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4ABZ1 Baseline Report

Freight Gateway Interconnectivity

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1 Introduction

4ABZ1 looks to assess the potential impacts the opening of the Aberdeen Western Peripheral Route (AWPR) will have on freight movements into and through Aberdeen city centre, as well as work with freight operators in order to devise a new routeing strategy that will improve freight efficiency whilst reducing congestion and improving air quality in Aberdeen.

Due to the current lack of a by-pass route, Aberdeen has a relatively unique position in Scotland as being a major through-route for freight in addition to other vehicle traffic. Due to the position of Aberdeen with regards to key locations in Aberdeenshire, the majority of freight vehicles currently travel through the city centre in order to reach destinations north and west of the City. Additionally, the proximity of the harbour to the city centre means that there are large volumes of heavy vehicles travelling through both residential and retail districts. Currently, this creates issues with severance, congestion and air quality, and does not help the image of Aberdeen with regards to leisure and tourism.

The opening of the AWPR in 2018 is intended to resolve a lot of these issues, although many vehicles will still by necessity travel into and through the city centre. To this end, 4ABZ1 will link closely with 4ABZ3, which aims to assess the potential for establishing a freight distribution centre at the outskirts of Aberdeen, as well as encourage the use of cleaner vehicles amongst operators.

To date, Aberdeen and Aberdeenshire Councils in partnership with Nestrans, have ensured relatively close communication with freight operators through their participation on the North East Freight Forum. In order to improve freight movements across the North East, Nestrans produced a Freight Action Plan in 2014, which sets out how Nestrans and its partners can assist in the delivery of more effective and efficient freight operations, for the wider benefit of the north east of Scotland. Critical to the success of this Plan will be the pursuit of initiatives that can add value to what is typically an efficient, effective and commercially-driven sector.¹

As part of the initial Freight Action Plan, routeing maps were created that highlighted the core freight routes in Aberdeen and Aberdeenshire, as well as highlighting routes that were either restricted or inappropriate. Since these maps were developed, Nestrans has worked with its partners to remove restrictions to freight on key routes.

Whilst useful, the original freight routeing maps are now out of date and require updating. With the opening of the AWPR, this presents a good opportunity to ensure that new decisions on routeing are made in order to ensure efficient movement of freight that minimises disruption to the city centre now that there is a valid alternative. In order to do this, good partnership working will be required with stakeholders in order to ensure that the new routeing maps are agreed upon by all parties and so are likely to be used. To this end, Nestrans facilitates a Freight Implementation Group, which previously worked to realise

¹ Freight Action Plan (2014),
http://www.nestrans.org.uk/wp-content/uploads/2017/02/FAP2_Appendix.pdf

elements of the Freight Action Plan. This has been refocussed into a Civitas Freight Group, with the aim of incorporating all aspects of work package 4 and relating packages into one overarching working group. This will ensure that there is no unnecessary cross over of work. Additionally, Nestrans is working to reinvigorate the Freight Forum, incorporating more members from different areas of business so as to gain as much expertise as possible in order to ensure that the ongoing freight strategy that will be developed through Civitas is one that best meets all the requirements for freight in the region. This will be re-launched in 2018, following an initial assessment survey of stakeholder awareness.

2 Baseline Data Collection & Methodology

2.1 Traffic Counts and Flows

In order to gain a better understanding of the key freight routes in the north east of Scotland, Nestrans initially contacted the main administrators of traffic counts in the region. These counts were held by the relevant departments at Aberdeen City Council, Aberdeenshire Council and Transport Scotland.

Whilst the UK Government's Department for Transport have a number of count sites in the North East, they were discounted due to their methods of gathering data. Whilst the other sources use Automatic Traffic Counters in order to get up-to-date traffic counts, the Department for Transport uses manual counts. These are done sporadically across the country each year, with estimation calculations used in order to establish estimated counts for regions not visited. In practice, since the north east economy diverges significantly from national trends, this has led to traffic counts that contradict other sources due to them not taking into account the particular economic climate currently being experienced in Aberdeen.

From the remaining sources, freight flows were extracted from the count information supplied, and were collated to show Average Daily Flows (ADF) for the baseline month of January 2017.

Where January data was not available or counts appeared to be anomalies, data was taken from October 2016 or March 2017 depending on count data available. Additionally, some count sites needed to be disregarded due to the classification of vehicle type being unclear, or due to large gaps in available count data.

Due to this, whilst in principle the majority of Aberdeen and Aberdeenshire is covered by count sites, there are a number of areas for which no reliable data is available. For the purposes of being able to ensure the viability of results going forward, new count sites have been proposed in order to fill the gaps in knowledge. These are discussed in chapter 6.

Following from this exercise, some gaps were filled and inconsistencies amended through the use of additional counts that were undertaken in March 2017. Comments have been added in chapter 6 as to where these supplement or replace the original data. It was found that where data could be compared, validation confirmed that the figures were broadly comparable with those provided by Aberdeen City Council. This suggests that there is little differentiation in Heavy Goods Vehicle traffic volumes between January and March, despite the two traffic counts being done under different parameters.

One of the main questions with the gathered data was what could be considered as relevant. For the purposes of a baseline, the different routes were compared to come to a definition of what would be classed as 'significant freight presence'. Whilst freight is indicated at some

level at all count sites, for the purposes of the study a significant freight presence has initially been considered as routes that have over 1,000 ADF of HGVs and/or LGVs.

Additionally, as the count sites by different sources classified vehicles differently, it was difficult to ensure that the same parameters were being adopted for each site. Due to this, a category that was relatively consistent needed to be used. This proved problematic as LGV classifications were often combined with other classes of vehicles due to the inherent uncertainty in vehicle classifications. HGVs and LGVs were combined where possible, with HGVs only being taken on their own where the likelihood of having a large volume of other vehicle classifications included in the LGV class precluded it from being used. With the data provided it was also difficult to split LGVs and HGVs as only a small number of count sites specified LGVs as a separate class that was not combined with either larger cars or buses. The constraints of using traffic count data are highlighted in more detail in chapter 6, although it should be noted that due to the constraints, all the ATC traffic count data taken represents an estimate of the picture of freight movements, and will need to be supplemented by information provided by work with stakeholders and/or specific counts taken manually at areas of interest.

Once the data was gathered, this was translated into table format and then represented visually through Google Maps. This allowed Nestrans and partners in the Freight Implementation Group to see where route patterns emerged and compare them with the current Freight Routeing maps. Following from this, we were able to see where alternative routes emerged and whether there were any inappropriate routes.

Whilst this was possible to determine from much of the Aberdeenshire data, the scarcity of count sites in the north and east of Aberdeen City means that further work is required in order to determine whether there are any inappropriate routes being heavily used within the city.

2.2 Stakeholder Surveys

In order to fill gaps highlighted by the traffic count data, surveys were sent out to key stakeholders within Aberdeen City and Aberdeenshire. Additionally, the surveys aimed to assess stakeholder awareness and engagement with the current freight routeing strategy and the available maps. It also sought to understand whether stakeholders were amenable to incorporating any changes to the routeing strategy into their own operations. Finally, the surveys looked to get an indication of the make up of vehicle types and fuel types, and whether there was a willingness to improve emissions if required, either through 4ABZ3, or through the Eco Stars programme.

Nestrans already has a number of stakeholder contacts through the Freight Forum. In order to provide a wider range of responses, Nestrans contacted a number of other companies

from the distribution, haulage and retail sectors in order to assess whether they were willing to engage in an initial survey and, following that, become members of the Freight Forum.

A baseline survey was sent out via Jotform and is attached in **Appendix A**.

Responses were received in January 2018 and have formed the stakeholder baseline. A full breakdown and analysis of the responses is available in the report '**An Initial Assessment of Freight in Aberdeen and Aberdeenshire**'.

It is anticipated that a similar survey will be distributed amongst stakeholders in year 4.

3 Baseline Data

3.1 Traffic Counts & Flows

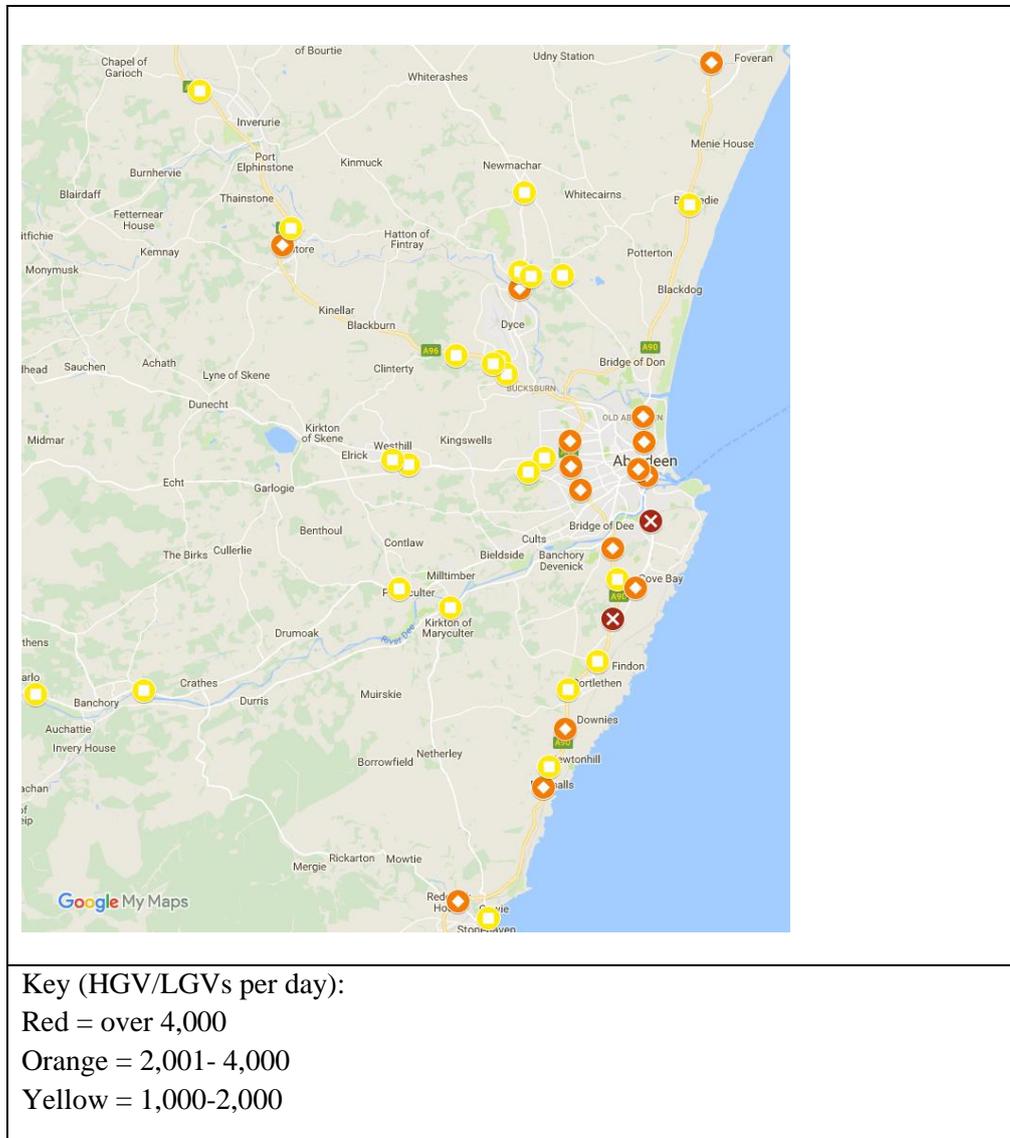
A number of initial observations were made through the use of traffic count data. Whilst the data was unable to provide a complete picture, it does confirm that the majority of freight traffic in the north east follows the identified main freight preferred routes. The data does however show some routes that were heavily used by freight vehicles despite being inappropriate for that purpose.

However it should be noted that this data can only provide information for routes where counts take place. There may be further instances of inappropriate routes that were not picked up in this initial observation. It is intended that any further instances of freight traffic on minor routes will be ascertained through stakeholder consultations, logging Police and local authority complaints or areas where volumes of goods vehicles are perceived as an issue.

3.1.1 Key HGV Routes

For the purpose of this initial observation, a definition of what constituted a 'major freight route' was considered. Looking at the count data, this was determined as being over 1,000 vehicles per day. This covers all of the key routes into and around the region - the routes that have over 1,000 Heavy Goods Vehicles per day are shown in Figure 1.

Figure 1: Automatic Traffic Counts registering over 1,000 freight vehicles per day



From this we were able to confirm that the heaviest freight route follows the A90 from the south, then onto Wellington Road to Aberdeen Harbour. This heavy freight presence continues through the centre of Aberdeen along King Street, with another route of heavy freight presence identified along Anderson Drive. It is currently not known how many stop in the harbour or in the city on their way north, and how many use Aberdeen City as a through route without stopping.

It should also be noted that, whilst car volumes in Aberdeen City Centre have dropped in recent years, larger vehicles including LGVs and HGVs have either increased or remained steady.

Looking at the number of freight identified as specific sited, the following can be noted :

- On the main roads towards the city centre, the busiest route is the A956 Wellington Road with 4,676 ADF HGV/LGVs recorded in January 2017.
- Access to and from Aberdeen from the south generally has higher flows than from the north or west, with a number of count sites on the A90 south identifying over 2,000 freight vehicles per day. Conversely, the A96, A93 and A944 consistently identified between 1,000 and 2,000 vehicles per day. There were not enough functioning count sites on the A90 north to provide any clear conclusions.
- Whilst counts were unavailable in January 2017 for the baseline, Cairnie Crossroads, between Peterculter and Westhill, recorded 2,465 ADF HGVs in October 2015, suggesting this is also a busy freight route. Additionally, Netherley Road also showed high freight volumes between Stonehaven and Peterculter in 2015. Both of these could suggest a large number of freight vehicles electing to bypass Aberdeen by travelling on minor cross-country routes through Aberdeenshire. Given the width and alignment of these roads and their rural nature, this would be classified as an inappropriate freight route. These represent two sites that that may need to be monitored either through separate counts or other means in order to assess route change following the opening of the AWPR.
- Additionally, although not available in January 2017, historically high numbers of freight counted north of Kingswells suggest another potential rural freight route, connecting between Westhill and Dyce. This represents another route that merits additional monitoring.

3.1.2 HGVs as a Percentage of All Traffic

Automatic Traffic Counts indicate that the roads which have the highest volume of freight generally also have the highest percentage of freight in terms of all traffic:

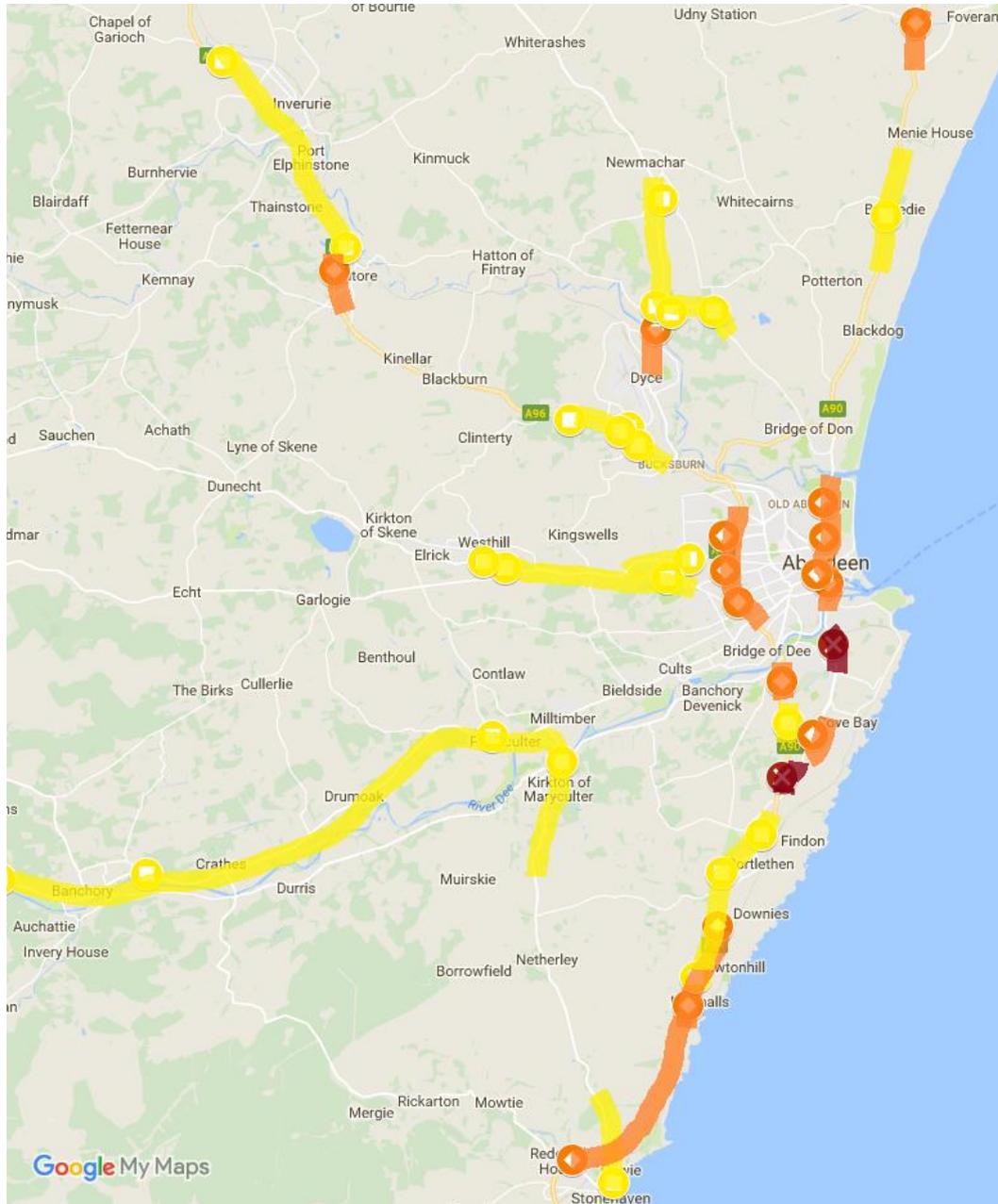
- A956 Wellington Road has one of the highest proportions of freight, with 20% of all traffic.
- A93 and Cairnie Crossroads also have particularly high proportions of freight, around 15 - 30%. This could be due to the high level of AWPR traffic in the area.
- The A90 and the A96 have relatively consistent proportions of freight ranging from 5 – 15% on average. Proportions were noted as being higher at some count points.
- A90, Anderson Drive, averaged around 6-7% freight. The lower number in the city likely accounts for the higher volume of car traffic passing through, compared to

the arterials entering the city. The proportion here is lower, despite the road registering an average of around 2,500 HGVs per day.

- Dyce has a particularly high proportion of freight due to its proximity to a number of large industrial estates. It registered around 13% of all traffic as HGVs.
- The A96 south of Inverurie near Kintore also shows a particularly high proportion of freight.

Using the above information, a number of key routes can be identified. These have been highlighted in figure 2. In order to average out the flows, count data in these routes were averaged using the last available data year. These provide an estimate of flows on both principal routes and other routes. These are summarised in figure 3.

Figure 2: Key HGV Routes averaging count points



Key (HGV/LGVs per day):

Red = over 4,000

Orange = 2,001- 4,000

Yellow = 1,000-2,000

Figure 3: Key Flows – Average of counts (HGV/LGVs per day)

HGV Routes	Figures taken from last week of January each year (unless indicated)				Principal Routes 2017 - 2018	Not Principal Routes 2017 - 2018 (as identified in Nestrans' Freight Route Map)	Principal Routes 2019 onwards (to be confirmed)
	Baseline (2017)	2018	2019	2020			
over 4,000 HGVs per day	Wellington Road north	4,676			√		
	A90 at Charleston*	4,574			√		
2001-4,000	Market Street**	3,642			√		
	A90 at Portlethen	3,464			√		
	Wellington Road (South)	3,020			√		
	A90 at Stonehaven	3,017			√		
	Union Street	2,946				x	
	Anderson Drive	2,513			√		
	A90 South of Bridge of Dee	2,504			√		
	A90 at Tippetty	2,431			√		
	King Street**	2,361			√		
	Dyce Drive*	1,890				x	
	A90 Balmedie to BOD*	1,844			√		
1000- 2000	A96 Inverurie - Kintore	1,707			√		
	A96 at Dyce	1,612			√		
	B977	1,399				x	
	A947 Dyce - Newmachar	1,332				x	
	A944 (inc. Skene Road/Lang Stracht)	1,231				x	
	A93 at Banchory	1,228				x	
	B979 Culter - Westhill	1,110				x	
	Great Northern Road				√		
	Coast Road					x	
	Park Road					x	
	Kingswells - Bucksburn					x	
	A92 at Inverbervie					x	
	Aberdeen Western Peripheral Route (multiple points to be confirmed and included in study from 2019)					Road under construction	√
Total Routes:	26				Total principal routes:	14	
	Total Volume:	48,501			Total volume on principal routes:	37,365	
(**taken in October 2016)						77%	
(** taken in March 2017)							
Blank counts: Routes of interest to be included in future years					Total volume on non principal routes:		11,136
							23%

Looking at the table above, it can be broadly summarised that there appear to be 26 key routes for HGVs in and around Aberdeen. Of these 26 identified routes, 14 are principal routes, which are considered as preferred routes according to the current Freight Routeing Strategy. It can also be summarised that using the averaged figures, 77% of freight on these 26 routes are using the preferred routes.

It should be noted however that this data is broadly summarised at a high level. Due to the absence of recent figures or the distance between counters, some count points have been omitted. With what has been used, assumptions have been made about the likely routes of vehicles due to the adjacent count points. Where the table above shows routes listed as over 2,000 vehicles, but shows an averaged figure of under 2,000, this is due to the presence of one of more of the counters on the route identifying over 2,000 freight vehicles. Whilst there

are count points that show particularly high figures, the abundance of data in the 1,000 to 2,000 range brings a number of the routes down when they are combined and averaged.

Due to the nature of automatic traffic counters, data in this format should only be taken as a high level estimate, or a snapshot, of the area. More detailed and reliable information will be provided by data collected from stakeholders.

4 Background Data & Reports

The primary background data to this study is the 2014 Nestrans Freight Action Plan², which outlined the focus for freight commitments moving forward. The Freight Action Plan set out how Nestrans and its partners could assist in the delivery of more effective and efficient freight operations, for the wider benefit of the north east of Scotland.

As part of this, freight routing maps were introduced³ in order to advise hauliers of restrictions on routes, preferred routes and information such as locations of industrial areas and lorry parking facilities. These have since become outdated with improvements to the road network removing a number of freight restrictions and will be updated and relaunched as part of the Civitas Portis project.

Additionally, whilst the original maps showed physical restrictions and recommended routes, there is the opportunity to provide new maps that provide more information, as well as engage with hauliers and businesses to ensure that the recommended routes are reasonable and are endorsed by the haulage industry.

To provide a baseline of stakeholder awareness and engagement, a survey was undertaken on a number of freight issues, including route maps and freight routing. The results of this survey are available separately in the report '**An Initial Assessment of Freight in Aberdeen and Aberdeenshire**'.

² http://www.nestrans.org.uk/wp-content/uploads/2017/02/FAP2_Appendix.pdf

³ http://www.nestrans.org.uk/wp-content/uploads/2017/02/Aberdeen_Freight_map_A4_sizes_v1.pdf & http://www.nestrans.org.uk/wp-content/uploads/2017/02/Freight_map_AB-Shire0312.pdf

5 Issues Moving Forward (Next Steps)

Looking at the information gathered above, there are a number of issues that have been highlighted, and will need to be addressed as we move forward. These are listed below :

- There are a number of areas, particularly in Aberdeen City that do not currently have reliable count information. These will need to be covered, either through manual, temporary or permanent automatic counters, in order to provide both a baseline for these areas and information for changes in routeing moving forward.
- Engagement with stakeholders has previously been challenging. We will need to consider ways in which to improve this, particularly with regards to national companies that may not be based in the north east of Scotland, but are regularly moving goods to, from or through the region.
- The information provided through counts cannot provide a full picture. This should be taken into consideration to determine whether gathering data in this way is the best method for studying the changes in traffic flow moving forward.
- Since undertaking this initial exercise, feedback has suggested the merit of increasing our scope in order to allow for more routes to be included for consideration. This is particularly with regards to routes that do not meet the original 1,000 ADF criteria, but that do have a heavy freight presence for the road type. This is particularly given that it is these types of roads that may see the biggest change in route choice following the opening of the AWPR.

Recommendations for next steps :

- Increase scope from roads with >1,000 freight vehicles to include routes that are deemed of interest regarding freight use. This will require agreement from the Freight Implementation Group regarding which routes are of interest.
- Gather baseline data by obtaining counts from Great Northern Road, Park Road, Coast Road and north of Kingswells. This is to cover any gaps in the principle routes, as well as provide information on other routes that are suspected to have a high freight presence despite being inappropriate.
- Engage fully with the freight forum to inform decision making regarding freight routeing following the opening of the AWPR.

6 Conclusion

Using the baseline work, it is clear that there are a number of key routes which have a heavy freight presence. Whilst these are primarily on the recommended freight routes, there are a number of instances where heavy freight traffic has been registered on less appropriate roads, which suggests a degree of use of inappropriate routes in the area.

In the city of Aberdeen, it has been more challenging to get an initial assessment of freight activity due to the the location of counters in the city centre. Moving forward this will be resolved through the implementation of extra counters, as well as further engagement with stakeholders.

Overall, the initial information gathered confirms initial assessment that the biggest focus for freight movements is directly to the south of Aberdeen and on Wellington Road. Given that these are areas under consideration through other projects outside of Civitas, care will need to be taken to ensure that considerations are complementary with these projects so as to not cause any conflict in priorities. Additionally, work on this work package will be in part determined by the work undertaken by Aberdeen City Council on determining the Roads Hierarchy. This hierarchy will, to an extent, dictate through routes in and out of Aberdeen. Initial suggestions point to a restriction on through traffic from north to south. This could have major implications for freight movements and will need to be carefully considered with the relevant stakeholders.

Appendix A

Initial Assessment of Freight in Aberdeen & Aberdeenshire

General Information

Company Primary Location:

Job Title:

Are you are aware that Nestrans and the local authorities work in collaboration with freight interests in the north east of Scotland to try and ensure channels of communication and provide a voice for freight (through the North East Freight Forum)?

Circle as appropriate

Yes

No

Not Sure

Have you, or a colleague, attended North East Freight Forum meetings in the past?

Circle as appropriate

Yes

No

Not Sure

Fleet

For the purpose of clarity, the terms in the following questions are as follows:

HGV = Heavy Goods Vehicles >3.5 tonnes

LGV = Light Goods Vehicles <3.5 tonnes

Do you own, or have use of, HGVs, LGVs or vans?

Yes

No

Approximately how many vehicles in your fleet are based in Aberdeen or Aberdeenshire?

No. HGVs:

No. LGVs:

No. Other (please explain):

Of these, what proportion are of the following fuel type?

Diesel:

CNG:

LPG:

Hydrogen:

Other: (please explain)

Do you know the Euro rating of the engines? Please indicate number in each category.

HGVs Euro I-III:
Euro IV:
Euro V:
Euro VI:

LGVs Euro I-III:
Euro IV:
Euro V:
Euro VI:

Are you aware of the ECO Stars fleet recognition scheme? *Circle as appropriate*

Yes

No

Are you a member of ECO Stars? *Circle as appropriate*

Yes

No

Not sure

For Information:

ECO Stars encourages and helps operators of HGVs, buses, coaches, vans and taxis to run fleets in the most efficient and green way.

The scheme provides recognition for best operational practices, and guidance for making improvements, with the ultimate aim of reducing fuel consumption and improving emissions.

Members are awarded an ECO Star rating when they first join – ranging from 1 Star to 5 Stars –based on an assessment of their current operational and environmental performance. One of the ECO Stars team (all industry experts with years of transport experience) rates each individual vehicle and how the fleet is run as a whole.

ECO Stars launched in Aberdeen & Aberdeenshire in November 2016. For more information and to join, visit <http://www.ecostars-uk.com/>

Volumes

Can you describe the sectors which are your major markets?

Circle as appropriate

Retail

Fishing

Parcel Delivery

Oil & Gas

Construction

Other (please explain below)

Other Food & Drink

Agriculture/Forestry

Mostly local within and around Aberdeen

Mostly local within and around Aberdeen & Aberdeenshire (please provide more details)

Key locations in UK from/to the North East of Scotland (Central Belt, English ports, Other)

Key locations internationally from/to the North East of Scotland

Within Aberdeen, are there any key locations? *Circle as appropriate*

City Centre

Harbour

New harbour (Bay of Nigg)

Other (please specify)

Please provide any key origins and destinations:

Can you give an indication of annual volumes to/from Aberdeen/Aberdeenshire (ex. over 23 tonnes per annum)?

Mode

Do you use modes of transport other than road transport? *Circle as appropriate*

Railfreight

Sea

Airfreight

If so, please give an indication of the proportions of freight (or an estimate of tonnage if this is easier) to/from the North East of Scotland that is normally using these modes.

Would you be prepared to use rail or sea more, and if so what might encourage you to make the shift? *Circle as appropriate*

Yes

Yes if... (please describe below)

No (please state why below)

Routeing Strategy

Who normally makes the decision on the route that a vehicle will make between pick up and delivery (both directions)? *Circle as appropriate*

- Driver
- Logistics Manager
- Sat Nav
- Customer

Further information (if required):

What are the most important considerations regarding these decisions (please number from 1 = most important to 5 = least important)?

- Shortest journey time
- Shortest distance
- Avoiding minor roads
- Avoiding hills and/or roundabouts
- Avoiding congestion hotspots
- Fuel use
- Availability of rest areas/parking locations
- Other (please specify below)

Route Maps

Are you aware that Nestrans and the Freight Forum has developed local maps with recommended routes, lorry parking facilities and restrictions/constraints on the network (which we are now looking to update)?

Yes

No

Not sure

The Recommended Route Maps are available through either the Nestrans website, or from either Aberdeen City Council or Aberdeenshire Council.

Do you find such maps useful? *Circle as appropriate*

Very useful

A bit useful

Not sure

Not at all useful

What would improve /make the maps more helpful?

Do your company vehicles primarily stick to these recommended routes or not necessarily? *Circle as appropriate*

All the time

Mostly

Sometimes

Not at all

Further information (if required):

Are there any routes outside of those recommended in the map above that you commonly use? If so, why? Please describe the routes in as much detail as possible. If easier to do so, please attach any images or maps showing preferred or identified routes used by your company.

Aberdeen City Council are working to develop a road hierarchy and signing strategy to encourage traffic to travel around the city boundaries, making best use of the AWPR once open, rather than across the City Centre. Would you be amenable to re-routing to minimise your vehicles' impact on the City?

Circle as appropriate

Yes

Only if such routes are likely to reduce journey times and/or fuel

No, we are likely to continue to use current routeing

Further information (if required):

Would you support measures to encourage traffic onto the AWPR, such as restrictions in the City Centre, traffic management, Low Emission Zones or similar means?

Circle as appropriate

Yes

No

Possibly, if ... (please explain)

Further information (if required):

Do you think that an app, satnav or online tool providing recommended routing in Aberdeen and Aberdeenshire would be of use?

Circle as appropriate

Very useful

A bit useful

Not sure

Not at all useful

What feature would be most beneficial if such a tool was developed?

Is there anything else that would be helpful instead?

Break Bulk / Consolidation

Are you aware that Nestrans and partners have been considering the potential for a distribution hub, where long distance freight could be broken into smaller loads for local delivery? *Circle as appropriate*

Yes

No

Not sure

Do you think that such a facility would be of interest to your business?

Yes

No

Not sure

Possibly, if... (please explain)

Further information (if required):

If a local delivery service was available using Low Emission Vehicles, would you be interested in learning more and considering whether it might be suitable for your business?

Yes

No

Not sure

Possibly, if... (please explain)

Not relevant to my business

Further information (if required):

Please provide any further comments that you have regarding consolidation and/or Low Emission Vehicles

Freight Advisor

Nestrans are in the process of appointing a Freight Advisor to improve our understanding of goods movement in the north east and to develop policies and measures to ensure the effective and efficient movement of goods to, from and around the area. Would you be prepared to meet with the Freight Advisor and discuss your needs, concerns and ideas?

Yes (please provide contact details below)

No

Name:

Email:

Phone Number: