

SCOTFLAG URBAN DELIVERIES SUB-GROUP MEETING

Thursday 24 March 2016, Victoria Quay

Note of meeting

Present:

Chris MacRae, FTA - Chair
Martin Reid, RHA
Jamie Rodden, Glasgow City Council
Stuart Hay, Living Streets
Pam Stott, TS Freight Policy
Bob Bridges, TS Freight Policy

Agenda

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1. Welcome and introductions
2. Review and agreement of remit
3. Review / discussion of actions from scoping meeting (held Wednesday 26 January 2016):

Action 1: TS to invite Glasgow City Council and Living Streets to become members of sub-group.

Action 2: TS (Pam Stott) to carry out literature review, and produce summary report following format of NTS 'Family Tree'.

Action 3: FTA and RHA to review and provide feedback on FQP Guidance.

Action 4: TS (Pam Stott) to seek feedback on FQP Guidance from RTPs.

Action 5: TS (Pam Stott) to draw up draft Project Plan, and circulate for input from others in advance of next meeting.

4. Agreement on next steps / actions
5. AOB
6. Date of next meeting

Welcome and introductions

1. Chris MacRae welcomed Stuart Hay and Jamie Rodden to the sub-group. All attendees introduced themselves and explained their roles within their respective organisations.

2. For the benefit of new members, Pam Stott explained the background to the Group (referencing note of Scoping Meeting held in January circulated with Agenda). Chris MacRae also referenced the Freight Transport Association's 'Supporting Economic Growth in Scotland's Cities'.

Review and agreement of Remit

3. The remit of the Sub Group was discussed and revised to include reference to safety. Remit is now:

"To share best practice, identify opportunities, and co-ordinate activity aimed at increasing the sustainability, safety and efficiency of freight movements in Scotland's urban areas"

Review of Actions from Scoping Meeting (27/1/16)

Action 1: TS to invite Glasgow City Council and Living Streets to become members of sub-group. **Status – Complete**

Action 2: TS (Pam Stott) to carry out literature review, and produce summary report following format of NTS 'Family Tree'. **Status – Complete**

Action 3: FTA and RHA to review and provide feedback on FQP Guidance. **Status - Open**

Action 4: TS (Pam Stott) to seek feedback on FQP Guidance from RTPs. **Status - Complete**

Action 5: TS (Pam Stott) to draw up draft Project Plan, and circulate for input from others in advance of next meeting. **Status – complete, but ongoing.**

Discussion

4. There was agreement that the aims identified at the Scoping meeting (Development of a Best Practice Guide, Delivery of Workshop) were a good starting point. The precise nature of these may alter and other outputs emerge as the work of the Group develops. The Group discussed how any guidance produced would need to be linked into Planning Guidance – so it may be that this will need reflected specifically in the aims.
5. The Group discussed and identified some of the key trends and challenges of urban freight movements. These included:
 - Urban deliveries/freight transport movements are changing in response to changing lifestyles and shopping patterns.
 - Supermarkets moving away from larger stores, to smaller, local stores in urban centres.
 - Increased pedestrianisation of urban streets and restricted delivery times result in HGV sharing space with vulnerable users at peak times.

- Footway Parking Bill likely to increase challenges for urban freight deliveries.
- People becoming more demanding, expecting same day/next day deliveries,
- Pallet networks example of market providing 'consolidation centre' solution.
- Emergence of 'Click and Collect' businesses (e.g. Duddle) in response to addressing failed delivery issue.
- Significant increase in deliveries by van = more vehicles on road so increased congestion (although this brings with it potential for increased use of alternatively fuelled vehicles).
- Old city centres not designed to cope with current volume of traffic – volume is predicted to grow so status quo is not an option.
- Safety challenge of shared road space, with public policy aims to increase numbers of vulnerable users (cyclists and pedestrians).
- Challenges of loading/unloading generally in urban environment.
- Planning Guidance, parking guidance and other publications (e.g. 'Designing Streets', Travel Plans, etc) say very little (if anything) about allowing goods deliveries.
- Planning Guidance driven by other issues, with freight transport provision considered late (too late?) in process.
- Disconnect at a strategic level in urban design between 'vision' and how transport operators work to maintain day-to-day business (in non-regulated environment).

6. In considering how these challenges could be addressed, the Group discussed:

- No 'one size fits all solution'.
- Needs partnership solutions at a local level.
- Essential that local businesses generating freight movements are involved in identifying solutions.
- Within context of discussion on business – recognition that demands from retailers likely to drive much of this work.
- Need to explore tools available to enable streets to be used differently.
- Consider impact of more powers coming to Scottish Parliament.
- Night-time deliveries popular as potential solution among freight operators, as less congestion so more efficient (time and fuel).
- Night-time deliveries challenge for customers as increased staff costs and potential security issues (for both goods and staff).
- Need for any solutions to be 'future proofed' – to take account of predictions for e.g. increased urbanisation, reduced reliance on fossil fuels, SMART cities/technological developments, etc.
- Need to accept that 'final leg' deliveries to urban addresses has to be on road.
- Any review of guidance in respect of urban freight movement needs to inform planning guidance, to ensure this aspect considered early in urban developments.

- Need to consider consequence on goods deliveries of future urban design. E.g. Kerb separated lane for cyclists will make goods deliveries for businesses on that side of street a challenge.
 - Essential to get input from those that are creating the demand for freight movements, in order to identify workable solutions.
7. A basic outline project plan for the Sub-Group's work had been circulated with the Agenda. Pam Stott explained this would be developed further, but that key points to note at this point were proposed meeting dates:

Thursday 19 May 2016
 Thursday 21 July 2016
 Thursday 22 September 2016
 Thursday 24 November 2016
 Thursday 19 January 2017
 Thursday 16 March 2017

8. The July date was identified as potentially difficult due to summer holidays. Meeting requests (with options) will be sent out to Group members shortly in order to get dates in calendars.

Next steps

9. It was agreed that there would be value in the group looking at Buchanan Street as a 'case study' at the next meeting. Jamie Rodden agreed to lead by outlining the main freight challenges faced there. May meeting will be in Glasgow to enable site visit if required (GCC to host).
10. The Group considered the potential benefit of inviting a retail representative onto the Group. Conclusion for the moment was to keep core Sub-Group small to avoid having to continually review/revisit remit due to new members being drafted in. Key will be to consult the right retail representatives at the right time, and that this could be revisited at future point (possibly after we have looked at Buchanan Street case study). Chris MacRae confirmed FTA had a range of potential contacts for this.

Actions agreed (Numbering follows on from Actions agreed at Scoping Meeting)

Action 6: TS (Bob Bridges) to issue meeting requests for next 12 months.

Action 7: All to respond to meeting requests to get dates confirmed in calendars.

Action 8: GCC (Jamie Rodden) to develop Buchanan Street scenario for discussion at next meeting.

Action 9: TS (Pam Stott) to carry out analysis of Green Travel Plans. *[Update following meeting from Pam: I have spoken with TS colleagues and have had no luck getting access to any business Travel Plans as they don't appear to be published. Instead, have been pointed in direction of this site <http://www.chooseanotherway.com/travel-planning-tools.php> From what I can*

see there is minimal (i.e. almost no) mention of goods movements, with focus instead as we suspected on people.]

Action 10: TS (Pam Stott) to collate feedback on FQP Guidance. Suggest paper be produced (may be first redraft) and circulated for comment by end of May.

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Thursday 31 March 2016