

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**22 SEPTEMBER 2009****FREIGHT QUALITY PARTNERSHIP****REPORT BY STRATEGY MANAGER**

This report updates the Partnership on work being undertaken to develop Freight Quality Partnership initiatives, reports on a bid for European Union funding for improved access to the Port of Dundee, and notes the publication of the Scottish Multi-Modal Freight Locations Study.

1 RECOMMENDATIONS

That the Partnership:-

- (i) notes the Report on Overnight Lorry Parking in the Tactran Region and actions resulting from it;
- (ii) notes that a submission has been made for European Regional Development Funds for improved access to the Port of Dundee;
- (iii) notes progress in commissioning a study into freight consolidation centres for Perth and Dundee and receives a future report on the study's findings;
- (iv) notes the results of the investigation of rail freight facilities at Highland Spring/Blackford and current developments; and
- (v) notes the publication of the Scottish Multi-Modal Freight Locations Study and agrees to remit this to the Freight Quality Partnership Steering Group for detailed consideration and development of a response to Scottish Government on the study conclusions.

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. The FQP Steering Group has met on two occasions on 21 November 2008 and 22 May 2009.
- 2.2 The FQP Steering Group is progressing the development of a Freight Action Plan. Work on this has been awaiting the publication of the national Scottish Strategic Freight Study. This was due to have been published in autumn 2008 and was finally published on 31 August 2009.
- 2.3 The FQP Steering Group freight sector representatives had indicated that overnight lorry parking was a significant issue and requested that a survey on this be undertaken. At its May 2009 meeting the Group agreed to give its support to an investigation into the feasibility of Freight Consolidation Centres in Perth and Dundee.

3 DISCUSSION

Overnight Lorry Parking in the Tactran Region

- 3.1 At its meeting on 10 March 2009 the Partnership noted that the FQP Steering Group had indicated that overnight lorry parking was a significant issue and requested that a survey on this be undertaken (Report RTP/09/14 refers). The survey has been completed using “in-house” resources.
- 3.2 The study comprised several aspects. Stakeholder consultation was undertaken with partner Councils, the region’s two Police forces and Transport Scotland, as the roads authority for Trunk Roads. An audit was carried out of lorry parks and sources of Internet information on lorry parking. These were supplemented by surveys of night-time parking on major roads, industrial estates and other known locations of overnight long distance lorry parking, along with a survey of operators parking lorries overnight in the region, to gather information on awareness of off-road parking provision and views on the facilities to be provided at such locations. The report “Overnight Lorry Parking in the Tactran Region” is available for inspection on the Tactran website at www.tactran.gov.uk.
- 3.3 The study has established that overnight lorry parking is not currently viewed as a major safety or environmental issue in the Tactran region. A considerable number of lorries are parked on-road overnight and, while there is scope for more usage of Truckstops and Motorway Service Areas, there is insufficient capacity to cater for all existing overnight parking demand. A number of HGV operators commented on the need for more provision and improvements in the quality of existing overnight lorry parking facilities.
- 3.4 The Freight Action Plan for Scotland forecasts growth in freight traffic in Scotland over the next 20 years with significant increases in longer distance movements that will place more pressure on both on and off-road parking provision. There is a need as well to consider the welfare of drivers and their ability to access refreshment and other facilities. A quiet safe environment will improve the quality of night-time breaks with the potential to reduce accidents.
- 3.5 Lorry related crime in the region tends to be infrequent and minor in nature. Nevertheless, crime figures nationally indicate that it could become a significant problem and that organised criminals are highly mobile. In addition, some HGV operators are concerned about security. Tayside Police consider that it is desirable to have all HGVs parking overnight in purpose built lorry parks.
- 3.6 The report has recommended a number of actions, these are:
 - minimum standards for overnight lorry parking;
 - encouragement to Council partners to view favourably planning applications from the private sector to provide new or expand existing Truckstops or service areas with overnight parking provision for HGVs, and make appropriate provision in Strategic and Local Development Plans;
 - consideration of use of Park and Ride car parks for overnight lorry parking;
 - regular liaison with the Police on lorry-related crime;
 - improved information through on-road signage and on the Internet.
- 3.7 The study report has been well received, particularly by the Steering Group freight sector representatives and the Strategy Manager presented the study

findings as part of a Scottish Government organised Freight Seminar on 2 June 2009.

- 3.8 A number of actions have been followed through. Two websites, the Freight Scotland site and a private site aimed at lorry drivers, have used information supplied to provide more comprehensive information on facilities in the region. Transport Scotland, which is responsible for the Freight Scotland site, is reviewing site content following receipt of the Report. Since publication, Transport Scotland has produced a new policy on Truckstop signing from Trunk Roads. This limits the provision of new signing to larger sites with a parking capacity of 30 lorries or more and requires the operator to meet all the costs of provision. It is unlikely therefore that the smaller unsigned sites in the region will benefit from direction signing in the future.

Port of Dundee Access for Sustainable Transport & Employment (PoDASTE)

- 3.9 A submission has been made to the European Union for funding under the European Regional Development Fund (ERDF) Priority 3 – Urban Regeneration Programme for improved access to the Port of Dundee. This proposes combining the existing Capital Programme scheme to improve road access to Dundee Port over the railway line at Stannergate, together with road improvements (RTS Delivery Plan reference no. J4), with a new rail freight access into the Port. The intention is to promote both shipping and rail for freight carriage and the efficient movement and importation of renewable energy components into Scotland.
- 3.10 The rail freight proposals are based on the previous study funded by TACTRAN into a port railhead (Report RTP/08/09 refers) and would use the innovative Non Intrusive Crossover System (NICS). NICS enables the provision of a rail connection at considerably lower cost than using conventional points through the use of hinged assemblies, thus avoiding cutting through main line rails and not interfering with existing signalling systems. It would be necessary to construct the new road bridge at Stannergate to allow for the accommodation of a freight siding within the Port and therefore it is dependent on the road scheme proceeding.
- 3.11 The application is speculative and satisfies some but not all of the ERDF criteria. There would be benefits in terms of urban regeneration and an opportunity to prove the use of the NICS innovative technology that could have application throughout Europe. ERDF provides a maximum grant level of 40% of the total project cost. The PoDASTE proposal seeks a grant of £1.4 million for the rail infrastructure based upon match funding the combined TACTRAN and Dundee City Council Capital finance of £2.1 million for Delivery Plan scheme J4 at the 40% intervention rate. The application procedure comprises two stages. A decision is expected on 11 September which will indicate whether the EU will allow the application for funding to proceed to the second more detailed stage.

Freight Consolidation Centres Study

- 3.12 A consultants study is to be commissioned into the feasibility of freight consolidation centres serving Perth and Dundee. Perth & Kinross Council's Air Quality Action Plan has identified the establishment of a freight consolidation centre as a possible action to address HGV-related air quality issues in the

Perth city centre. Similar considerations also apply in Dundee. None of the region's other urban areas has air quality issues that would warrant this approach.

- 3.13 A consolidation centre aims to reduce the number of separate deliveries to a location by providing facilities where deliveries can be collected together and then a high load vehicle or dedicated vehicles covering ambient, refrigerated, hazardous or security based cargo can make multi drop deliveries into the destination area. This project will look at both consumables/retail products and construction materials used for new projects. The aim is to reduce the requirement for several vehicles to enter congested areas and deliver part loads to individual units or shops by using common vehicles to supply several outlets.
- 3.14 The study is currently out to tender with the intention of appointing the successful tenderer in October 2009. A draft final report on the feasibility will be required for January 2010 which will enable a report to be made to the Partnership's first meeting in the New Year.

Investigation of Rail Freight Facilities at Highland Spring/Blackford

- 3.15 The Partnership approved a contribution of £18,000 towards a jointly funded investigation of the potential for introducing rail freight facilities at Highland Spring/Blackford at its meeting on 28 October 2008 (Report RTP/08/30 refers). The consultants have reported with an indication that rail freight could achieve cost savings compared with road haulage for loads between the Blackford plant and the Midlands, and that it could satisfy the criteria for application of Scottish Government Freight Facilities Grant.
- 3.16 Highland Spring has indicated that they have recently commissioned the consultants to undertake more detailed work on the proposals including an outline project plan for presentation to their Board of Directors in September 2009.

Scottish Multi-Modal Freight Locations Study

- 3.17 The Scottish Government, Scottish Enterprise and HIE (Highlands and Island Enterprise) commissioned consultants Scott Wilson to undertake the Scottish Multi-Modal Freight Locations Study. This was originally programmed for completion in autumn 2008 but was not published until 31 August 2009. The Study Report is available for inspection on the Scottish Government's website at <http://www.scotland.gov.uk/Topics/Transport/FT/scottishmultimodalreport2>.
- 3.18 The Study was intended to examine the possible development of Scotland's key freight locations in terms of their competitiveness and contribution to other issues such as promoting modal shift and providing wider benefits. The Study stresses that one of the key elements of the freight network is good functioning multi-modal freight hubs which enable modal shift and interchange within and through the logistics supply chain.
- 3.19 The consultants undertook stakeholder consultation and from this identified 16 multi-modal freight options/locations. These include only one location in the Tactran region, at the Port of Dundee, and elsewhere in Scotland include the ports at Grangemouth and Rosyth, and the road/rail facilities at Coatbridge and Mossend.

- 3.20 A Scottish Freight Model has been developed to estimate future levels of freight demand and associated freight traffic patterns to test options emerging from the stakeholder consultation. The Model forecasts were used to determine where future freight demand, for the year 2020, would not be met by the multi-modal freight options/locations. The demand analysis identified that 4 of the 16 locations, including Coatbridge and Mossend, have sufficient capacity to meet forecast future levels of freight. The remaining options/locations, including Dundee were then examined in detail and economic and STAG-based appraisal undertaken on identified proposed developments.
- 3.21 The report notes that of all the RTP areas road freight in the Tactran region has the highest modal share and that this is set to increase slightly. The detailed consideration of the Port of Dundee notes that the road network is operating within capacity but fails to consider peak period congestion or constraints on road access into the Port. It states that there is no identifiable rail freight infrastructure in the area. It further notes that there are no capacity constraints in the Port in terms of berthing but identified a need for additional hardstand storage and handling equipment for covered and open freight. The report concludes that to meet future demand the Port requires two additional freight handling machines and the provision of 3,000m² of hardstanding.
- 3.22 The appraisal for the proposed development at Port of Dundee is that it would return a high Benefit:Cost Ratio and lead to the creation of an additional four jobs. It concludes that the investment should be undertaken by the private sector with little or no need for Government intervention.
- 3.23 The Study is disappointing as little consideration has been made of opportunities to encourage modal shift. The only locations where new or significantly enhanced rail termini are considered are in Cameron Bridge/Leven (Fife), Lockerbie (Dumfries & Galloway) and Elgin (Moray). No consideration has been given to the provision of new road/rail/port freight facilities in the Tactran region despite recognising that road has the highest modal share in Scotland, due to the absence of such facilities; stakeholder consultation identifying the lack of infrastructure for multi-modal freight interchange as an issue in the region; and that Scottish Enterprise and Tactran have funded studies that have illustrated the viability of a road/rail freight facility at the Port of Dundee.
- 3.24 There are also concerns regarding the accuracy of the Study, which comments that "Montrose harbour has a rail yard which is used to ship forestry products abroad". There are no active freight facilities in the Tactran region, while the former freight sidings at Montrose handled the rail-to-road bulk transfer of agricultural lime for the surrounding catchment area until the traffic ceased around four years ago. In addition it is felt that the Study fails to recognise the potential role that Montrose Port can play in future regional and national multi-modal freight distribution.
- 3.25 It is proposed that the report is remitted for further joint discussion by the FQP Steering Group at a meeting to be convened in the near future, with a view to agreeing a joint FQP response to Scottish Government on the Study findings and conclusions.

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 The costs incurred in the production of the Overnight Lorry Parking Report were met from the Core Revenue Budget.
- 5.2 An allocation of £25,000 for support of the development of the Regional Freight Action Plan has been approved for 2009/10. An additional contribution of £50,000 has been secured from Perth & Kinross Council in 2009/10 to support investigation of the potential for development of a freight consolidation centre in Perth. Both funds will be used to meet the costs of the Freight Consolidation Centres Study.
- 5.3 The ERDF application for support to provide a multi-modal freight connection at Dundee Port seeks 40% match funding of the £2.1 million provided within the 2009/10 and 2010/11 Capital Programme for Improved Road Links to Dundee Port.

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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 :-

Tactran Overnight Lorry Parking in the Tactran Region Report

Reports to Partnership on 29 April 2008, 24 June 2008 and 10 March 2009