islands Enterprise, COSLA, Transport Scotland and the Scottish Government are all represented on the group.

ScotFLAG meets approximately twice per year to monitor progress of freight issues through the National Freight Action Plan.

- **Freight Facilities Grant (FFG)**

On January 18 2012, the Scottish Government announced continued support for **freight modal shift funding** until 2014. £0.75m has been allocated for 2012-2013 and £2m has been allocated for 2013-2014. This is a significant reduction on the £10.3m allocated in 2010-11. The Freight Transport Association (FTA) recently expressed reservations that this level of funding for freight will not meet demand.<sup>1</sup>

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<sup>1</sup> [http://www.fta.co.uk/media\\_and\\_campaigns/press\\_releases/20120119\\_scotlands\\_freight\\_facilities\\_grant\\_survives\\_but\\_is\\_it\\_enough.html](http://www.fta.co.uk/media_and_campaigns/press_releases/20120119_scotlands_freight_facilities_grant_survives_but_is_it_enough.html)

Capabilities on project:  
Transportation

- **Aberdeen Western Peripheral Route (AWPR)**

The ongoing legal challenge to the Aberdeen Western Peripheral Route (AWPR) was considered by the UK Supreme Court on 9 and 10 July 2012. The appeal to the UK Supreme Court was ultimately unsuccessful, and the AWPR and Balmedie to Tippetty projects are now progressing to the procurement stage.

For freight, new investment in roads infrastructure will change the transport geography of the area, easing congestion around the periphery of Aberdeen, and making road trips from Aberdeen to the Central Belt and the Midlands / South East England more reliable and quicker.

Other road schemes include proposals for the dualling of the entire A96 between Inverurie and Inverness, and also the removal of the current height and width restriction at Inveramsay Bridge. Both of these schemes will facilitate improved and more reliable road freight flows to and from North East Scotland.

- **Timber Transport**

The **Grampian Timber Transport Group** is tasked with undertaking timber traffic surveys in the Aberdeenshire and Moray areas, and reviewing and revising agreed routes for timber haulage. Key issues for the timber industry relate to the reliability of the supporting road infrastructure, the challenges of moving Scottish timber products to market, and restrictions imposed by weather, particularly in the winter months.

- **Longer Semi-Trailers and other Logistics Trends**

The freight industry is increasingly placing emphasis on environmental performance, and there has recently been a focus on improving the efficiency of fleets. In January 2012, the Department for Transport invited volunteers, on a trial basis, to utilise **longer semi-trailers**. These trailers increase the load capability of HGVs, thus making freight movements more efficient.

Teardrop Trailers have also been introduced in the UK to improve efficiency by providing more load storage space and reducing drag.

A wider trend in the road haulage industry has been the introduction of “double-deck” semi trailers which significantly increase load efficiency, particularly for freight which is relatively lightweight, and which would otherwise reach a vehicle’s volume capacity before nearing a vehicle’s weight capacity.

Local road hauliers have reported increasing trends for retail supply to North East Scotland through Regional Distribution Centres based in the Central Belt of Scotland. Furthermore, as these sites continue to seek to improve efficiencies, these sites are less frequently accepting full lorry load consignments from local food manufacturers – local manufacturers and hauliers are therefore being required to make less efficient repeat drops to these facilities.

Capabilities on project:  
Transportation

- **Potential Conflict with Vulnerable Road Users**

The use of **Fresnel lenses** has been shown to improve HGV driver vision on the passenger side of their vehicle, by increasing the visibility of their blind spot. Fresnel lenses are plastic, and when fitted to the passenger side window of the vehicle, enable drivers to see through the lens directly. The visibility of the blind spot is enhanced because the lens projects a downwards view of the passenger door of the vehicle. Fresnel lenses have been distributed to hauliers in North East Scotland in conjunction with the now finalised StratMoS Interreg IVB project.<sup>2</sup>

Initiatives such as the **Safe Urban Driving (SUD)** course developed by Transport for London and London boroughs have recently received industry accreditation. The course aims to reduce the number of accidents involving HGVs, cyclists and pedestrians in urban areas. It involves a theory test and practical element where lorry drivers cycle on-road to enable them to appreciate firsthand the environment of a cyclist.<sup>3</sup> Other initiatives introduced across the country have been opportunities for cyclists and school children to gain exposure to HGVs directly, walk round them, identify particular “blind spots”, and appreciate the different junction manoeuvres made by HGVs compared to cars and vans. Some local hauliers are known to participate in local community schemes whereby school children are shown close up an articulated HGV, in order to appreciate blind spots, and the importance of standing back from kerbs when lorries are approaching / turning, as part of road safety initiatives.

- **Wider Economic and Financial Constraints**

Since publication of the Freight Action Plan in 2009, the ongoing economic and financial constraint affecting the UK has continued. Despite this, it is noted that the oil and gas sector within the Aberdeen area remains buoyant, and this has consolidated its position as a key hub in the global oil and gas supply chain.

Overall, the economic downturn has had the impact of increasing pressures for cost efficiencies in the supply chain. It has also made the cost of capital borrowing more expensive for companies, meaning that opportunities for capital investment have become more limited.

Other than oil and gas, it is anticipated that volumes of goods moved into the area (principally retail) and out of the area (some manufacturing, food products) is more limited, due to reduced consumption and retail / manufacturing contraction.

In addition to this, high land values (relative to the Central Belt) in and around Aberdeen constrain the potential development of new or expanded operational logistics bases.

Finally, it is also anticipated that fuel costs will remain relatively volatile, corresponding with supply and processing pressures, and aligned with policy demands to de-carbonise the economy.

- **Completion of StratMoS Interreg IVB North Sea Programme Project**

<sup>2</sup> Alenia Optic Limited – Information Sheet (May 2008)

<sup>3</sup> [http://www.transportxtra.com/magazines/local\\_transport\\_today/news/?ID=29476](http://www.transportxtra.com/magazines/local_transport_today/news/?ID=29476)

Capabilities on project:  
Transportation

Aberdeenshire Council, supported by Nestrans and Aberdeen City Council were partners in this project which operated between 2008 and 2011. The project supported freight policy development in North East Scotland. In respect to Aberdeen City and Aberdeenshire, this sub-project aimed to look at the possibility of establishing a regional freight hub and the possibility of improving the connectivity between port and railway terminal. This could then lead to a test on the improving connectivity on a selected pilot based on studies of the regional traffic flows. Full project results are available from [www.stratmos.com](http://www.stratmos.com).

Key activities supported in North East Scotland included:

- Studies were undertaken on freight flows in North East Scotland;
- Recyclate freight flows were selected for further analysis as to the ability to aggregate into suitable volumes for multimodal transport.
- The production of regional freight maps identifying specific constraints were produced and disseminated.
- Studies into HGV stationing in the region were conducted.
- Outcomes were dissipated through the regional freight forum;
- In Scotland a specific investment was made in pilot prioritising traffic signals for these flows which was then tested and measured.
- As a result of the initial studies a specific proposal to create a new multimodal terminal was undertaken with substudies on prospective locations under differing scenarios and their respective rail connectivity.

### 2.3 Summary

In summary, there have been a number of developments at the local, regional and national level over the last three years which have implications for the freight industry in North East Scotland, and the Freight Action Plan. Some of the key developments are as follows:

- Successful establishment and consolidation of regular Freight Forum consultation events;
- Continuing attention being paid to addressing air quality issues within Aberdeen City Centre;
- Research into freight flows and lorry parking providing a robust basis for the development of freight related policy and project interventions;
- Rail freight not benefiting from an uplift in demand as anticipated following completion of the Mossend – Aberdeen – Elgin gauge enhancement project;
- Ongoing legal challenges which had been delaying implementation of improvements to the regional strategic road network (AWPR, A90 Balmedie to Tippetty Dualling) have now been resolved, and the project is moving to the procurement stage;
- The nature of the local manufacturing and energy sector continues to evolve, affecting local and regional freight movements; and

Capabilities on project:  
Transportation

- Wider trends in logistics, frequently fuelled by the need to achieve economic efficiency and improve environmental performance, also impact on haulage patterns.

Chapter 3 provides the outcomes of consultations that have been undertaken to inform the setting of a Vision, Objectives and Actions for the GreCOR project.

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Transportation

## 3 Consultation Outcomes

### 3.1 Introduction

This chapter provides an outline of the outcomes of the consultation exercise undertaken to inform the GreCOR Vision, Objectives and Actions.

### 3.2 Local Hauliers

A range of local hauliers were interviewed on a face-to-face basis during March 2012. The hauliers selected had all previously attended a number of the regional Freight Forum events, and represented a cross-section of company sizes and types.

#### 3.2.1 Expectations

Two main expectations arose from the consultation with local hauliers.

Firstly, hauliers principally expected that the local authorities and Nestrans should focus on the effective management of the local road network. This included maintenance, direction signing, development control, and addressing congestion pinch points. It also included the strategic development of the road network.

Secondly, there was an expectation that the local authorities and Nestrans were able to facilitate an open dialogue with hauliers on relevant project updates, and key issues of concern.

#### 3.2.2 Problems and Opportunities

Industry-wide issues were most frequently commented upon – these included the price of fuel, and future issues with recruitment of lorry drivers.

Locally, it was noted that the local economy was changing, and also that it was a very competitive situation, with several hauliers commenting that there was a potential over-supply of general haulage capacity in the area.

There was consistent interest in the progression of proposed new road schemes in North East Scotland, including the Aberdeen Western Peripheral Route, A90 Balmedie to Tippetty dualling, and the 3<sup>rd</sup> Don Crossing. There was concern at the ongoing delays which were affecting these schemes at the time of the consultation, but recognition that these were due to the ongoing legal processes.

The majority of hauliers interviewed obtained the majority of their business from the offshore oil and gas industry, and the fact that Aberdeen is an established part of the global supply chain for the oil industry was identified as a particular opportunity.

Many vehicle manufacturers were currently offering competitive lease-hire deals on new vehicles, and this was having the beneficial impact of driving down the average age of vehicles locally, improving the environmental performance of the fleet.

Capabilities on project:  
Transportation

Improved environmental performance was also being achieved through increasing using of engine management systems, such as engine switch off to prevent idling, speed limiters, and in-cab systems that record driver performance with respect to fuel and safety.

### 3.2.3 *Freight Consolidation, Load and Mode Sharing*

Many hauliers stated that freight consolidation / load sharing already exists between local hauliers, and that they frequently sub-contract loads between trusted partners. Any formal load sharing arrangements would have to overcome the issue of a perceived lack of trust between the different companies.

Hauliers stated that for the majority of existing loads, putting freight onto rail / short sea shipping is not viable. This is due to the nature of loads, origins and destinations of the loads, and the regularity of the loads.

As a prelude to the completion of a regional freight consolidation centre, it was suggested that the first step could be an on-line register of hauliers and their key capabilities, with contact details.

### 3.2.4 *Suggested Local / Regional Priorities for Action*

A range of possible priorities for local action were discussed with the local hauliers. These included the following suggestions.

- Better promote capabilities of the North East freight sector as a whole, and this could be linked to the creation of a local database of companies, capabilities, and particularly specialisms.
- Establishing an operator recognition system, possibly FORS or ECOSTARS was discussed. However, local hauliers working in oil and gas are already benchmarked with the FPAL system. VOSA has also recently been badging hauliers either Green-Amber-Red according to performance standards.
- Boost image and profile of local freight sector – perhaps by using “truck awareness” for cyclists/school children/other vulnerable road users.
- Establish a clearer “one-stop” web site for the Freight Forum / Freight Action Plan.
- Promote and encourage Safe and Fuel Efficient Driving (SAFED) driver CPD.
- Continue to strengthen links to other bodies such as the RHA, FTA, and ScotFLAG.
- Examine junction “pinch points” – this impacts on all road users, not just freight.
- Promote more effective and consistent local traffic management at the key junctions in and around Aberdeen – lines, signs, treatment of junctions – particularly on recognised freight routes.
- Provide opportunities for local operators to contribute to the planning of major road schemes, and subsequently, traffic management roadwork proposals

Capabilities on project:  
Transportation

- Continue to investigate and promote freight priority within Aberdeen, particularly on identified key freight routes.
- Promote car driver awareness of truck requirements, particularly the types of manoeuvres required at junctions.
- Progress a local truckstop facility. This could be linked to the proposed Park & Ride to the south of Aberdeen, or any future development of new service station developments.
- Improved liaison with planners – this includes improved understanding of the land requirements for new haulage bases.
- Continue research into container flows to and from the North East – this could facilitate a possible case for short sea shipping from Aberdeen.
- Investigate whether or not the available storage facilities in the North East adequately serve the needs of North East businesses, and businesses operating in the North East.
- Explore opportunities for piloting Alternative Fuels as part of anticipated future national pilot schemes.
- With the increasing use of In Cab telematics data, the opportunity to compare performance across hauliers on an anonymous basis was discussed. However, because different systems are configured differently, it was considered that this would be very difficult to achieve.

### 3.2.5 *National Priorities for Action*

The view from local hauliers was that national issues were more appropriately tackled by the specialist trade organisations such as the RHA and FTA, rather than the local/regional authorities. These include issues such as fuel price policy, proposals for lorry charging, and more coherence with respect to vehicle tax rebates for HGVs fitted with emissions control devices.

### 3.2.6 *Possible Improvements to Freight Forum Events*

Local hauliers provided the following feedback on the Freight Forum events.

- To date, well received;
- Needs to be relevant, and needs outcomes to sustain its success;
- Focus on small schemes / quick wins;
- Seen as principally a communication forum;
- Generally like the networking / discussion opportunities;
- Like updates on major projects; and
- Like dissemination of best practice / new issues.

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Transportation

### 3.3 National Stakeholders

National stakeholders consulted included the Road Haulage Association (RHA) and Freight Transport Association (FTA).

#### 3.3.1 *Expectations*

Three key issues were raised by consultees: the need for good communications; the need to progress small “quick win” actions beneficial for the freight sector; and finally, the need to address urban access issues for city centre deliveries.

#### 3.3.2 *Problems / Opportunities*

A range of problems and opportunities were raised by the RHA and FTA.

- Urban congestion was highlighted, however proposals for new road schemes in North East Scotland were seen as an opportunity, provided current legal challenges were overcome. The need to carefully manage construction works was also confirmed.
- Particular interest was placed on city centre issues, including the need for effective and efficient access and deliveries. The air quality issues in Aberdeen City Centre were also noted, but the contribution of HGVs was questioned.
- Previous work highlighted a range of lorry parking issues in the region, with there being a distinct lack of suitable facilities available close to Aberdeen City Centre.
- It was considered that the A96 acted as a constraint on freight flows between Aberdeen and Inverness.
- Rail Freight was seen as an opportunity. Issues to be overcome included growth of freight volume, limits on current train length, and availability of suitable rolling stock to carry High Cube shipping containers (9’6” in height).
- It was considered that in the future there may be opportunity for some North East hauliers to trial Alternative Fuels, and could attract funding support to facilitate the change.

#### 3.3.3 *Load Consolidation*

The FTA highlighted some concern over attempts to promote a load/retail consolidation centre for goods accessing Aberdeen City Centre. It was considered that such facilities could add to freight delivery costs, with the established trend for deliveries to be made directly from a regional distribution centre, without subsequent handling.

Opportunities to promote the most appropriate mode were welcomed.

#### 3.3.4 *Local Priorities*

Both organisations stressed the importance of progressing with local road infrastructure projects.

It was also recognised that local planning authorities and the strategic planning authority needed to ensure that effective planning decisions were made, ensuring that freight facilities were in the right place, both now and in the future.

Capabilities on project:  
Transportation

### 3.3.5 National Priorities

National stakeholders suggested that it would be relevant that the local authorities and Regional Transport Partnership in the North East consider adopting lobbying positions with respect to the following national issues.

- HGV Speed Limits – the stakeholders considered that current speed restrictions for HGVs on single carriageway roads (such as long stretches of the A96 and A9) of 40mph is inappropriate, as cars can travel at 60mph. This difference in speed causes frustration, risky overtaking etc.
- Campaign for A96 and A9 upgrades
- Fuel Costs – high fuel costs mean increased costs for industry and consumers in the North East.
- There is also national support for the trial of longer semi-trailers, currently being undertaken in the UK. This could affect costs of freight by road haulage.

### 3.4 Other Freight Interests

The consultation exercise included a wider group of freight interests, including Aberdeen Harbour Board, and Aberdeen Airport.

- Aberdeen Harbour Board

AHB are the largest freight hub / gateway in the area, and a key factor in the area's economic success.

**Expectations** – It was felt that there was a need for recognition of the impact that congestion has on harbour operations. AHB were also seeking support for the harbour's long term master-plans; securing the future of the Northern Isles service; and research and dissemination of freight flows research.

**Problems / Opportunities** – It was confirmed that there was a need to preserve and when appropriate, enhance rail freight capabilities. Future land use decisions at edge of harbour should not adversely impact upon the harbour.

**Freight Consolidation / Load Sharing** – Harbour expansion plans are being developed to allow for larger vessels. Evidence would be required to enable a new short sea shipping route to open up, to give a vessel owner confidence of demand. AHB noted that ARR Craib and ASCO work together with respect to loads to and from the harbour.

**Local/Regional Priorities** – Aberdeen Airport was viewed by AHB as a key and complementary resource for the North East, and access to Heathrow remains important. Air links to Amsterdam and Frankfurt were also welcomed. In particular, direct passenger links and express parcels capabilities underpin the attractiveness and prospects for the area. The AHB were keen to

Capabilities on project:  
Transportation

continue exploring the feasibility of freight priority lanes, perhaps on either Wellington Road or on Auchmill Road.

**National Priorities** – The need to carefully consider the impact of rail development schemes south of Aberdeen, and south of the Central Belt, was stressed, to ensure that freight links to the North East are, if possible, enhanced, and not disadvantaged.

**Freight Forum** – For future Freight Forums, AHB believed that there would be future interest in AWPR progress, examples of best practice, changes from new legislation, and a clearer “one stop” website.

- Malcolm Group

The Malcolm Group are a large freight company operating in the Central Belt of Scotland, using both rail and road freight. With very few problems with road freight in North East Scotland, the company’s main interests in this part of Scotland were linked to achieving growth in rail freight. It was considered that further volumes of rail freight, supported by retail groups, could facilitate a second multi-modal train to the area. If this was timetabled earlier than the present train, there was the opportunity for better integration with connecting trains linking to English freight terminals.

With regard to national areas for action, support for higher weight limits for lorries delivering containers directly to their nearest rail freight terminal was suggested. This would help rail freight be more competitive with road freight, and an increase from 44T to 48T was proposed.

- Sea Route Freight Forwarders

This consultation revealed an expressed desire for the local public sector to provide more support for the movement of shipping containers by short sea shipping, rather than by road. A desire for improved freight handling and loading facilities at the harbour was also highlighted. The opportunity to publish a regional “freight capability statement” was also suggested, which could include the full range of freight and logistics capabilities in the area.

- BAA Aberdeen Airport

**Expectations** – Operators of the airport stated that there was now a desire to better match its freight facilities to the needs of North East industry, which would be a benefit for the whole of the region. Freight facilities and services will be developed provided demand can be demonstrated. A continuation of successful working relationships already established with Nestrans was confirmed. Furthermore, the airport continues to work to improve surface access.

**Problems / Opportunities** – The airport are currently interested in gaining detailed knowledge on demand for freight services at the airport, and thereby reduce “leakage” of cargo elsewhere, such as London and Manchester. This could be achieved by providing and developing the air cargo services and the freight handling facilities which are required by their air cargo customers.

Capabilities on project:  
Transportation

**Freight Consolidation / Load Sharing** – Freight consolidation and load sharing would be key to the success of any air freight facility – however, it also requires excellent surface access arrangements.

**Local/Regional Priorities** –The airport’s current priority is to research the market to better understand demand, and then put in place a strategy to provide the required facilities and services.

**Freight Forum** – The airport is not an active participant, and it was noted that the last meeting was dominated by road haulier issues.

### 3.5 North East Freight Forum 21 May 2012

The main GreCoR stakeholders in the North East of Scotland are drawn together under the local banner of the “North East Freight Forum” supported by the GreCOR Interreg IVB North Sea Region Programme, with appropriate presentation of the project and its European Regional Development Funding.

The most recent North East Freight Forum (held on 21 May 2012) was attended by a cross-section of various interests including a contingent of local North East based hauliers. The future priorities of the GreCoR Action Plan was a central theme of the event, and it was stressed that a key challenge for the Plan will be to ensure it continues to be relevant and appropriate, with the Freight Forum continuing to be a mechanism for communication.

Delegates were provided with the opportunity to feedback in small groups on possible priorities for action in the new Freight Action Plan, roads issues, and any other areas of interest. The key outcomes are presented below.

#### 3.5.1 Management Issues

- Better Promote Capabilities / Local Database

It was observed that each haulier tends to have its own network of clients, which has been built up over time through personal contacts and networks, and perhaps there was not an overwhelming need for such an intervention at the current time.

- Operator Recognition Programme – Examples include FORS and ECOSTARS

This would provide registered companies with recognition in terms of their performance. Transport for London is currently rolling out the FORS scheme, which is being piloted in Newcastle. ECOSTARS has been launched in Edinburgh. For there to be any take up, there would have to be strong demonstrable business benefits, which currently are not apparent to the local hauliers.

- Truck Awareness for Cyclists / School Children etc

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Transportation

Some local operators already undertake exercises whereby trucks are demonstrated to specific target groups, in order to raise awareness of truck blind spots etc. It also indirectly provides a means to boost the image of the local sector. There was some support for building on this initiative.

- Clearer One Stop Website

This may help to achieve better communication with freight interests in the North East.

- Promote SAFED driver CPD

There would need to be some funding available to support these initiatives.

- Establish Better Links to the RHA / FTA

Attendance of these bodies at the Freight Forum can assist, as well as RTP attendance at ScotFLAG meetings.

- Other Issues Discussed

- The hauliers previously collaborated on common health and safety issues, e.g. common practice for local industry. There may be grounds of considering such work again.
- There was felt to be an opportunity for training on abnormal load movements and requirements. Grampian Police's current approach may change as a result of the move to a single national police force. Both of the local council's structures and traffic management teams area also involved with the routing of abnormal loads.
- Better use of Variable Message Signs and roadwork co-ordination.
- Key current problems for hauliers are generally fuel costs, and getting the right quality of staff. In North East Scotland, this was viewed as a particular problem. Many drivers were considered to be getting older, and there seem to be fewer young drivers coming in at the bottom. Hauliers reported that they often experienced quality and reliability problems when using agency drivers.

### 3.5.2 Roads Issues

- Examine junction pinch points – impacts everyone not just freight

A previous initiative of the Freight Forum was to collate from hauliers and other freight interests specific junction pinch points, which if could be resolved, would facilitate benefits for freight as well as wider traffic.

Issues have been experienced in the assessment of traffic improvements for Wellington Road (access from the South study) as within the traffic models created, the congestion occurring at Bridge of Dee impacts directly on the efficiency of the network on Wellington Road. No options

Capabilities on project:  
Transportation

can be tested on Wellington Road until the model network can suitably deal with Bridge of Dee traffic. Once this issue is resolved a number of Wellington Road opportunities can be explored.

- More efficient and consistent local traffic management – lines, signs, treatment of roundabouts, etc

Dyce Drive – congestion is going to increase as further development comes on line along the corridor. There is an additional threat to accessibility to/from Dyce from the review of the Marshall Trailers junction where consideration is being given to closing the A96 central reservation on safety grounds. Delegates requested that some short to medium term traffic management options were considered pre-AWPR e.g. open route to 3 lanes with central lane working in alternate directions at peak hours. As part of AWPR contract, a new dualled section linking the AWPR junction to the Airport junction will be installed (it is anticipated that this will be early in the construction programme) and this is expected to provide major relief to existing links.

Bridge of Dee roundabout lane discipline issues were raised by Grampian Police. This issue is currently being reviewed by the police along with the traffic management team from ACC. The problem is traffic on Great Southern Road using the left hand lane (less congested) to turn right into Bridge of Dee. Hatching may be required to clarify the situation for drivers.

A further issue raised by delegates was the reallocating of lanes on roundabouts which appears to be undertaken with no regard to the turning movements of large vehicles. Examples (mostly in the Inverness area) were sited where entry lanes to roundabouts for straight ahead movements were moved from the left hand lane to the right hand lane (left lane being left turn only) and HGV's often end up overrunning the central island. Roundabouts at Nairn and north of the Kessock Bridge were particular problems.

- Opportunities to contribute to planning of major road schemes, (and subsequently) road work proposals

Dualling of the A96 is at a very early stage. It is a long term aspiration and only initial consultation with stakeholders has commenced.

Stuart Wilson of Transport Scotland sent this comment prior to the meeting; *“My colleagues, who are working on the A96 proposals, met various freight interests at the ScotFLAG (Scottish Freight & Logistics Advisory Group) meeting on 29 Feb 2012 at Victoria Quay. This included representation from the Freight Transport Association, Road Haulage Association and North East Transport Partnership.*

Capabilities on project:  
Transportation

*Future freight discussions on the A96 will be conducted with further meetings of the ScotFLAG group and it may be appropriate, in the context of the query being raised, to consider how the North East Freight forum may best contribute to that through the ScotFLAG representatives.”*

- Freight priority within Aberdeen City Council’s area

Delegates requested that the use of bus lanes by HGV’s be revisited. The initial study reviewed Wellington Road and was not taken forward following concerns being raised by cyclists and the bus companies. Delegates requested that consideration should continue to be given to freight priority on Wellington Road.

### 3.5.3 Other Suggestions / Areas of Interest

- Electronic information

The opportunity to better inform drivers through electronic media, of routing issues, particularly when emergency or unusual circumstances kick in, was noted. Satellite navigation and electronic information boards should give sufficient information to enable drivers to change route, sit out major delays or avoid congestion, which can impact on drivers’ hours and cause serious problems. It was felt that current information is inadequate, unhelpful and sometimes misleading.

- Co-ordination of roadworks

It was suggested that there should be better co-ordination and advance warning of planned roadworks.

- Obstructive car parking

It was noted that illegal car parking can cause delays or obstruction to HGVs. Examples given included Regent Quay beside Aberdeen Harbour, which has frequent unregulated and uncontrolled parking due to no single organisation taking responsibility for enforcement.

- Specific roads and routes causing concerns

A number of specific concerns were raised, including Dyce Drive (particular concerns if Marshall Trailers road is stopped up), Bridge of Dee and Market Street.

### 3.6 Lorry Parking Consultation, 2010

During spring 2010, AECOM undertook on behalf of the StratMoS Interreg IVB project consultation with lorry drivers and haulage companies on lorry parking in the area. The majority of consultees originated from outwith the area, and were frequent visitors to North East Scotland. Lorry drivers were directly interviewed if considered safe to do so; if not questionnaires were sent to the contact details marked on the cab / trailer.

The final question of the questionnaire was a general / open question, and asked for “any further comments about Lorry Parking or any other issue affecting freight transport in North East Scotland”.

Capabilities on project:  
Transportation

Overwhelmingly, the responses confirmed that the lack of safe, secure and appropriate lorry parking (and associated facilities) in and around the City of Aberdeen was the biggest issue facing hauliers coming into the area. Even lorry drivers not staying overnight in the area, commented on a lack of safe places to stop and get food, use the toilet etc, due to there being nowhere to safely/conveniently park the lorry adjacent to toilet facilities and food outlets.

### **3.7 Summary**

This chapter has provided a review of the consultations undertaken for this commission and the outcomes of the most recent Freight Forum which considered the potential GreCOR actions. It also reviewed a previous recent and relevant consultation exercise. The consultation provided local stakeholders to confirm key issues, and highlight potential priority actions for the GreCOR project. There was found to be strong support for the Freight Forum consultation, and a desire to focus on “quick wins” that would benefit all road users, not just HGVs. There was support for better promotion of the capabilities of the North East’s freight sector. A desire to be kept up to date with the progression of strategic road improvements was stated, as well as opportunities to be consulted upon the planning of road closures (where appropriate) associated with the construction programme. The following chapter considers the development of a vision and objectives for the GreCOR project in North East Scotland.

## 4 Proposed Vision and Objectives

### 4.1 Introduction

This chapter considers the development of a vision and objectives for the GreCOR project in North East Scotland.

The work is being undertaken within the wider context of the North East Scotland Regional Freight Action Plan, and Regional Transport Strategy – and it is therefore relevant to consider the previously established vision, objectives and outcomes.

The overall aim of the GreCOR project is to support increased efficiency for freight movements along specific defined freight corridors. The project is taking a multi-modal approach, including road, rail and sea freight. Principal corridors from Aberdeen are sea corridor connections to Scandinavia and the Northern Isles; and road / rail freight corridors from the North East through to the Central Belt. Currently, the majority of freight labelled as “air freight” moves on its journey through North East Scotland by Road, and is understood to be transferred onto a plane at principal UK freight hub airports, such as Heathrow.

### 4.2 Established Freight Action Plan Objectives

#### 4.2.1 Vision

The vision of the Regional Transport Strategy (RTS) is as follows

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

This vision was also adopted for the Nestrans Freight Action Plan (FAP), adopted in 2008, on the basis that the freight actions detailed in the plan were all aligned to contributing to this vision. The RTS is currently undergoing the process of refresh, however, it is understood that there are no plans to alter the vision.

#### 4.2.2 Objectives

The following objectives were established for the FAP. They state the overall goals that are being worked towards by the public sector intervention.

1. An economically competitive freight industry that supports the economy of the north east.
2. A freight sector that can successfully respond to national and local environmental targets.
3. A local and strategic transport network which enables the reliable and efficient movement of goods.
4. Benefits for the north east freight industry to be realised through the ongoing development and delivery of wider transport and economic development initiatives.

Capabilities on project:  
Transportation

Since 2008, the importance of effective and ongoing engagement with the freight sector has become apparent. This leads to a possible fifth objective:

5. An engaged local freight sector which is provided with a platform to communicate freight issues, identify opportunities and propose solutions to benefit the North East.

There does not appear to be any significant conflict between the stated aims of GreCOR and the objectives of the Freight Action Plan, although it is anticipated that the primary emphasis of GreCOR will be on Objectives 2 and 3, with Objectives 1, 4, and 5 being viewed as more of a local priority for the North East and the Freight Action Plan.

#### 4.2.3 Outcomes

Accompanying the objectives were eight outcomes – providing a focus on what will be achieved in order to deliver the objectives.

##### **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.

##### **For 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.

The review of progress of the FAP, and the consultation outcomes undertaken for this commission do not point to a requirement for a significant re-shaping of the above framework of objectives and outcomes. However, it is clear that in the context of the GreCOR project, a narrower range of outcomes may be appropriate. The importance of contributing to European policy is also recognised.

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Transportation

Outcomes C, D, E, G and H appear most appropriate for adoption by the GreCOR project, with a focus on environmental performance and efficiency, along with elements of research dissemination, and adding value to ongoing Local, Regional, National, and European policies and programmes.

#### 4.3 Summary – Proposals for GreCOR

With respect to the above analysis, the following objectives are proposed for the GreCOR project in North East Scotland.

**Vision** – the GreCOR project should be undertaken in a way that contributes to the Vision for transport in North East Scotland:

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

**Objectives** – the GreCOR project should contribute locally, as follows:

- A freight sector that can successfully respond to national and local environmental targets.
- A local and strategic transport network which enables the reliable and efficient movement of goods.

**Outcomes** – the specific outcomes to be locally achieved by the GreCOR project should be:

- Maximise beneficial outcomes for the north east’s freight industry in the ongoing delivery of the European, National, Regional and Local Transport Strategies, and associated economic development and spatial planning initiatives.
- Facilitate the collection and dissemination of information and best practice to improve the economic and environmental performance of the north east’s freight industry.
- Support beneficial service development for the needs of the north east economy – sea, rail air and road freight
- Seek to improve the efficiency of transshipment, interchange and delivery – sea, rail, air and road freight
- Seek to improve environmental performance of freight transport – sea, rail, air and road freight.

The following chapter proposes a long list of actions that may be considered for the revision of the Freight Action Plan, from which appropriate actions for the GreCOR project may be identified.

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Transportation

## 5 Long List of Possible Actions

### 5.1 Introduction

There appear to be three specific groups of actions that can be short-listed for consideration within the GreCOR project:

- Legacy Actions from previous Freight Action Plan which still require to be worked out;
- Actions proposed during the consultation; and
- New actions derived from a review of objectives and outcomes, and revised context for freight in North East Scotland.

Each possible action has been considered against feasibility, support, and the outcomes of the Freight Action Plan which it may contribute to. Outcomes C, D, E, G and H appear most suitable for GreCOR.

### 5.2 Legacy Actions

The following actions have been identified following a review of the previous Freight Action Plan, considering where actions have either not been fully completed, and where there is potential value in its retention.

Capabilities on project:  
Transportation

| Ref | Description   | Feasible | Support | FAP | GreCOR |
|-----|---|----------|---------|-----|--------|
| 1   | Website – it is apparent that whilst freight information is available on the various websites of the stakeholders, often it is disaggregated. The attached link provides an example of an integrated website resource.<br><a href="http://www.tyneandwearfreight.info/">http://www.tyneandwearfreight.info/</a>   | ✓        | ✓       | ✓   | x      |
| 2   | Media Strategy – the previous FAP included an action to raise the profile of the group through press releases, media strategies, and stakeholder/industry presentations. The GreCOR project has a requirement for media relations.  | ✓        | ?       | ✓   | ?      |
| 3   | Increased consultation activity – the Freight Forum as a group has not yet been adopted as a body which can be consulted on significant local or regional issues, although feedback has been provided on specific freight actions. There is a potential role for the group with respect to the roll out of the construction of the AWPR, and proposals for the A96 upgrade.   | ✓        | ✓       | ✓   | x      |
| Ref | Description   | Feasible | Support | FAP | GreCOR |
| 4   | Ongoing Freight Flows research – opportunities are available to build on previous research considering flows into the Region, and the distribution of flows throughout key routes within Aberdeen city. Policy development, and subsequent project development, must be based on evidence. Freight data will be used for LEZ modelling, considering viability of rail/short sea shipping south of Aberdeen, the extent of empty running, fleet composition, and journey times and routes across the area. | ✓        | ✓       | ✓   | ✓      |
| 5   | Best Practice dissemination – this is considered an ongoing opportunity, which could be facilitated by close ties with the RHA / FTA. One opportunity could be the potential for automatic tyre inflators to preserve tyre life and improve fuel economy, as well as reduce road wear.  | ✓        | ✓       | ✓   | ✓      |

Capabilities on project:  
Transportation

|    |  |   |   |   |   |
|----|--|---|---|---|---|
| 6  | Communication of road diversions – recent Freight Forum confirmed still an issue. May involve better communication of existing council web pages which contain this information.   | ✓ | ✓ | ✓ | ✘ |
| 7  | Review of Signage to Key Freight Hubs – Alongside mapping of freight routes and key destinations, a review of signage to key destinations such as retail and industrial locations may also be worthwhile.  | ✓ | ? | ✓ | ✘ |
| 8  | Lorry Parking – the 2010 lorry parking study demonstrated a requirement for overnight parking, and potentially “truckstop” facilities on the outskirts of Aberdeen. Potential options for such a facility could be considered alongside previous work for an inter-modal freight hub, the development of the regional road network, and a new park and ride facility on the A90 south of Aberdeen. | ✓ | ? | ✓ | ✓ |
| 9  | Junctions – Work has been undertaken considering potential “quick win” junction improvements. These are not all fully closed out and should continue to be considered.   | ✓ | ✓ | ✓ | ✘ |
| 10 | Large Vehicle Lane – As the principal freight route into Aberdeen City Centre, opportunities and benefits of providing forms of traffic priority to large vehicles Wellington Road should continue to be considered and assessed. Potentially a key part of the Locking in the Benefits strategy associated with implementation of the AWPR.   | ? | ✓ | ✓ | ✓ |
| 11 | City Centre Freight Deliveries Study – currently ongoing,  | ✓ | ✓ | ✓ | ✘ |
| 12 | Liaison with Airport and Harbours – Ensuring ongoing effective liaison with Harbours and the Airport was a key action, and should continue to be pursued.  | ✓ | ✓ | ✓ | ✓ |

Capabilities on project:  
Transportation

### 5.3 Actions Proposed Arising from Consultation

Consultation undertaken during preparation of the current report identified a series of further potential measures. These have been split into three sub-categories.

#### 5.3.1 Management and Promotion

| Ref | Description   | Feasible      | Support | FAP | GreCOR |
|-----|---|---------------|---------|-----|--------|
| 13  | Better promote capabilities of the North East freight sector as a whole, and this could be linked to the creation of a local database of companies, capabilities, and particularly local specialisms. Possibility that similar exercises have been undertaken for other sectors in the North East, and best practice could be adopted. Possible links to Ref 1. | ?             | ✓       | ✓   | x      |
| 14  | Establishing an operator recognition system, possibly FORS or ECOSTARS. Local hauliers did not express an overwhelming desire for such a scheme, unless there would be demonstrable benefits, as firms in the energy sector already work with the FPAL system.  | ✓             | x       | ✓   | x      |
| 15  | Boost image and profile of local freight sector, and safety performance, perhaps by using “truck awareness” for cyclists/school children/other vulnerable road users. Links to possible media strategy (Ref 2)  | ✓             | ✓       | ✓   | x      |
| 16  | Establish a clearer “one-stop” web site for the Freight Forum / Freight Action Plan.  | Same as Ref 1 |         |     |        |
| 17  | Promote and encourage Safe and Fuel Efficient Driving (SAFED) driver CPD. Barrier might be who provides funding.  | ?             | ?       | ✓   | ?      |
| 18  | Continue to strengthen links to other bodies such as the RHA, FTA, and ScotFLAG.  | ✓             | ✓       | ✓   | x      |
| 19  | Explore opportunities for piloting Alternative Fuels as part of anticipated future national pilot schemes, either for local deliveries, or longer distance vehicles.  | ?             | ✓       | ✓   | ✓      |

Capabilities on project:  
Transportation

### 5.3.2 Road Network and Traffic Management

| Ref | Description  | Feasible          | Support | FAP | GreCOR |
|-----|--|-------------------|---------|-----|--------|
| 20  | Continue to examine and progress junction “pinch points” on the road network.  | Same as Ref 9     |         |     |        |
| 21  | Promote more effective and consistent local traffic management at the key junctions in and around Aberdeen – lines, signs, treatment of junctions – particularly on recognised freight routes. | ✓                 | ?       | ✓   | ✗      |
| 22  | Provide opportunities for local operators to contribute to the planning of major road schemes, (and subsequently) traffic management roadwork proposals.                                       | Similar to Ref 3  |         |     |        |
| 23  | Continue to investigate and promote freight priority within Aberdeen, particularly on identified key freight routes.   | Similar to Ref 10 |         |     |        |
| 24  | Promote Car Driver awareness of truck requirements, particularly the types of manoeuvres required at junctions.  | ✓                 | ✓       | ✓   | ✗      |
| Ref | Description  | Feasible          | Support | FAP | GreCOR |
| 25  | Progress a local truckstop facility. This could be linked to the proposed Park & Ride to the south of Aberdeen, or could be linked to possible new fuel stop facilities in the region.         | Same as Ref 8     |         |     |        |

Capabilities on project:  
Transportation

### 5.3.3 Strategic Freight Planning

| Ref | Description   | Feasible | Support | FAP | GreCOR |
|-----|---|----------|---------|-----|--------|
| 26  | Improved liaison with planners – this includes improved understanding of the land requirements for new haulage bases.   | ✓        | ✓       | ✓   | ✓      |
| 27  | Continue research into container flows to and from the North East – this could facilitate a possible case for short sea shipping from Aberdeen. Links to Ref 4  | ✓        | ✓       | ✓   | ✓      |
| 28  | Investigate whether or not the available storage facilities in the North East adequately serve the needs of North East businesses, and businesses operating in the North East.  | ?        | ?       | ?   | ?      |
| 29  | With the increasing use of In Cab telematics data, the opportunity to compare performance across hauliers on an anonymous basis was discussed. However, because different systems are configured differently, it was considered that this would be very difficult to achieve. | x        | x       | x   | x      |
| 30  | Collaboration with Aberdeen Airport regarding needs assessment for improved air cargo services and freight handling capabilities.   | ✓        | ✓       | ✓   | x      |
| 31  | Initial examination of the case for longer freight trains to the north east – feasibility and cost benefit over-view.   | ✓        | ?       | ✓   | ✓      |
| 32  | Initial examination of the barriers, and opportunities to overcome these barriers, of getting lo-loader container wagons on the Grangemouth – Aberdeen route.   | ✓        | ?       | ✓   | ✓      |

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#### 5.4 New Actions Arising from Review of Objectives/Outcomes /Other Opportunities

| Re | Description  | Feasible | Support | FAP | GreCOR |
|----|--|----------|---------|-----|--------|
| 33 | A96 and A90 corridors – Transport Scotland and local agencies are currently considering improvements to these key freight corridors. Work could be undertaken on the strategic needs of Aberdeen’s freight industry and its customers in relation to the future development of these strategic freight routes. Consideration is also possible of how these corridors currently perform with respect to established TEN-T corridor standards, and identification of possible mitigation to achieve these standards. | ✓        | ✓       | ✓   | ✓      |
| 34 | Energy Industry Trends – Study considering how changing trends might affect local freight interests, and future development of strategic freight links. This would be a needs / opportunities analysis.  | ✓        | ✓       | ✓   | ✓      |
| 35 | Reducing cyclist / vulnerable user conflicts with lorries – Review and adoption of best practice from London and elsewhere. (Link to Regional Casualty Reduction Strategy). Action at any specific junctions identified as problematic. Link to Ref 2, 15, 24.   | ✓        | ?       | ✓   | ✗      |
| 36 | Management of loading on Union Street – outcomes from Freight Delivery Strategy (currently underway).  | ?        | ?       | ✓   | ✗      |

## 6 Recommendations for GreCOR Project

### 6.1 Introduction

This final chapter details the proposed outcomes and associated actions for the GreCOR project, as developed locally for North East Scotland. These would be undertaken during the three year period of the project.

Outputs from GreCOR should be used to influence new policy, including European policy, UK Government policy, Scottish Government policy, Nestrans Freight Action Plan / Regional Transport Strategy, and Local Plans. These arise from Area activity drivers, economic drivers, fuel price issues, and wider transport drivers.

### 6.2 Adding Value to the North East Freight Industry

Maximise beneficial outcomes for the north east's freight industry in the ongoing delivery of the European, National, Regional and Local Transport Strategies, and associated economic development and spatial planning initiatives.

- *Lorry Parking – the 2010 lorry parking study demonstrated a requirement for overnight parking, and potentially “truckstop” facilities on the outskirts of Aberdeen. Potential options for such a facility could be considered alongside previous work for an inter-modal freight hub, the development of the AWPR, and a new park and ride facility on the A90 south of Aberdeen.*
- *Large Vehicle Lane – As the principal freight route into Aberdeen City Centre, opportunities and benefits of providing traffic priority to large goods vehicles on Wellington Road, and other key routes should continue to be considered and assessed. Potentially a key part of the Locking in the Benefits strategy associated with implementation of the AWPR.*
- *A96 and A90 corridors – Research into the strategic needs of Aberdeen's freight industry and its customers in relation to the future development of these strategic freight routes, which will be used to influence how these corridor improvements are developed.*
- *Improved liaison with planners – this includes improved understanding of the land requirements for new haulage bases.*
- *Enable opportunities for improved consultation and liaison with the local freight industry, enabling this sector in the North East of Scotland to be a voice for the economic importance of efficient and effective movement of goods.*

Facilitate the collection and dissemination of information and best practice to improve the economic and environmental performance of the north east's freight industry.

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- *Ongoing Freight Flows research – opportunities are available to build on previous research considering flows into the region, and the distribution of these flows throughout the city, including multi-modal and containerised freight.*
- *Best Practice dissemination – this is considered an ongoing opportunity, which could be facilitated by close ties with the RHA / FTA. One opportunity could be the potential for automatic tyre inflators to preserve tyre life and improve fuel economy, as well as reduce road wear.*
- *Opportunities to pilot or lead new initiatives or feasibility trials.*

### **6.3 For Road Freight, Sea Freight, Rail Freight, Air Freight**

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

- *Application of accumulated knowledge on freight flows to consider potential for service developments.*
- *Initial examination of the case for longer freight trains to the north east / lo-loader container wagons – feasibility and cost benefit over-view.*
- *Energy Industry Trends – how changing trends might affect local freight interests, and future development of strategic freight links. This would be a needs / opportunities analysis.*

Seek to improve the efficiency of transshipment, interchange and delivery.

- *Investigate whether or not the available storage facilities in the North East adequately serve the needs of North East businesses, and businesses operating in the North East.*

Seek to improve environmental performance of freight transport.

- *Promote and encourage Safe and Fuel Efficient Driving (SAFED) driver CPD.*
- *Explore opportunities for piloting Alternative Fuels as part of anticipated future national pilot schemes, either for local deliveries, or longer distance vehicles.*

### **6.4 Proposed Next Steps**

It is proposed that the identified GreCOR vision, objectives and actions are considered for adoption within the local GreCOR action plan.

If the proposals are supported for adoption, then the regional transport partnership, local authorities, and other local freight stakeholders should continue to be involved in the development, implementation, and review of actions.

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