

## **ScotFLAG Urban Freight Sub-Group Meeting**

**Room 2-F77, Victoria Quay**

**Thursday 22 September 2016. 10:00-12:00**

### **Note of meeting**

Present:

Chris MacRae, Freight Transport Association (Chair)  
Chris Little, Road Haulage Association  
Stuart Hay, Living Streets  
Justin Kirkhope, Co-op  
Allan Robertson, Scotmid  
Pam Stott, Transport Scotland  
Bob Bridges, Transport Scotland

Apologies:

Jamie Rodden, Glasgow City Council

### Welcome and Introductions

1. Introductions were made and the background, remit and an explanation of the case study visits to Buchanan Street and Rose Street were given for Justin Kirkhope and Allan Robertson.

### Co-op/Scotmid Experience relating to Case Studies

2. Key points were:
  - Co-op provide guidance/instructions to each driver highlighting specific issues in respect of delivery stops on their respective routes (examples shown were Sauchiehall Street and Marchmont).
  - Background to co-op and relationship between Co-op, Scotmid and Semichem given.
  - All produce (cold, frozen, milk and ambient) delivered on single vehicle.
  - Consolidation in place with all local suppliers delivering to Fife Creamery. Win-win scenario, suppliers save fuel and many stores don't have capacity to accommodate multiple deliveries/cages at once.
  - Number of metro stores continuing to grow.
  - Challenge around delivery times. Difficult to guarantee delivery slot. More beneficial to later or earlier deliveries (City of Edinburgh Council restriction >= 07:00 across the city).
  - Overnight deliveries to 6 stores, but all non-residential.
  - 06:00 deliveries to store on Sauchiehall Street – no issues reported by residents.
  - Technology in place to allow quiet deliveries, rubber wheels on cages, drivers told to switch off refrigeration units when delivering in urban areas.

- Issues in accessing loading bays due to parked cars. Need for better policing/enforcement.

### Co-op/Scotmid Presentation

#### 3. Key points were:

- 52% of Scotmid stores and 35% of Co-op stores classed as being in urban areas.
- Potential for a 'carrot and stick' approach – '5 am deliveries permitted, but must be done in electric vehicles'.
- More opportunities for overnight deliveries in London, but there is an associated cost to staffing stores.
- TfL Freight Forum on 21 October. Launch event for Mayor's Transport Strategy around freight policy.
- Co-op produce best practice leaflet on safe deliveries, giving cyclists and pedestrians space. Awareness sessions with drivers in depots.
- Often an issue with siting of loading bays. Need to move cages along pavements.
- Scotmid consolidated deliveries from local suppliers to Fife Creamery. Central distribution hub for Semichem.
- Smaller, independent deliveries that tend to be more of an issue.
- High risk stores reviewed annually, medium risk reviewed every 2 years.
- 18 ton truck ideal for most deliveries. 26 ton articulated slightly longer, but easier to manoeuvre. 13.6 metre trailers used for rural deliveries (e.g. Campbeltown, Lochgilphead etc.)
- Possible consequence of LEZs is a lowering of driving standards due to fewer qualifications required to driver smaller vehicles.
- Need to avoid different schemes in operation – standardised approach better to avoid complexity of requiring site specific fleets.
- It can take 12-18 months to redesign a fleet. Fleets typically run for circa 10 years. Uncertainty on new technology/alternative fuel is a barrier.
- Lead in time of 5-10 for introduction of LEZs would allow fleets to be replaced.
- Consequence of restricting larger vehicles in urban centres is increased volume of smaller vehicles. Restrictions need to be bespoke for specific conditions rather than targeting one type of vehicle.
- Co-op/Scotmid happy to feed in risk assessments to inform thinking.

### Minutes

#### 4. Minutes approved.

### Review of actions from previous meeting

5. **Action 1:** Arrange meeting with ECC officials (Rose Street Managers) to get feedback on how management scheme is going. (Stuart Hay)

City of Edinburgh Council contacted but no response received. Action will be followed up.

6. **Action 2:** Seek views from road freight operator on how Loading/Unloading Guidance could be adapted for use in Scotland. (Chris MacRae)

Ongoing. Looking to develop Scottish and Welsh versions of parking guidance.

7. **Action 3:** Seek advice from SG Planners on what may be needed at NPF level to support LAs in requesting more detailed goods transport information from developers. (Pam Stott)

Further clarification sought by SG planners. Query relates to what restrictions could be put in place at planning stage. What would be challengeable and what limits might be.

8. **Action 4:** Seek information from Jamie Rodden on how goods deliveries are managed during Merchant City Festival. (Chris/MacRae / Pam Stott)

Email correspondence from Chris MacRae to Pam Stott to be circulated to members.

#### Actions agreed

**Action 1:** Arrange case study visit to Aberdeen. (Pam Stott)

**Action 2:** Circulate email correspondence on Merchant City Festival. (Pam Stott)

**Action 3:** Co-op/Scotmid to calculate how many vans would be required to carry out deliveries currently being made by HGVs. (Justin Kirkhope)

#### Next Steps

9. Chris MacRae to propose 'Section Headings' for Freight Operators Guidance, and for Transport Scotland to develop 'Section Headings' for LA/Developer Guidance.
10. Thought to be given to preparing a skeleton outline for document. Headline information only, no detail required at this stage.

#### Date of Next Meeting

11. The next meeting, currently scheduled for 24 November, will be confirmed as soon as possible, pending discussions on a case study visit to Aberdeen.

3 October 2016