

# ROAD FREIGHT SEMINAR REPORT

Held on 2<sup>nd</sup> June 2009 at Victoria Quay, Edinburgh

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# **1 Introduction**

A freight seminar was held on 2 June 2009. It was attended by members of freight associations, local authority planners: which included a councillor, members of regional transport partnerships, Scottish Government officials.

The aim of the seminar was two fold:

- to identify barriers, real or perceived, that existed between local authority planners and the logistic industry; and
- to investigate what opportunities were available to remove or reduce these barriers.

To stimulate debate, a series of presentations on a variety of subjects were given, coupled with syndicate work aimed at drawing together ideas and thoughts from delegates. This report will highlight the broad themes raised during the seminar and will also contain a series of anonymous quotes from the delegates who attended the event.

## **2 Barriers to Co-operation**

### **2.1 Road Freight Operating Practices**

Phil Flanders of the Road Haulage Association gave a presentation on general road freight operating practices which included:

- over 8,000 hauliers operate within Scotland and contrary to common belief, the majority carry out short haul movements of under 50 miles;
- industry is working with Government on the green agenda. An example of this was Safe and Fuel Efficient Driving for HGVs. This is a training scheme which can result in a 10% reduction in fuel usage for drivers;
- the introduction of a series of engine standards by the European Union has dramatically reduced CO<sub>2</sub> emissions during the last decade; and
- empty running is being addressed by industry. Typically 78% of vehicles on the road are carrying a load.

### **2.2 Lorry Parks**

Michael Cairns of the Tayside and Central Scotland Transport Partnership discussed a recent report (below) he had produced in relation to lorry parking.



Microsoft Office  
Word Document

He discussed concerns raised by hauliers such as:

- lorry parks need to be larger, plus additional ones on major routes;

- lay-by parking should be discouraged for theft of load, fuel, driver safety;
- not enough room at Truckstops;
- not enough suitable secure lorry parks.

Michael Cairns further mentioned that consideration could be given to the use of park and ride sites as areas for overnight lorry parking in the future. It was noted that any such provision would require on site facilities such as toilets, CCTV etc.

A copy of the PowerPoint presentation can be accessed via:



Microsoft PowerPoint  
Presentation

## 2.3 Urban Deliveries

Gavin Scott of the Freight Transport Association began his presentation by reminding everyone that deliveries by road were necessary in today's modern world.

The haulage sector believed that a major barrier to the efficient delivery of goods within towns and cities was entrenched attitudes from Local Authority planners towards curfews and nighttime deliveries. Industry felt that not enough recognition had been made of the noise reduction measures now available for delivering goods and the benefits they offered with regards to reduced congestion and CO<sub>2</sub> emissions.

Other measures that Gavin Scott believed could improve relations between planners and industry included:

- reviews of curfew and nighttime delivery restrictions;
- the appointment of a freight champion within Local Authorities;
- financial incentives towards the setting up of consolidation centres.

PDF hand outs from the presentation are available below:



Acrobat Document



Acrobat Document



Acrobat Document



Acrobat Document

## 2.4 Regional Transport Partnerships and Freight Quality Partnerships

Rab Dickson of the North East Transport Partnership said that Scotland has 7 Transport Partnerships, all of which have a specific strategy for continued economic development. To achieve this, the movement of goods was essential.

Freight Quality Partnerships have different aims and functions but have generally given a voice to freight at a local level.

As an example of the work that can be carried out, Rab Dickson outlined some of the activities of his Transport Partnership that included:

- having in place a freight action plan;
- piloting the use of a priority lane for buses and HGV's;
- consider using park and ride sites for lorry parking;
- consideration of curfews.

## **2.5 Broad Themes**

The broad themes that were identified as barriers to co-operation were:

- a lack of communication existed between the freight industry and Local Authority planners;
- freight was not seen as a problem needing to be solved by Local Authorities as it was normally delivered on time to customers;
- the freight industry did not fully appreciate the impact of political concerns on the considerations of planners.

## **2.6 Quotes**

"A barrier is political considerations – no votes in freight."

"Local Authority finances are limited, industry should pay to solve its own problems rather than look to the public purse."

"Freight is a victim of its own success. Since it is an efficient industry, no one thinks it needs help."

"The country is dependant on road deliveries, if deliveries stopped for 5 days, the country would start to run out of food."

"Communication between industry and planners needs to be improved."

"People don't understand the needs of the industry."

"Skills for dealing with each other lacking."

Transport tends to be thought of as buses and cars."

"Freight is not seen as a top level issue by council staff."

"Planners seem to look at restrictive rather than progressive matters."

"No single outcome agreements for freight and Local Authorities."

"What is in it for Local Authorities to do anything different?"

"Regional Freight Partnerships should come up with strategies, not Councils."

### **3 Opportunities for Working Together**

#### **3.1 Timber Transport**

Neil Dyson, the South of Scotland Timber Transport Officer reported that timber production within Scotland is rising and has had a substantial impact upon rural roads. Industry and Local Authorities recognised that if the situation was left unchecked, this would have a negative effect on the condition of the roads in question.

Eight Regional Transport Groups were set up across Scotland and part of the work they undertook was to create route maps for the movement of timber by industry so as to minimise both wear and tear on the road network and congestion. The scheme is voluntary but has been adhered to by industry and is a good example of Local authorities and business working together.

A copy of the PowerPoint presentation can be accessed via:



Microsoft PowerPoint  
Presentation

#### **3.2 Freight Best Practice**

The Scottish Government is funding Freight Best Practice in Scotland. Duncan Buchanan of the Department for Transport explained that the programme had been developed with the aim of reducing carbon emissions. It has generated a range of free material to help road freight managers and drivers improve their efficiency. Guides, case studies, software and seminars are available on topics such as saving fuel, developing skills, equipment and systems, operational efficiency and performance management.

Until recently the programme has been aimed at the haulage sector. The Department for Transport were now considering the need for making appropriate information available for Local Authorities. It was thinking of producing a range of guides for Local Authorities that will enable them to “help business help people” e.g. methods for undertaking nighttime deliveries without adversely affecting local residents.

A copy of the PowerPoint presentation (written from an English and Welsh perspective) can be accessed via:



Microsoft PowerPoint  
Presentation

Anyone wanting to contact Duncan Buchanan direct for more information can do so by e-mail: [duncan.buchanan@dft.gsi.gov.uk](mailto:duncan.buchanan@dft.gsi.gov.uk)

### **3.3 Broad Themes**

The broad themes that were identified as opportunities to remove or reduce barriers to co-operation were:

- improved communication between Local Authorities and the freight industry was essential to remove or reduce barriers;
- Regional Transport Partnerships have a role to play to help improve communication;
- the work of the Timber Transport Group's was an example of good practice for the logistics sector and Local Authorities to use.

### **3.4 Quotes**

"Consolidation centres can act as focal points for urban deliveries."

"Freight Quality Partnerships can be used to deal with specific local problems."

"The freight industry needs to sell itself more to Local Authorities."

"Information on Freight Quality Partnerships is available from Freight Best Practice."

"Industry needs to understand that Local Authorities and / or the public also need to benefit from any changes to curfews or nighttime restrictions."

"Nighttime deliveries have carbon savings and reduce congestion."

"Industry has to be realistic about what can be achieved by nighttime deliveries. It is not the answer to all problems."

"Training courses on freight for planning officers do exist."

"Success of Timber Transport Group was helped by keeping the numbers involved as small as possible."

"Materials in Freight Best Practice are free."

"The Department for Transport are trying to quantify the benefits to Local authorities from nighttime deliveries."

"Industry needs to sell itself more to Local Authorities."

## **4 Next Steps**

The mood of the delegates was that it would be useful to hold similar events in the future to discuss specific issues. To allow us to facilitate this, can you please complete the matrix in Annex A.

## **5 Delegates**

1. Chris Brown, Edinburgh City Council
2. Duncan Buchannan, Department for Transport
3. Michael Cairns, Tayside and Central Scotland Transport Partnership
4. Rab Dickson, North East of Scotland Transport Partnership
5. Allen Doyle, Strathclyde Partnership for Transport
6. Neil Dyson, South of Scotland Timber Transport Officer
7. David Eaglesham, Road Haulage Association
8. Ian Farmer, Scottish Government
9. Jane Findlay, Fife Council
10. Phil Flanders, Road Haulage Association
11. Carol Gilbert, Strathclyde Partnership for Transport
12. Murdo Gray, Western Isles Council
13. Lindsay Haddow, Midlothian Council
14. Jim Heatherill, Scottish Government
15. Margaret Horn, Scottish Government
16. Roderick MacDougall, Glasgow City Council
17. Carl McCarthy, AEA Logistics
18. Colin McKenzie, Highland Timber Transport Group
19. Councillor Gordon McKenzie, Edinburgh City Council
20. Bobby McVeigh, South Ayrshire Council
21. Jim May, Scottish Government
22. Alastair Mitchell, Scottish Government
23. Dave Reynolds, Glasgow City Planning Team
24. Maya Rousen, Scottish Enterprise
25. Gavin Scott, Freight Transport Association
26. Alastair Short, South East of Scotland Transport Partnership
27. Pam Stott, Scottish Government
28. Russell Wears, Dumfries and Galloway Council
29. Alastair Wilson, Scottish Government



## 6. ANNEX A

ISSUE	DETAILS
Name:	
Organisation:	
Address:	
e-mail address:	
Job title:	
Best part of 2 <sup>nd</sup> June seminar:	
Worst part of 2 <sup>nd</sup> June seminar:	
Would you attend a future seminar:	
If so, what issue would you like discussed at a future seminar:	
Are there others in your organisation you think would be interested in attending? If so, can you please place put there name in the sections marked Name, Address, e-mail address and Job title.	