

LTP TYNE AND WEAR

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Tyne and Wear Freight Partnership Quarterly Meeting

11th March 2014

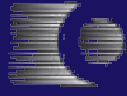


Tyne and Wear Freight Partnership



- Introductions and Apologies
- Minutes of December 2013 meeting
- Tyne and Wear FORS
- VOSA
- Final Task updates
- Smartset & Smartfusion
- Cycle Logistics
- Any Other Business
 - UTMC
 - Cycle Ambition Bid
 - LSTF – Go Smarter to Work
 - Year 10 Local freight development plan
- Date and Venue of Next Meeting (time / day / date)





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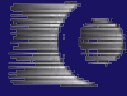
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Introductions and apologies



Tyne and Wear Freight Partnership





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Minutes of December 2013 meeting



Tyne and Wear Freight Partnership





Tyne and Wear FORS



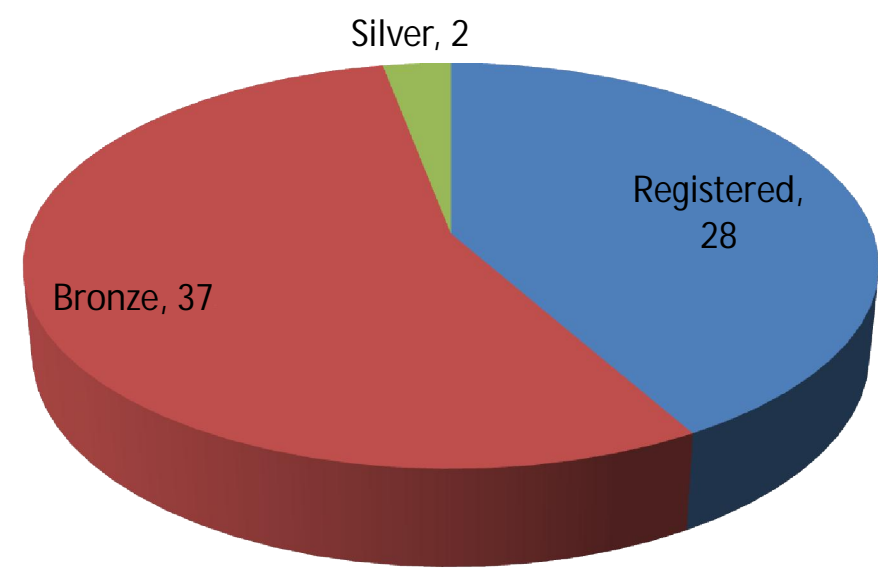
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- Continuing registration drive in the region in an effort to promote FORS
- Continuation of the suite of workshops aimed primarily at transport company management level
- Attendance at workshops has increased by approximately 50%
- Most attendees from Tyne and Wear but also some travelling from neighbouring areas





Tyne and Wear FORS

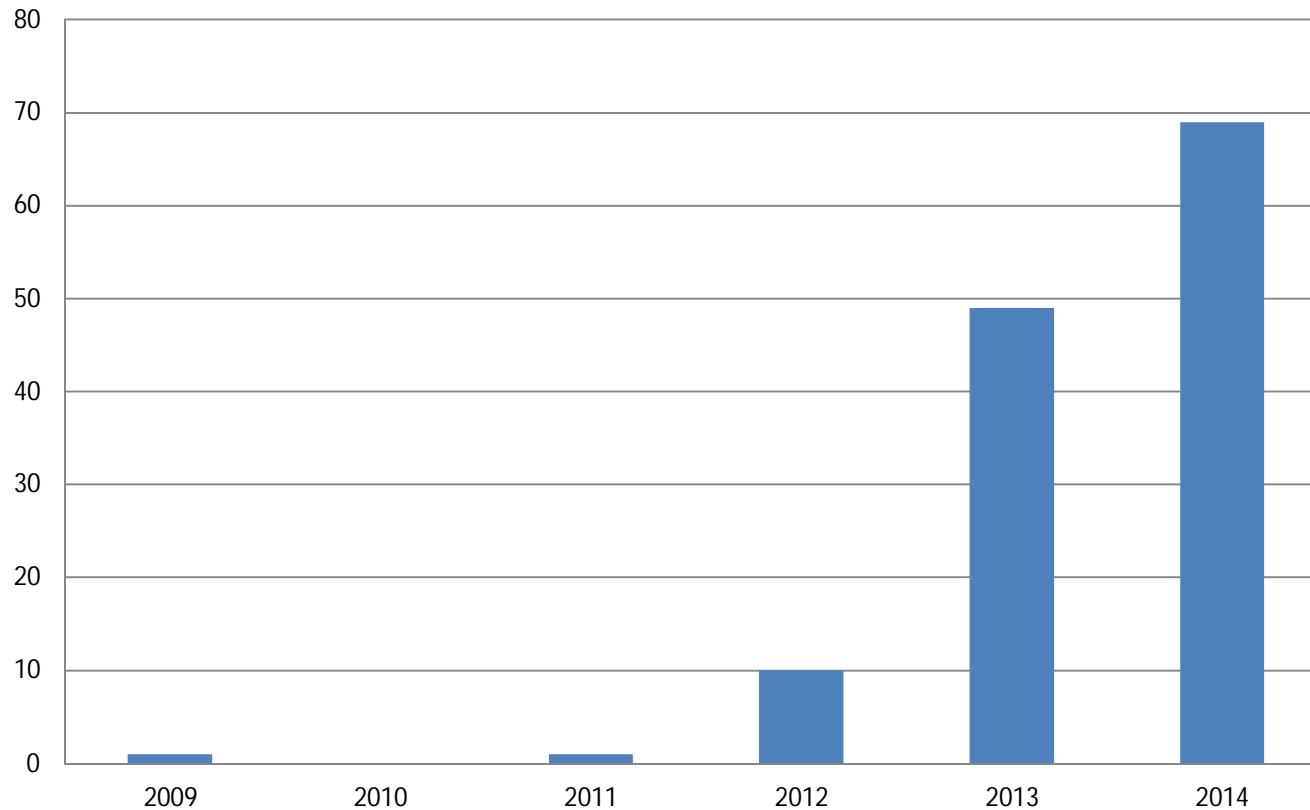




Tyne and Wear FORS



Registration Progress





Tyne and Wear FORS



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- Thirteen certified FORS Practitioners as of 6th February
- Provided ten days of funded DCPC workshops up to 13th March 2014
- Special thanks go to the Port of Tyne, Lafarge Tarmac and Alex Smiles for hosting workshops and providing the catering
- Two additional workshops on 20th and 27th March
- Companies now registering are sent an email explaining the new system





VOSA

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A
talk by
Scott Kirkley
VOSA Vehicle Examiner





Final Task Updates

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- Mapping
- Rail Freight
- Promoting the Partnership
- Longer semi-trailers
- Safe Urban Driving
- Vulnerable Road Users



- The area freight map Pdf and the abnormal loads route map have been updated with current contact information.
- We can only work with the information we have received
- Master area on-line freight map updated
- This completes the update to all mapping systems





Rail Freight

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- The next meeting is planned for May 2014
- Invites will be circulated





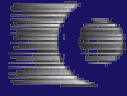
Promoting the Partnership



Smart Urban Freight Conference

- Newrail are hosting the event on the 11th and 12th June 2014.
- They have kindly allocated 10 places for the Tyne and Wear Freight Partnership
- Bruce Carnaby will give more detail in his presentation





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MMCC

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- Cost element added
- Update of contact information

The screenshot shows a web browser window with the URL `tyneandwear.ccccalculator.com/options.php`. The page features the Tyne and Wear Freight Partnership logo and navigation links. A 'Did you know...' pop-up window is displayed, containing the following text:

Did you know...

Over long distances rail is often much more economical than road freight.

One of the primary movements of rail freight is between the Midlands (e.g. Daventry) and the Scottish Central Belt (Grangemouth) and ports such as Felixstowe and Southampton. Where the transport of bulk goods can be economical at distances shorter than 150 miles, the economic case for the transportation of consignments such as containers can be stronger over longer distances.

Subject to the availability of train paths and terminals, consideration should be given to the use of rail freight for the journey you have specified.

Asda has been using rail in partnership with the Malcolm Group and Direct Rail Services since 2001 for what is now a daily service which connects the Asda National Distribution centre at Magna Park to its RDC in Grangemouth (a distance of over 300 miles). Magna Park is 15 kms away from the Daventry International Rail Freight Terminal and the Grangemouth Regional Distribution Centre is about 600 metres from the WH Malcolms terminal.

Besides the environmental savings ASDA has been using this service primarily for commercial reasons; the cost of moving goods by rail over this distance is quite simply cheaper than by road. There are significant operational cost savings when using rail. There is only one motive power unit to fuel and maintain instead of several HGV tractor units. There is only one driver required for the train compared to several HGV drivers.



- Electronic survey sent out
- Telephone interviews undertaken
- Desktop research
- Change in trial format
- Presentation of findings developed for next workshops
- Findings of research to be disseminated



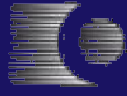
Why do we need to be proactive

- The rate per billion vehicle miles is 4th highest in the UK
- It indicates that cycling in the North East is quite dangerous in comparison to other regions in UK.



- The DCPC course is 3.5 hours classroom-based training and 3.5 hours adult cycle training in a secure area
- We are proposing further courses in 2014
- In conjunction with the Go Smarter to Work programme and the LSTF





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Smartset and Smartfusion

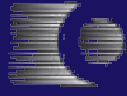


Talk by
Bruce Carnaby
Newrail



Tyne and Wear Freight Partnership





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Cycle Logistics

Talk by Gary Armstrong
Outspoken Deliveries



Tyne and Wear Freight Partnership



UTMC

- There are significant freight movements in Washington, particularly around Nissan and the Asda distribution depots
- Highway improvements planned in this area will incorporate UTMC
- Scope for vehicle operators to take advantage of available real time traffic information
- In the event of an incident on the highway it could be avoided by an alternative route. Assisting vehicle movements
- Leads to reduced operating costs



Cycling City Ambition Bid Update

Anne Clark

Newcastle City Council



LSTF Go Smarter to Work

- The LSTF Go Smarter to Work project is currently engaging with employers in Washington
- Many operate vehicle fleets, or receive freight deliveries
- The safe urban driving training aspect of the FORS scheme has been discussed in relation to sustainable transport (i.e. promoting cycling to work).
- Therefore there would appear to be an opportunity to link these two areas of work



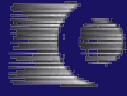


Business Plan Year 10

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- Submitted year 10 business plan





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Next meetings

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- Date time and venue of Partnership meetings 2014 – to be confirmed
- Suggestions welcomed for meeting venues that could incorporate site visits (eg, as with the UTMC Centre visit in December)



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