

ScotFLAG Urban Freight Sub-Group Meeting

Living Streets, 5 Rose Street, Edinburgh, EH2 2PR

Wednesday 27 July 2016. 09:30-11:30

Note of meeting

Present:

Chris MacRae, Freight Transport Association (Chair)
Chris Little, Road Haulage Association
Stuart Hay, Living Streets
Pam Stott, Transport Scotland
Bob Bridges, Transport Scotland

Apologies:

Jamie Rodden, Glasgow City Council
Martin Reid, Road Haulage Association

Review of Actions from 19th May meeting

1. **Action 1:** Identify list of questions for inclusion in checklist – (All)

Action remains open, as information gathering exercise is on-going. Chris MacRae circulated relevant documents to inform development of checklist. At this meeting Pam Stott shared a hard copy of a 'Freight Toolkit' developed by Greater Manchester Council – Annexes of which may be useful as starting point for development of checklist. Online version can be found here <http://www.tfgm.com/travelchoices/Pages/pdfs/Transport-resource/Freight/Freight-toolkit-for-small-businesses.pdf>

2. **Action 2:** Identify case studies for consideration at meeting on 22 September – (All)

Buchanan Street and Rose Street identified as potential case studies. How freight deliveries are managed during Merchant City Festival (Glasgow), also discussed as potentially good example of collaboration between businesses and hauliers. Action identified to seek views from Jamie Rodden on this.

3. **Action 3:** Invite Justin Kirkhope, Co-op, to attend next meeting – (Pam Stott)

Bob Bridges had contacted Justin Kirkhope. He is interested in attending future meetings of the group but was unable to attend this meeting.

Rose Street Case Study

4. Meeting began with walking tour along Rose Street and George Street during period of access for freight vehicles.
5. Key points observed and discussed were:
 - Regulations on timing of access for freight vehicles was different between East and West Rose Street. Access at east was between 10:30 pm to 10:30 am. Increased numbers of bars/cafes towards west - more pedestrians likely to be sharing space later in the evening so access there is between 11:30 pm to 11:30 am.
 - High level of freight activity observed on walk about – primarily van deliveries, but also refuse collection vehicles and occasional HGV.
 - Some short-term congestion due to delivery by multiple vehicles to same location (Travelodge), or reduced space due to road and building works.
 - Damage to pavement surfaces caused by large vehicles – largely due to age / material used and high-level of service infrastructure below ground. Plans to resurface in future.
 - Challenge posed to deliveries by road surfaces – particularly cobbles on lanes. (Observed potential insecurity of loads being transported by hand barrows on cobbled areas.)
 - Some businesses retained own refuse services (rather than utilising shared contract managed by ECC) – particularly those with larger bins. ECC conditions on size of bins, recycling bins, and where these should be stored between pick-ups (inside premises) may influence future choices made by business on the street.
 - Rose Street managed by ECC, with businesses located on it given option to pay increased rates in return for improved/better value shared services, management of traffic bollards, planting, refuse collection etc.
 - Current management had been in place for 2 years. Sub-group members considered there would be value in contacting ECC, to hear feedback on how scheme was going – from council, business and residents' perspectives.

Main discussion

6. Discussion was as follows:
 - Aim remains for document/guidance/tools to be focused, and short as possible.
 - Important that whatever we produce avoids being seen as trying to 'fix' something that is already working fine.
 - Opportunity to influence how goods are moved more likely to occur as and when requests for change of use of business premises arise (possibly on increase due to changes in retail/service sector provision in urban centres).

- Four different audiences/users identified for any guidance produced:
 - Local Authority Planners / Officials
 - Developers
 - Businesses
 - Hauliers
- Planners could request Developers to include goods delivery/collection plans as part of process for seeking change of use.
- Minimal levels of information sought from Developers would include:
 - Maximum size of delivery vehicle that would require access to service the new business;
 - Timing of deliveries/collections (so covering goods, and waste);
 - Frequency of deliveries/collections;
 - Location for deliveries/collections (e.g. front/back of premises).
- May require something in NPF that Local Planners can refer back to, to avoid legal challenge by developers. (Work of ScotFLAG Planning Subgroup likely to be helpful here, as 'Urban Freight' has been identified as priority for intervention. Pam Stott agreed to check with SG Planners further about this.)
- 'Loading/Unloading Code of Practice' developed for England and Wales – group view was that an adapted version for Scotland could be useful. Chris MacRae agreed to contact FTA members, with experience of working in Scotland and E&W , to ask views on how Guidance could be adapted for Scotland.

Actions agreed

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

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

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)

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

Date of Next Meeting

7. The next meeting will be at 09:30 on Thursday 22 September, Victoria Quay, Edinburgh.

28 July 2016