

# GO SEStran

South East of Scotland  
Transport Partnership



Freight & Logistics Forum  
November 2023

# GO Forth Freight Study

## Background & Introduction

- Local Rail Development Fund - £150,000
- Aim: Explore using STAG Guidance principles the development of sustainable freight gateways and consolidation centres in the SEStran region.
- **Objective: Build a business case for investment in developing sustainable freight solutions.**
- **Key contributor to next SEStran Regional Transport Strategy.**
- 4 stages of STAG: The Initial Appraisal Case for Change, Preliminary Options Appraisal and Detailed Options Appraisal & Post Appraisal Monitoring.
- AECOM commissioned to deliver project with SEStran & Forth Ports in May 2020.
- Case for Change completed December 2020.
- Preliminary Options Appraisal completed in 2022
- Commenced Detailed Options Appraisal in October 2023

# GO Forth Freight Study

## Approach

- Investigate existing freight movements, the barriers faced by multimodal freight and commercial viability of sustainable freight/goods movements.
- Understanding local, regional and national trends in freight flows, distribution channels, last mile logistics, and details of existing rail freight flows, routes and capacity
- Assess current rail freight services and examine opportunities for maximising and improving existing infrastructure and capacity
- Appraise the development of sustainable freight gateways and potential for freight consolidation centres at key locations to maximise the sustainable movement of freight in door-to-door transport chains, with a focus on investigating the increase of rail as a key mode during these movements.

# GO Forth Freight Study

## Initial findings and direction of travel

### Requirement for change

- Road freight movements impacting adversely on air quality
- Road freight movements impacting adversely on road safety
- Road freight movements contributing to congestion

### Scope for change

- Addressable market for modal shift
- Scope for consolidation of road freight movements
- Capacity of existing infrastructure to facilitate growth in modal shift

### Requirement for Intervention

- Current infrastructure does not maximise potential for modal shift

## Problems

Road freight contributing to poor air quality  
Road freight contributing to carbon emissions  
Road freight contributing to road safety issues  
Road freight contributing to congestion  
Congestion disrupting the supply chain  
Significant empty running of HGVs  
Road freight contributing to uneven road surfaces  
Lack of network resilience  
Decline in rail freight in the region – infrastructure  
Lack of adequate lorry parking facilities

## Opportunities

Existing rail heads and extant track  
Leith Port's proximity to the City Centre & land availability  
Critical mass of goods traveling inter region  
Bulk and unitised goods  
Scope for increase in rail freight movements/volumes  
Consolidate loads to reduce cost/increase efficiency  
Encourage further growth in water freight - Freeport  
Development of alternative fuels  
Parking facilities for freight vehicles  
Cycle logistics can scale up quickly  
Committed schemes – e.g. Levenmouth Line  
LEZ

## Barriers

Road freight efficiency driving 'business as usual' for customers  
Cost/Flexibility of Rail Freight  
Capacity  
Gauge restrictions  
Competing facilities  
Need for viable rail freight movements (the 'other end')  
Sector and customer antipathy to consolidation centres elsewhere  
Lack of clarity re: future of alternative fuels

## Preliminary Options Appraisal

- Looked at options to address issues identified by Case for Change
- Options included interventions relating to road, rail, tram, sea and cycle logistics
- Assessed qualitatively against criteria relating to alignment with TPOs, strategic fit, and economic, environmental, equality and accessibility, climate change and health, safety and wellbeing criteria
- Enabled the finessing and prioritisation of a smaller number of options to look at Detailed Options Appraisal stage



# Detailed Options Appraisal – Potential Options

Key interventions to consider:

- Consolidation Centres (potentially using Trams for freight)
- Multi-User Freight Train
- (Former) Passenger Trains for Freight
- Alternative fuels infrastructure



# Detailed Options Appraisal – Next Steps

Nov-  
 Dec  
 2023

Revise and agree TPOs

Speak to Stakeholders

Engage Commercial Sector

Finesse options



Jan-  
 March  
 2024

Assess against TPOs

Assess against STAG Criteria

Establish Cost to Government

Risk and Uncertainty Analysis

Monitoring and Evaluation

Submit DoA to Transport Scotland (March 2024)

