



Freight Strategy for Strathclyde

Committee Strategy and Programmes

Date of meeting 2 February 2018

Date of report 21 November 2017

Report by Senior Director

1. Object of report

The object of this report is to update the Committee on the Freight Strategy for Strathclyde.

2. Background

- 2.1 Strathclyde is at the centre of Scotland's freight, logistics and distribution industry, and is the country's largest consumer market and manufacturing cluster. With two airports, seven sea ports and an extensive strategic road and rail network, it has a crucial role in the distribution of goods to both domestic (Scotland, UK) and international markets. Furthermore, the significant volume of intra-Strathclyde freight movements requires efficient and reliable regional and local transport networks to support the economy.
- 2.2 Major freight centres, generators and attractors in Strathclyde include large scale retail centres, business parks, Glasgow and Prestwick Airports, sea ports and rail freight interchanges, mineral extraction sites, manufacturing/industrial sites, woodlands and timber extraction sites, and LGV/HGV¹ deliveries to local retail/business centres and major supermarkets. In addition, there has been a significant increase in recent years of deliveries via bicycle and this mode is predicted to increase significantly in coming years.
- 2.3 The performance of the strategic road network, rail freight network, and maritime network has significant impacts on the economy, with congestion, connectivity, access and network capacity all being key issues for the efficient distribution of goods.
- 2.4 SPT's strategic direction with regard to supporting freight and logistics has been guided by the Regional Transport Strategy (RTS) and the associated Freight Action Plan, both published in 2008². A Freight Quality Partnership (FQP) for the Strathclyde area was first convened in 2005. In support of the freight element of the transport remit transferred to the newly established Regional Transport Partnerships through the Transport (Scotland) Act 2005, the Strathclyde FQP was established in 2007 during the development of the first RTS.
- 2.5 The main objectives of the FQP include the development of the regional Freight Action Plan, raising awareness of specific freight issues across both the public and

¹ Light Goods Vehicle / Heavy Goods Vehicle

² 2008 RTS Freight Action Plan Summary:

http://www.spt.co.uk/wmslib/Documents_RTS/Action_Plans/freight.pdf

private sectors, sharing best practice in freight transport, and monitoring the impact of new policy or legislation.

- 2.6 As with all aspects of transport, the freight sector operates within a changing environment, which in turn drives a need to ensure our collective priorities for freight are effective and up to date. Therefore in anticipation of preparing a new RTS, the need to develop a new freight strategy was identified, which will complement the wider RTS as that is developed.
- 2.7 Through the capital programme, SPT has invested significantly in improvements to the transport network which have delivered benefits to freight transport. Recent examples of these types of initiatives include Route Action Plan improvements in South Lanarkshire, A70/A71 improvements across North Lanarkshire, South Lanarkshire and East Ayrshire, and a range of other improvements across the region.

3. Update

- 3.1 In preparing a new Freight Strategy for Strathclyde, a range of activities were undertaken including a refresh of the evidence base, a review of key issues, identification of problems and opportunities for freight, and the generation of options for a new freight action plan. To this end, the following were undertaken:

- Desktop Research & Policy Review to set the policy context for the Strategy and to review key statistics and trends on freight volumes and movements;
- Fieldwork and site visits to key nodes including sea ports, airports, rail terminals and lorry parking facilities to identify connectivity and capacity issues and opportunities;
- Interviews and surveys of industry stakeholders to identify key issues from a range of perspectives including public sector, Freight Transport Association, Road Haulage Association, lorry drivers, hauliers and site operators, police; and
- A half day workshop with 19 stakeholders to discuss identified issues and develop actions/solutions, with topics including urban deliveries, alternative fuelled vehicles, rail freight, modal shift, strategic connectivity, and lorry parking.

Partners and stakeholders, including Transport Scotland, local authorities, Freight Transport Association, Road Haulage Association, hauliers, port and site operators and police were further consulted on the draft Freight Strategy for Strathclyde and it was subsequently presented at a meeting of the Freight Quality Partnership.

- 3.2 The key issues that emerged from the consultation and study work were:

- Transport network issues relating to capacity, integration of modes (for example, where conflicts arise at peak times between delivery vehicles and other traffic including buses), road safety and connectivity to/from key nodes (including signage and access issues);
- Environmental impact of freight including air quality and emissions issues involving vehicle standards, alternative fuels and managing demand, and noise and vibration issues for both rural and urban areas and to/from key nodes;
- Development and growth issues including increasing demand, protecting existing paths and networks, separation of land uses and accessibility of new development;
- Logistics issues including urban deliveries, safety and security of vehicles and loads, and managing lorry parking; and

- Industry issues including recruiting drivers, retaining skills and setting standards.
- 3.3 Analysis of the findings from the research and consultations led to the development of six objectives and areas for intervention for the Strategy including:
- Improve Air Quality and Environment - through fleet renewals, low emission zones and modal shift;
 - Increase the Safety & Security of Freight Movement - through improving road safety, tackling vehicle crime and improving the management of lorry parking;
 - Encourage Intermodal Freight Movement - by improving connectivity, accessibility and capacity of air, rail and water freight nodes and networks and encouraging market growth;
 - Enhance Quality of Life & Well Being - through encouraging take up of fleet accreditation schemes, promoting low/no emission modes for urban deliveries, and development of detailed routing strategies and delivery and servicing plans;
 - Ensure Economic Competitiveness - through strategic infrastructure enhancements, improved signage, improved integration with strategic land use planning and developing best practice for consolidation for the Strathclyde area; and
 - Enable Communication - through the Freight Quality Partnership and developing web-based information resources.

The objectives and intervention areas form the basis of a Strategy action plan, which will be incorporated into the next RTS Delivery Plan against the appropriate strategic priorities, and will be monitored through that process too.

- 3.4 This new Freight Strategy for Strathclyde provides clarity for SPT and partners on the key issues to be addressed, and the objectives and action areas to target in delivering improvements in the transport network to support this key industry. This next phase of the Strategy – delivery – is crucial in ensuring a co-ordinated approach is taken to improving the Strathclyde freight transport network. It is important to recognise, however, that delivery of the Freight Strategy for Strathclyde is for all partners, not just SPT. Meeting the objectives of the Strategy will require strong partnership working between various public bodies and private companies.
- 3.5 Through SPT's continuous engagement with partners we will ensure that these priorities for freight are fully considered in the development of wider initiatives or schemes and will also identify and progress those actions that can be led by SPT.
- 3.6 SPT will examine how other Freight Quality Partnerships are managed and resourced and review how this may assist in effective delivery of the strategy.

4. Conclusions

- 4.1 The new Freight Strategy for Strathclyde will be integrated with the new Regional Transport Strategy and provide the reference point for SPT's future approach in freight. The Freight Strategy will be made available on SPT's website for reference.
- 4.2 SPT will seek to work with industry partners to deliver initiatives to support improvements that will make the movement of goods more efficient, safe and reliable, supporting the social and economic needs of Strathclyde. Officers will continue to update the Committee as progress is made.

5. Committee action

The Committee is recommended to note the contents of this report.

6. Consequences

Policy consequences	<i>Aligns with the Regional Transport Strategy.</i>
Legal consequences	<i>None</i>
Financial consequences	<i>None</i>
Personnel consequences	<i>None</i>
Equalities consequences	<i>None</i>
Risk consequences	<i>None</i>

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