

ScotFLAG Planning Sub Group – Meeting - Minute – 28 July 2015

Room VQ 2E 21/22

Time 10:00 – 15:00

Apologies:

David Whitehead, British Ports Association
Phil Flanders, SCDI

Attending:

Tony Jarvis, Highlands and Islands Enterprise
Douglas Norris, CILT
Gareth Williams, SCDI
David Spaven, Rail Freight Group
Margaret Simpson, Freight Transport Association
Chris MacRae, Freight Transport Association
Michael Cairns, Tactran
Richard Ballantyne, British Ports Association
Simon Bonsall, Scottish Government
Fiona Hesling, Transport Scotland
Pam Stott, Transport Scotland
Bob Bridges, Transport Scotland

Minute

Item	Action/Recommendation
<p>1 – Catch up</p> <p>Progress to date Reminder of the agreed remit Next ScotFLAG full meeting - 14 September.</p> <p>Network Rail (NR) involvement</p> <p>As part of the long-term planning process Network Rail is working with industry partners to develop the Scotland Route Study which NR anticipate will reach a “draft for consultation” towards the end of 2016. The work of the sub-group is to help inform priorities for the NPF4 and the work can contribute to but does not replace existing processes for planning investment in rail freight and other modes.</p> <p>Query raised on level of consultation planned for the rail electrification strategy.</p> <p>Draft rail freight strategy should be available for public consultation in the autumn, with stakeholder events in November. This will take the form of a draft strategy for consultation and the group will be kept informed of progress.</p>	<p>Douglas Norris to present sub-group report to the next full ScotFLAG meeting</p> <p>Post-meeting file note: Transport Scotland (rail directorate) can seek comments from NR on the projects table.</p> <p>Fiona Hesling to seek an update and provide information to the group.</p>

<p>Low Emissions Strategy due to be published in the autumn.</p> <p>UK wide electrification strategy on hold.</p> <p>High Speed Rail 2 as currently designed will lead to increased freight journey times north of the Midlands. This is due to more and faster running passenger trains being put onto the existing West Coast Main Line, in particular north of Preston, eroding the capability to programme in slower moving freight trains. A strategy to address this is required but not in place.</p> <p>Digital Railway – Not much information available about Network Rail commitment to this project that would completely revise the signalling operating system and in a later non-train based stage would provide capacity enhancements. No spatial implication for signalling services remote from railway tracks. The approach would not resolve the other problems the projects highlighted are intended to resolve.</p> <p>SESTrans conference on 5 November 2015 will consider electrification.</p>	<p>Fiona Hesling to share further factual information about Digital Railways.</p>
<p>2 – Freight Inquiry Recommendations</p> <p>Paragraph 243 of Freight Inquiry relates to NPF preparation.</p> <p>Inquiry considers connections to ports, urban freight deliveries, route capacity, gauge and handling – picked up on by sub-group already. Strong focus on containers but possible overstatement of role of ports.</p> <p>Scottish Government will respond to the Parliamentary committee on each of the recommendations. Note that the evidence to the inquiry was from a diverse source and not every issue can be a priority.</p> <p>No surprises from the recommendations</p>	
<p>3 – Project Evidence Base</p> <p>See Projects Table (Separate Document)</p> <p>Projects table needs to be accompanied by brief contextual narrative.</p>	<p>Pam Stott to provide introductory text about the group and its purpose.</p> <p>David Spaven to provide an overarching contextual paragraph on the need for the projects.</p>

Projects need to be accompanied by a statement or understanding of the outcomes they will achieve relative to the aim of the sub-group. Such statements should be based on a consistent methodology of preparation.

Projects:

Multi-Modal Ports

- Oban port not intending to re-locate. Not a key location for rail freight but important that the opportunity is retained. Rail facility is constraining the port but technically it is possible to maintain rail option whilst using the railway land to support port marshalling expansion. The rail freight opportunity is constrained by the feeding rail route which can't routinely accommodate freight sized locomotives. The port is constrained by lack of vehicle marshalling space and congestion in the town centre.
- Inverness – Opportunity for refrigerated freight not currently used.
- Dundee – Dundee west has low cost suitability for freight but the location is contrary to the development plan for freight use. Dundee port has good road access and land for freight. Sub-group does not recommend a preferred location at this time.
- Georgemas – Could accommodate supermarket freight.

Sustainable Urban Logistics

- The traditional distribution centre servicing large freight deliveries to be broken into smaller units for onward transit would have a spatial dimension and has a focus on the retail sector. There is also a connection to urban air quality improvements.
- Emerging trend for a finely distributed 'locker' approach for personal deliveries to enable collections from stations (for example) instead of delivery to the door. This has a less spatial element.
- Need to address planning conditions around delivery timings, with successful night deliveries during the Commonwealth Games in Glasgow for example. This is a policy rather than spatial matter.

Loch Ryan / Cairnryan

- Freight Transport Inquiry called for A75/A77 road improvements

David Spaven to draft text to place within the projects table on why the projects are needed/their outcomes

RECOMMENDATION:
Further analysis needed on identifying the contribution of the projects to economic growth.

Richard Ballantyne to provide an initial commentary on Aberdeen Harbour and its economic contribution – Key facts and figures with an analysis of the impact being local, regional or national. Jobs, gross and net growth, displacement, modal shift of freight, growth of freight and impact on emerging markets are relevant matters for consideration.

David Spaven to provide freight capacity figures for Inverness.

<ul style="list-style-type: none"> • 2020 sulphur fuel control zone may lead to more freight traffic being trucked by road to Loch Ryan. <p>Central Belt South Freight Corridors</p> <ul style="list-style-type: none"> • Edinburgh South Suburban Line can be removed from the project as it is already underway. • Reduced capacity for freight on the West Coast Main Line as a result of High Speed 2 will result in more interest for freight on the East Coast Main Line. • A1 road freight capacity issues have not been addressed by current investment plans. <p>Central Belt North Freight Corridors</p> <ul style="list-style-type: none"> • Road upgrades do not need to be addressed here as investment plans already consider road freight. • A96 corridor should be mindful of the rail freight needs for a rail loop or additional signalling between Keith and Elgin to be provided. 	<p>Fiona Hesling advised that Highland Mainline improvements are already specified in CP 5 and that Network Rail and Abellio are currently working on detailed engineering plans.</p>
<p>4 – Project Prioritisation</p> <p>7 projects have been arrived at from a list of 80 as being the priorities for putting forward to inform review of NPF and transport strategies/investment.</p> <p>Further analysis is needed on the impacts of the projects relative to the aim of the sub-group.</p> <p>The identified projects have some mutual independencies. Individually there may be some phasing structure for delivery which is important</p>	<p>RECOMMENDATION: In advance of the economic analysis work, no further prioritisation of the order of magnitude of the projects is suggested.</p>
<p>5 – Next Steps</p> <p>The Projects table, a supporting brief contextual paper, the minutes of this and previous meetings, plus the long list of projects from the first meeting should be presented by a sub-group member to ScotFLAG as the output of the sub-group, with the recommendations in this minute and the projects table for agreement of ScotFLAG.</p> <p>The projects should be shown on a map.</p> <p>Ministers should be notified of the output of the sub-group, noting that the evidence base will be subject to updates.</p> <p>Scottish Government will decide whether Parliamentary committees who have made recommendations that have led to the formation of the sub-group should be notified about the output.</p>	<p>Simon Bonsall to provide a revised copy of the projects table for comment prior to submission to ScotFLAG.</p> <p>Pam Stott to liaise with Alex Ramage on mapping the projects.</p>

The projects table should be a standing item on the ScotFLAG agenda for the next 3 meetings (18 months) to allow new evidence supporting the projects to be identified.

Management of further work on the benefits of the projects should be undertaken in discussion with ScotFLAG.

The projects table and updated supporting evidence should be submitted to Scottish Government when the NPF review formally begins.