

Project:	Tyne and Wear Freight Action Plan Y3	Job No/Ref:	53854/7
Purpose:	Partnership meeting	Date held:	13.09.2007
Held at:	Faber Maunsell, Newcastle	Made by:	Michael Page
Present:	Gordon Carr (GC) CILT Andy Jameson (AJ) Sunderland City Council Martin Murphy (MM) NECTAR Stuart Corker (SC) Gateshead Council Martin Gibson (MG) GONE Trevor Male (TM) South Tyneside Council James Firth (JF) FTA David Arthur (DA) Faber Maunsell Michael Page (MP) Faber Maunsell John Bourn (JB) Tyne and Wear LTP Team John Robertson (JR) Newcastle City Council John Edwards (JE) South Tyneside Council Phil Bustard (PB) Network Rail Richard Iggulden (RI) Network Rail Paul Middleton (PM) Durham County Council Rachael Elliott (RE) Highways Agency Rebecca Rosenquist (RR) Tyne and Wear LTP Team	All	
Apologies:	Mark Wilson Tyne and Wear LTP Malcolm Dodds RHA Colin Gransbury AG Barr Martyn Pellew ABP Dave west Port of Tyne Alasdair Kerr Port of Tyne Jennifer Dunn Port of Tyne Martin Macray Amundsen and Smith Nigel Cooke Eddis transport Margaret Robinson Northumberland County Council Susan Darroch North Tyneside Council Udo Jeorges CRL Colin Engleby CRL Jonathan James Faber Maunsell		

No.	Item	Action By
1	Introduction JB chaired the meeting in the absence of Mark Wilson. He gave a special welcome to the guest speakers, Richard Iggulden and Phil Bustard from Network Rail and John Edwards (South Tyneside Council).	
2	Minutes from Last Meeting The minutes of the last meeting were reviewed by JB and agreed.	
3	Freight on Rail A presentation given by Richard Iggulden (Senior Route Freight Manager, Network Rail) outlined the baseline position for the East Coast Mainline (ECML). Public Affairs are courting influence to give focus to the rail transport environmental	

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agenda.

RI explained that there have been significant changes in terms of freight movement in the last 4 years, particularly with respect to the domestic coal sector. Further growth is anticipated in the next 10 years and the east coast ports will become the ports of choice for coal.

Coal

More coal is being transported to the Trent Valley and Aire Valley. Corus Steel in Redcar uses a high volume of coal for the furnaces. GB Railfreight runs services from the Port of Tyne to Drax power station. The Port of Blyth supplies coal to the Aire Valley - there have been discussions regarding the possibility of building a new coal fired power station at the old power station site at Blyth, where the coal would be delivered by conveyor from the port. Open cast coal is transported from Butterwell to the Aire Valley and Alcon (Lynmouth). In December coal paths will be introduced to Lynmouth.

Metals

Steel production from Lackenby is exported through Teesside. The increase in traffic on the high level railway has resulted in traffic declining on the other routes. The Saltburn to Middlesbrough railway is coping adequately. Thompson's send scrap from the Port of Tyne to South Wales. It is anticipated that the market for metals will remain static.

Bulk

Petroleum and oil runs into Jarrow from Immingham. Potash is moved from Boulby through Teesside using Freightliner Heavy Haul. The stone and aggregate industry in the north east is lacking terminals, especially aggregates. There are some areas of land available at Heaton and Gateshead, however, there are environmental issues associated with this.

Intermodal

This will be a significant growth area in terms of rail freight traffic in the future. At Teesport there are large plans under the Northern Gateway proposal, which could generate a significant number of additional trains to the North West, Midlands and Scotland. Network Rail are confident that there is capacity for all of the additional 10 trains a day which are forecast.

The Port of Tyne are also looking at the potential for carrying intermodal traffic to the Midlands and Scotland. A divisible staff system was introduced on the line in 2003, which provides sufficient capacity to accommodate growth in the next 3 to 4 years. After this time, further signalling improvements will be required, along with the Boldon East Curve in order to accommodate further growth.

Important to facilitating the development of intermodal traffic is the development of W10 gauge across the network. This provides the ability to carry 9' 6" containers on standard height wagons. Teesside will be a priority for gauge enhancements (routing via Darlington and Yarm). Currently Teesside are using low loading wagons.

It is questionable whether there is sufficient demand for a dedicated intermodal facility in the North East. The possibility of a facility at Washington has been discussed in the past.

Boldon East Curve/Leamside Line

The section of the East Coast Mainline (ECML) between Tyne Yard and Ferryhill is a pinchpoint in terms of capacity, however, it should be stressed that Network Rail do not currently turn down applications for freight paths on the grounds of capacity. Paths may not always be available at the requested times, but paths are available at some point in the day.

Re-instatement of the Boldon East Curve, which is a key proposal of the Freight Route Utilisation Strategy (RUS), is important to addressing capacity issues and will allow trains to access the ECML at Northallerton via the Durham Coast. The points, tracks and supporting signalling will need to be installed.

Reinstatement of the Leamside Line is not a recommendation of the Freight RUS – costs of re-opening the line are very high. However, Network Rail do see a future for the section in the north from Wardley. The line could have a part to play in a 20-year timespan.

JB thanked RI for his presentation – Richard is happy to be contacted to answer any questions.

Richard Iggulden

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FM to circulate slides of RI's presentation with minutes of the meeting. MM also suggested that Network Rail are added to the Partnership circulation contact list.

FM

4 Promoting the Partnership

DA outlined the contents of the paper presented at the Fifth Transport Practitioners, meeting, which was held on the 24th July 2007 at the University of Manchester. He explained that the event presented an opportunity to promote the partnership to a wider audience. The paper provides an insight into the progress of the partnership through various projects completed since it was launched. The section on routing discussed the Tyne and Wear Freight Map and tailored destination maps to key destinations around the conurbation. It also detailed the signage review and study carried out, culminating in the installation of the freight signs to the Port of Tyne. The paper also covered the work carried out with respect to lorry parking, rail freight, and communication.

Freight Partnership Leaflet

A draft leaflet profiling the work of the Partnership was presented in draft form. The leaflet will be professionally printed and distributed to local authorities, operators, industry representatives and other interested parties. DA invited comments on the leaflet prior to it being printed – SC requested that the section on Priority Lanes was revisited given concerns regarding the findings of study. MM also suggested that the section on rail freight could be reviewed following the presentation by Network Rail. GC also requested that the Institute of Logistics and Transport are address as an organisation on the Partnership. FM to make these changes and circulate for final comments prior to print.

FM

Operator Interviews

DA explained that the work carried out by the Partnership is being reviewed through telephone and face-to-face interviews with operators. A questionnaire has been developed along with a discussion guide, which was circulated at the meetings. 75%

of the interviews are being carried out with operators outside of the Tyne and Wear area.

Awards and Other Papers

Applications are being submitted to Institutions for awards in 2008, such as the Institute of Logistics and Transport, Transport Times, The Institute of Transport Management and Institute of Highways and Transportation.

Other Freight Quality Partnerships (FQP)

Other FQP's have been contacted to exchange ideas for initiatives to progress. Links to their websites have been added to the Tyne and Wear website and vice versa. South London sent a copy of their newsletter which was shown at the meeting. Partnerships contacted include Cambridge, West Midlands, Warwick, Worcester and Sheffield.

5 **Progress of Mapping Work**

MP explained that the update of the Tyne and Wear Freight Map is now nearing completion. The revised version includes 40 additional destinations, a review of the preferred routes, revision of the contacts for Traffic Managers, additional inserts to cover the new destinations and new road layouts, such as the Southern Radial Route in Sunderland. The work still to progress was discussed - this includes the insets and final review by local authorities.

Individual destination maps have been produced in draft form and will be sent to the relevant local authorities for review and comments. MP explained that the Washington map needed to be divided into four sections and Team Valley in to two sections (North Kingsway and South Kingsway). Further detailed maps are under development to identify company locations in East Gateshead, Northumberland Street and Team Valley. A meeting is still to be arranged with the Port of Tyne to discuss the layout of the port. FM to issue draft versions of the maps to the local authorities for comments after the internal reviews have been completed.

FM

The first draft of the abnormal loads route map was unveiled at the partnership meeting. This depicts the appropriate routes through Tyne and Wear for abnormal loads traffic. FM to circulate the map to relevant local authority contacts for comments. There is potential for the map to be posted on the website once it is complete – operators would still be required to contact the relevant local authority to confirm the route.

FM

The highways restrictions map is a direct development from the abnormal loads map. Data has now been collected from all the local authorities and plotted on one map covering all of Tyne and Wear. This will standardise the way the each authority deals with the referencing of the restrictions and make it visible to nominated person, not only in their own area of responsibility but across Tyne and Wear. FM to forward the map to relevant local authorities once the draft has been reviewed internally. There is potential for the map to be available through the website using a user ID and password.

FM

6 **Sunderland Inner City Signage**

A draft plan has been produced for the city centre. A signage study has been produced for the inner and outer ring road this is at present being reviewed by the local authority. The aim is to incorporate freight and other destinations on the same signs.

7 Network Management Plan

John Edwards, Traffic Manager for South Tyneside Council, and Chair of the Regional Traffic Managers Group, gave a presentation on the progress with the Network Management Plan. The Traffic Manager is now a statutory post to coordinate all activities on the highway and monitor the role and performance of the network. The new legislation imposes powers and duties on the council ;to Secure the expeditious movement of traffic'. The new act contains 7 parts of which part 1 and 5 are now firmly in place. These relate to making best use of existing roads, coordination of highways works and streetworks.

Roads have been assessed through new criteria and the movement of freight is one of these. JE stressed the linkages between the work being carried out as part of the Network Management Plan and the partnership. The Network Management Plan is to be completed by Summer 2008 and is to be assessed by the Department for Transport.

8 Other

DA explained that since the last meeting it had been established that MOTO services at Washington were not willing to host the Electronic Information Point. It was agreed that Durham services on the A1 and DFDS (ferry) would be approached as alternative options.

FM

Priority Lanes – JB explained that the report was being reviewed at present. There is a consensus for the development of proposals to rationalise the type and number of priority lanes.

MW/JB

9 A.O.B.

It was agreed that the next meeting would be held on 13th December 2007 at Faber Maunsell offices, Newcastle (10:30am).