

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**14 DECEMBER 2010****FREIGHT ACTION PLAN****REPORT BY STRATEGY MANAGER**

This report updates the Partnership on implementation of freight initiatives through the Regional Freight Quality Partnership .

1 RECOMMENDATION

- 1.1 That the Partnership notes progress in relation to implementation of the Regional Freight Action Plan.

2 BACKGROUND

- 2.1 At its meeting on 24 June 2008 the Partnership agreed to establish a Regional Freight Quality Partnership (FQP) (Report RTP/08/15 refers). The first meeting of this group took place on 23 September 2008, at which time it was agreed to establish an FQP Steering Group, to give detailed consideration to the scope and priority actions to be addressed by the FQP, and to assist in the development of a Regional Freight Action Plan. The FQP Steering Group includes representation from a range of freight interests in the region and has met at six monthly intervals with the most recent meeting held on 27 October 2010.
- 2.2 The Partnership at its meeting on 15 June 2010 agreed a Regional Freight Action Plan (Report RTP/10/17 refers). This plan has formed the basis for the recommended allocation of the Freight Quality Partnership Revenue Programme for 2010/11 which is shown in the Appendix.

3 DISCUSSION**Freight Consolidation Centres Study**

- 3.1 The Partnership at its meeting on 15 June 2010 approved the conclusions of the Freight Consolidation Centres Study (Report RTP/10/17 refers) which were to introduce a trial consolidation scheme based on a shared facility serving Perth to allow the benefits and costs to be evaluated. It was noted as well that Perth & Kinross Council had successfully sought Scottish Government Air Quality Grant funding to enable an action plan for a trial scheme to be progressed. JMP Consultants are employed on developing the trial scheme action plan and intend to complete this work by the end of December 2010.

Support of Port Development and Rail Connections

- 3.2 The Partnership meeting on 15 December 2009 (Report RTP/09/43 refers) approved a contribution of £10,000 towards the development of the Montrose Masterplan. This is focussing on maximising development opportunities in the Port of Montrose and adjoining GlaxoSmithKline factory and examines the scope for improved inter-modal connections to the Port.

- 3.3 Consultants, Ironside Farrar, were appointed at the end of March. A strategic review was completed in August and their Draft Report was presented to the project Steering Group in November. This has identified a range of options for enhancing the role of the Port and its economic contribution. Amongst the options identified are opportunities to improve road and rail connectivity.
- 3.4 The consultants are undertaking further work, including stakeholder consultation, on defining a Masterplan, including a strategy for promoting Montrose as an attractive and effective location for Operations and Maintenance (O&M) support for the offshore renewables sector. A more detailed update will be provided when this work is available for reporting to the Partnership.

Investigation of Vehicle Priority Routes/Lanes

- 3.5 This Action was considered by the FQP Steering Group and it was agreed that an initial study aimed at identifying existing constraints and issues associated with the efficient movement of HGV's should be undertaken to inform further detailed consideration of the need to define a lorry route network and any priority measures that may be needed.
- 3.6 MVA Consultancy has been commissioned to investigate, document and establish the extent of lorry movements on strategic roads in the region. The Consultants have examined flows of HGVs and traffic congestion, and undertaken consultation with stakeholders on their views of problem locations. Their findings are available for inspection in the members section of the Tactran website <http://www.tactran.gov.uk/members.html>. It is intended to use the report as the basis of discussions through the FQP and to consider development of an Action Plan to address problems experienced by lorries on the region's strategic road network.

4 CONSULTATIONS

- 4.1 This report has been prepared in consultation with the Transport Officers Liaison Group and the Chief Officers Liaison Group who are in agreement with the proposals.

5 RESOURCE IMPLICATIONS

- 5.1 An allocation of £10,000/annum exists within the 2010/11 Revenue Programme for support of the Regional Freight Action Plan.
- 5.2 Perth & Kinross Council secured Scottish Government Air Quality Grant for 2010/11 of which £57,000 was allocated for developing the first year action plan for a trial Consolidation Centre scheme in Perth. Following negotiations with Perth & Kinross officials and the JMP consultancy the estimated cost of the Study will be up to £30,000.

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NOTE

Background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) which were relied on to a material extent in preparing the above Report :-

Report to Partnership RTP/08/15 Freight Quality Partnership, 24 June 2008

Report to Partnership RTP/09/43 Freight Action Plan, 15 December 2009

Report to Partnership RTP/10/17 Freight Action Plan, 15 June 2010

Regional Freight Action Plan

Strands	Actions for 2010/11	Revenue budget 2010/11
Overnight Lorry Parking	Contribute to SCOTFLAG review of lorry parking facilities across Scotland	Staff cost only
	Consideration of inclusion of overnight lorry parking in Park & Ride proposals	Staff cost only
Freight Consolidation Centres	Further investigation of feasibility of trial consolidation centre for Perth including provision for marketing	£30,000 (£30,000 contribution from P&K Council)
Timber Transport	Continuing membership of Stirling & Tayside Timber Transport Group	Staff cost only
	Crianlarich – identification of opportunities to progress Crianlarich Lower rail timber terminal	£5,000
Support of Port Development and Rail Connections	Port of Dundee – improved road access – detailed design of replacement bridge and access road*	Funded from Capital Programme
	Montrose Masterplan development	Funded in 2009/10
	Highland Spring rail access – ongoing support	Funded in 2008/09 and 2009/10. Staff cost only in 2010/11
Investigation of Vehicle Priority Routes/Lanes	Identification of problem locations for HGVs and consideration of lorry route network	£5,000

* Project supported by Tactran Capital Grant allocation of £2.183 million in total