

ScotFLAG Planning Sub Group Workshop

10:00-15:30, Wednesday 11 February

Conference Room 12, Victoria Quay

Attendees

David Spaven	Rail Freight Group
Chris MacRae	Freight Transport Association
Gareth Williams	Scottish Council for Development & Industry
Tony Jarvis	Highlands & Islands Enterprise
Michael Cairns	Tactran
Margaret Simpson	Freight Transport Association
Simon Bonsall	SG Planning
John Provan	Transport Scotland
Sharon Wood	Transport Scotland
Pam Stott	Transport Scotland
Bob Bridges	Transport Scotland
Anita Burns	SG Planning
Nicole Currie	SG Planning

Simon welcomed everyone to this the first meeting of the workshop followed by round the table introductions. John was introduced as the day's facilitator.

A brief on the context of the National Planning Framework 3 was provided by Simon.

- A Spatial Planning Document for Scotland's long term development
- Reviewed on a 5 year basis (next iteration due 2019)
- Three spatial areas of focus, namely cities network, rural areas, coast and islands
- Four themes – successful, sustainable place; low carbon place; connected place; natural, resilient place
- Policy text on freight is geographically focused within the cities network. Noted that freight networks are critical to the economy and transport plans continue to invest in this sector
- National Planning Framework 3 committed to working with rail freight sector to develop strategic view of development priorities within the broader freight network.
- Action 27 is about working with the freight sector to identify priority developments for inclusion with NPF4, which has led to the calling together of this group.
- Only 14 National developments – planning designation only. However, for projects consented under the Transport and Works Act, designation as a national development introduces a parliamentary step into the consenting process.
- Not all projects (national developments or otherwise) will be delivered in 5 years e.g. High Speed Rail.
- The accompanying Action Programme is used as a monitoring tool.

Purpose of the Sub Group

- The Aim of the Sub Group and the Objectives were previously circulated.
- The group needs to keep in mind how we go about prioritising and how do priority projects relate to other strategies? Priorities that come out will be used to inform NPF4. However there is no automatic passport to national development status

being applied. Proposals for national developments, considered here or otherwise, will need to be provided to the Scottish Government for consideration in line with the process for identifying national developments that is identified at the point NPF3 is under review. Paragraph 5.26 of National planning Framework 3 is a free standing objective. Additional conversations with the rail freight industry were offered if needed but it was noted that there is significant overlap with Action 27.

- Point made that the group would need to feed outcomes into Freight Strategy and make sure there is consideration of this. Note also a read across between the work of the group and the preparation of the High Level Output Specification (HLOS) for the 2019-2024 control period (control period 6). Note that the HLOS workshops underpin the final specification. Their remit, however, is wider than that of this sub group
- Noted that the Parliamentary Freight Inquiry is at the evidence stage.
- Agreed that David Whitehead, British Ports Association, should be invited to join the sub-group. **ACTION:** Pam to contact David Whitehead inviting him to join the sub-group.
- **DECISION** - The Remit was agreed.

Further Working Arrangements

- Expect a lot of virtual work.
- Transport Scotland will take a summary of the workshop work to inform the ScotFLAG meeting at the beginning of March.
- Chairing the meeting – view was that a formal chair would not be required and that difficult matters would be addressed through facilitated workshops if needed.
DECISION – Agreed.
- Given no chair, the onus is on all sub-group members to keep the work moving.
- As a minimum an interim report of the sub-group should be available on 4th May.
- If matters or projects are identified following this workshop, the group can still consider them in order to inform their report.
- Scottish Government staff would not take part in the prioritisation exercise but would offer factual information about policy or projects where known.
- **ACTION:** Bob to look for dates end March/April for a face-to-face meeting in either Glasgow or Edinburgh.

Notes on the Facilitated Part of Day

Step 1 – Agreeing the project list

- A list of projects was agreed as the basis of discussion for the remainder of the day and that this represented all known or less well known but suitable for consideration projects that attendees. (A full list of projects considered on the day will be provided separately).
- No additions were made to that list for the remainder of the day, although the opportunity was there to do so should the discussion have suggested that was the appropriate course of action.
- Discussion on the additional projects:
- Looking to reach consensus today, any obvious projects missing or any obvious groupings?
- Projects that support aim of group
- Range of locations/corridors of routes – high level strategic approach

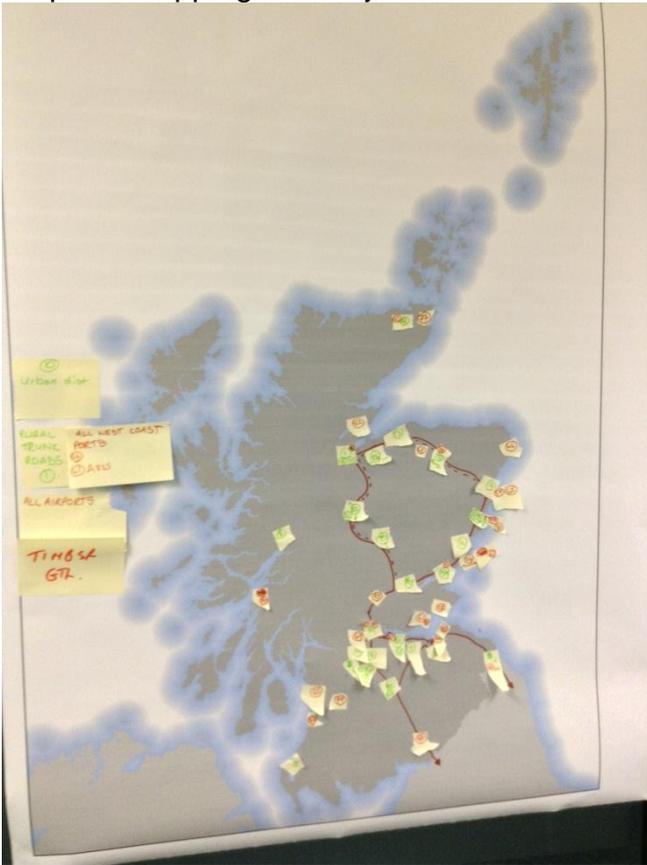
- Source of list was the Scott Wilson Report of 2009 to which was added planned or known Transport Rail and Transport Scotland projects. The Rail Freight Group and Highlands and Islands Enterprise also made suggestions which were added. These included projects identified from a Network Rail strategic freight map. Absences noted – road access to Grangemouth; STPR some absences; Avon Gorge to be added; multi-modal aspect obviously important; road/rail interface; appendix to rail freight submission
- Ferry ports – freight requirements – all or specific? Plans to replace or upgrade – Craigmore as a priority. CalMac looking at marshalling longer routes [*Can anyone clarify what this means please?*] at Oban – a key hub – but is covered on list along with Scrabster and Ullapool [*can anyone clarify what this means please?*]
- Blackford -
- Highland Spring – whilst rail linking the bottling plant has been mooted, no action towards consent has been taken so it was not considered that this project has been programmed.
- Idea of city freight distribution based on the provision of consolidation/urban distribution centres
- Fish markets support sustainable economic growth but no specific project was identified.
- Noted that coal is currently the largest freight contributor but no specific project identified.
- Scapa flow – floating container terminals – trans shipment hubs
- Prestwick Airport considered important to a degree, although noted that whisky exports from the airport are a fraction of the industry production. No infrastructure problem identified at Prestwick. Edinburgh and Aberdeen airports added. However it was noted that freight originating in Scotland for onward travel by air is generally taken by road to Manchester airport. Scottish Islands air freight not economically viable
- Rail freight line capacity and capability was a problem with gauge clearance and long 775 metre loops needed. Rural trunk roads - A95 deficiencies identified around road width but discussion widened this to focus on all rural trunk roads and the need to ensure that two heavy goods vehicles can pass each other.
- Few additional projects –however, discussions around a high level corridor approach began to emerge, on which specific projects could hang.
- Kilgarth/Coatbridge – felt this was worth discussion – hub locations, when to take strategic overview of locations, including access roads.

Step 2 – Prioritisation of the Projects

- As a result of the prioritisation exercise three groupings of projects emerged:
 - 1 – Strategic but not necessarily site specific projects/aspirations
 - 2 – Specific projects which were identified as ‘vital’ or ‘important’ to a greater or lesser degree
 - 3 – Specific projects which did not receive support and were thought to not be important priorities.
- **ACTION:** Transport Scotland to provide background information on the rolling programme of electrification to the group.

Step 3 – Identifying whether the projects have been programmed, consented, or funded and identifying packages of linked projects.

Step 4 – Mapping the Projects



Step 5– Delivery Timescale

- Electrification of Glasgow, Edinburgh, Stirling line – funded, 2019 delivery, consented
- Aberdeen-Inverness – phase 1 by 2019,
- Aberdeen – Inverness phase 2 – design will influence freight paths and capacity. The business case for phase 2 is being prepared at present. Control Period 5 projects in development to be delivered in Control Period 6 (post 2019).
- Aberdeen to Central Belt acknowledged in HLOS package of enhancement, not consented yet.
- Electrification of Grangemouth expected to be delivered Control Period 5 – no consent as of yet, awaiting final sign-off
- Highland Main Line – increasing line speed on Perth to Inverness stretch, Network Rail working on project development, ground investigation work underway, programmed, delivery by 2019
- Inverness Needlefield – programmed for delivery by 2019
- Electrification of Edinburgh South Suburban – programmed for delivery by 2019
- Mossend – work on-going.
- Carstairs -programmed, affects cross-border implications for both passenger and freight
- Inverness Yard Crossover – Network Rail looking at project, not programmed
- Elgin – not programmed linked to Central to Aberdeen and Inverness
- Elgin – gauge enhancement for freight and passenger services, expected 2019 delivery – yet to be consented
- Shotts 3 – electrification, programmed for delivery by 2019, funds in place

- Inverkeithing – in Strategic Transport Projects Review not programmed yet. Unclear why this is important to freight, group thought there might be a link to the freight terminal at Rosyth. **ACTION:** Transport Scotland will send on information for justification.
- Edinburgh-Portobello –issues with neighbours and road access
- Keith Freight – multi modal location for access to the whisky industry, opportunity for lower unit cost.
- Slateford and Aberdeen Waterloo Line – no funding yet, expected Control Period 5 (by 2019) delivery
- Mossend – public sector interest
- Nigg Bay – waiting for European funding
- A9, A96 Dualling - have been programmed

General discussion

- Noted Timber transport as a growth area in Scottish economy.
- Renewables require to be a major consideration but were not specifically discussed during the workshop.
- Scottish Government Planning identified a gap to Arnish and Kishorn. Arnish thought only to accept freight by sea and not be strongly linked to the freight market.
- Referencing of Highland corridors and west coast. *[Can anyone clarify this please?]*
- Track access charging will affect Scotland fiscal policy, affects freight along with dualling of A9.
- In terms of reporting some options around corridor approach was emerging. Some thoughts about needing to focus on national planning Framework Contribution. Group reminded to focus on the Aim and identifying projects and approaches that were considered necessary to achieve the Aim.

Summary

- Agreed not to further consider those projects that hadn't been prioritised during the workshop for reporting purposes. Need to look at corridors, specific interventions, programmed and enablers.
- Noted packages of interventions appearing
- Rural dimension needs to be brought in somehow
- Basically a gap analysis learning from the mapping exercise would be useful, what additional projects are needed to achieve the aim?
- **ACTION:** Digitise map. Four versions:
 - 1 - all projects, with anticipated delivery timing
 - 2 – Projects programmed, consented and funded
 - 3 - all programmed projects
 - 4 – all non-programmed projects **ACTION:** Transport Scotland's Trunk Road map to be tabled at next meeting*[Can someone clarify what this was about please?]*
- The group will need to consider for reporting purposes which National Planning Framework review cycle project delivery is likely to fit within.