North East Freight Partnership
Quarterly Meeting

7th September 2016
<table>
<thead>
<tr>
<th>Time</th>
<th>Item</th>
<th>Speaker</th>
</tr>
</thead>
<tbody>
<tr>
<td>10:00</td>
<td><strong>Reception</strong> - Teas and coffees available</td>
<td></td>
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<tr>
<td>10:30</td>
<td><strong>Introductions and Apologies</strong></td>
<td></td>
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<tr>
<td>10:35</td>
<td><strong>Minutes of June 2016 meeting</strong></td>
<td>John Bourn</td>
</tr>
<tr>
<td></td>
<td>• Matters arising from June meeting</td>
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<tr>
<td>10:40</td>
<td><strong>Transport for the North Update</strong></td>
<td>John Bourn</td>
</tr>
<tr>
<td></td>
<td>• Update on the Transport for the North initiative</td>
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<tr>
<td>10:45</td>
<td><strong>Transport in Durham</strong></td>
<td>Peter Ollivere, Durham County Council</td>
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<tr>
<td></td>
<td>• An overview of transport proposals and initiatives in Durham that</td>
<td></td>
</tr>
<tr>
<td></td>
<td>will impact on freight movements</td>
<td></td>
</tr>
<tr>
<td>11:05</td>
<td><strong>Lorry Parking Facilities in the North East</strong></td>
<td>Chris Allan</td>
</tr>
<tr>
<td></td>
<td>• An review of existing dedicated lorry parking facilities in the</td>
<td></td>
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<tr>
<td></td>
<td>North East</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Results of HGV parking demand survey undertaken in August</td>
<td></td>
</tr>
<tr>
<td>11:25</td>
<td><strong>Potential implications of Brexit on the freight sector</strong></td>
<td>Malcolm Bingham, FTA</td>
</tr>
<tr>
<td>11:40</td>
<td><strong>Micro simulation in Logistics</strong></td>
<td>Andrew Leeson</td>
</tr>
<tr>
<td></td>
<td>• How micro-simulation can be applied to support the freight and</td>
<td></td>
</tr>
<tr>
<td></td>
<td>logistics sector</td>
<td></td>
</tr>
<tr>
<td>12:00</td>
<td><strong>North East Freight Partnership Task update</strong></td>
<td>Mike Page</td>
</tr>
<tr>
<td></td>
<td>• Update of agreed tasks</td>
<td></td>
</tr>
<tr>
<td>12:25</td>
<td><strong>Any Other Business</strong></td>
<td>John Bourn</td>
</tr>
<tr>
<td>12:30</td>
<td><strong>Close of meeting</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Next meeting: 7th December, TBC</td>
<td></td>
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</tbody>
</table>
Introductions and apologies
Minutes of June 2016 meeting
Transport for the North update

North East Freight Partnership meeting

7th September 2016

John Bourn
The Northern Powerhouse

- Aims
  - to transform Northern growth;
  - rebalance the country’s economy;
  - establish the North as a global powerhouse.
Latest developments

- Freight and Logistics report to be published shortly
- A66 / A69 and TransPennine Tunnel studies are well under way
- Rail network options being examined and infrastructure packages to be presented this autumn - significant track and station improvements likely to be required
- International connectivity - work ongoing, to report findings this autumn
- £50m now committed to fund TfN over this parliament
Preliminary results have shortlisted 5 routes, within 3 broad corridors.

The best-performing routes tend to be those within the North of the study area, close to the existing Trans-Pennine trunk road.

Many of the routes have significant travel time reductions attached to them, of up to 30 minutes for both passenger and freight traffic.

There are likely to be large environment disbenefits attached to many of the routes (especially for air quality and noise) and any tunneling will be controversial.

Any option chosen will be extremely expensive (approx. £6bn).

Next Steps: By the end of 2016, the strategic and economic cases for each option will be assessed and cost estimates provided.
Roads: Transpennine Tunnel
Interim findings suggest that dualling of the A69 generates the largest journey time savings but will also be the most expensive option.

In comparison, completion of A66 dualling will generate around half the journey time savings of the A69 dualling but will be less costly.

Further work will take place to refine these options, taking into account wider economic benefits, with a final report due to be completed by the end of 2016.
Next steps...

- Publication of freight report to be followed by a series of LEP area studies
- Each study will examine the road, rail and (where applicable) water traffic improvements necessary to deliver the goals of the freight strategy and to support local growth aspirations
- Particular focus on improving intermodal facilities
- NECA will be represented on the working group overseeing the study and will ensure our key freight stakeholders are fully consulted
- Work to be completed in June 2017
Transport Improvements in Durham

Peter Ollivere
County Durham Plan (Issues and Options) and Durham City STS

Peter Ollivere – Principal Spatial Policy Officer (Transport)

North East Freight Partnership
7th September 2016
What is the County Durham Plan?

• How much development and where it should go;
• Provides a catalyst for investment providing certainty to business, communities and developers;
• Provides a consistent approach to development;
• Supports local communities and protection of the environment; and
• Provides the tool to resist inappropriate development.
CDP - Background

• Previous plan Inspector’s Interim Report (2015);

• A lot has happened since the examination, planning approved for various sites, new sites have come forward and the economy has moved on:

  • Need to reflect on changes, therefore issues and options felt most appropriate place to restart;

  • The key priority of the Plan is to ensure the economic prospects of the County are maximised;

  • Duty to Cooperate - need to ensure that neighbouring authorities are very much part of the process in accessing a regional context.

Altogether better
## Timetable

<table>
<thead>
<tr>
<th>Stage</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Stage 1:</strong></td>
<td></td>
</tr>
<tr>
<td>Issues and Options Consultation</td>
<td>June/July 2016</td>
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<tr>
<td><strong>Stage 2:</strong></td>
<td></td>
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<tr>
<td>Preferred Options Consultation</td>
<td>Dec/Jan 2016/17</td>
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<tr>
<td><strong>Stage 3:</strong></td>
<td></td>
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<tr>
<td>Pre-Submission Draft Consultation</td>
<td>July/August 2017</td>
</tr>
<tr>
<td><strong>Submission</strong></td>
<td>December 2017</td>
</tr>
</tbody>
</table>

*Altogether better*
Issues and Options Consultation

- Issues and Options first stage. Included:
  - Draft Vision and Objectives;
  - Discussion of Issues that face the County going forward with Options available to resolve them
  - Asked 50 questions and identified 4 options on housing distribution
  - Consultation ran from 24th June until 8th August. We had 4885 comments from 812 respondents

Altogether better
Vision and Objectives

• By 2033, County Durham will have:
  • A thriving economy;
  • Sustainable and regenerated communities;
  • Well-designed range and choice of houses;
  • Strong, rural economy;
  • An enhanced natural and historic environment;
  • Important minerals resource.

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Employment Land

Ambition is for a 73% employment rate (now 68%)

- *Employment land review* informs CDP and advises how much and where employment land should be located in County Durham i.e.- it identifies:

- A1 Corridor Market Area;
- Durham City Market Area;
- A19 Corridor Market Area;
- Consett and Surrounds Market Area;
- Bishop Auckland and surrounds Market Area; and
- The Rest of County Durham including rural areas.

Altogether better
Housing Policies

• Housing – 3 Forecasts:
  • 1,533 additional dwellings per year (29,127)
  • 1,629 additional dwellings per year (30,951)
  • 1,717 additional dwellings per year (32,623)

• Roughly, need land for 30,000 (14,456 dwellings have planning permission).
• Therefore need land for 15,000 new homes, so spatial distribution was key:
• 4 Options are………..

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Sustainable Communities
Sustainable Communities with Central Durham Villages
Wider Dispersal
Transport Policies - Issues

• A cycling network of safeguarded routes
• The importance of bus services
• The Leamisde Line – ECML capacity
• A new rail station at Horden/Peterlee
• New relief roads? Barnard Castle?
• Electric Vehicles and Car Sharing
• Strategic Rail Freight Interchange
• Durham City (2nd presentation)

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Transport Questions

• Q31 - Where are the significant congestion hotspots across County Durham? Do we need new infrastructure?
• Q32 – Is congestion in Durham City unacceptable?
• Q33 – Which measures from the DCSTS (2016-33) are most important?
• Q34 – Is their a need to sort out Neville's Cross, if so, how?
Thank you

Peter.ollivere@durham.gov.uk

Altogether better
Draft Durham City Sustainable Transport Strategy 2016 - 2033
• Durham City is a compact historic City
• Therefore, it lends itself to walking and cycling - 36% of people walk to work
• The city is the public transport hub for the County
• 58.4% of individuals living in Durham City drive a car or van to work
• 73.4% of those individuals living in the villages outside the city drive a car or a van
• Durham City has a peak hour congestion issue
• Milburngate Bridge - 47,000 vehicles per day
• 35-40% of these trips do not stop in the City.
Coverage of the Strategy
The Strategy 2016-33

The objectives of the strategy:

• To support economic growth and improve access to employment in Durham City;
• To improve access to education, training and economic opportunity for young people in Durham City;
• To improve the health of people living, working and studying in Durham City;
• To improve the safety of people travelling around Durham City;
• To enhance the built, historic, and natural environment of Durham City.

This can be done by providing improved opportunities for all types of transport and by reducing the need to travel ‘through’ the City by car.
Predicted Travel Demand

- Cycling
- Public Transport
- Walking
- Car

PRESENT

FUTURE

Durham County Council

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Short Term Possible Improvements

In the next 5 years, the Strategy outlines an area approach. The draft strategy has a ‘aim’ for each area.
Area 1 – City Centre

Aim –
Improving the City's transport Infrastructure
Area 2 - University to City Centre

Aim - Improve conditions for pedestrians and also for cyclists where appropriate (2016-18)
Area 3 – North West Durham City

Aim - Improve the crossing of main roads and junctions for walkers and cyclists being mindful of protecting key bus routes (2019-20).
Area 4 – East Durham City

Aim - To reduce congestion by making appropriate improvements for all types of transport (2020-21).
Long Term Strategy is about...

- Creating **more space** for people travelling on foot, by bike and by bus but making sure the **City Centre is still accessible** for those that need to drive
- JMP felt that this is **impossible** to achieve without a new crossing of the River Wear for people using cars i.e. a Northern Relief Road)
- This could divert up to 40% of ‘**through traffic**’ out of the City Centre
- This would make the city center **more attractive** for pedestrians, cyclists, bus users and visitors while freeing up road space for car users that want to access the city.
- A good example is Milburngate Bridge...
Long Term Strategy is also about...

• Removing unnecessary slow moving and standing traffic from the city, that resulted in the designation of the Air Quality Management Area;

• It would improve the setting of the World Heritage Site.
Air Quality Management Area...
Long term Strategy

Figure 4 Whole City Long Term Strategy

Contains Ordnance Survey data © Crown copyright and database right (2015)
Changing Behaviours and Managing Demand

Persuading people to use alternatives to the car is an essential part of both the short and long term strategy. This can happen at a very practical level via:

• Employer travel planning;
• School travel planning;
• Residential Travel Planning;
• and Marketing and promotion programmes.

By working in partnership with major employers and schools we can make a real difference in people’s travel choices.
Next Steps

• JMP to review strategy based on consultation
• Prepare a number area Action Plans
• Acquire capital and revenue to deliver strategy
• Form a City-wide partnership to monitor outputs and performance..?
• Looking to adopt November 2016
North East Lorry Parking Update and Review

Christopher Allan

September, 2016
Hexham & Corbridge: Inappropriate HGV Parking
A Refresh of the Issue: Wentworth HGV Park

– Concern that too many vehicles are trying to stay in the parking area:

– using car parking spaces which could be used better by private motor vehicles

– currently one operator licensed to work from Wentworth as part of their “O” licence

– if these vehicles were to be displaced, is their adequate capacity nearby?

– if so, where is it?
As Before: Some Parking Issues at Wentworth
North East Lorry Parking: Facility & Use Review
## Services and Facilities Studied

<table>
<thead>
<tr>
<th>Facility</th>
<th>Capacity</th>
<th>Cost</th>
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</thead>
<tbody>
<tr>
<td>Berwick Harbour</td>
<td>50</td>
<td>£10.00</td>
</tr>
<tr>
<td>Purdy Lodge</td>
<td>30</td>
<td>£20.00</td>
</tr>
<tr>
<td>Washington Services</td>
<td>50</td>
<td>£20.50</td>
</tr>
<tr>
<td>Easington Services</td>
<td>20</td>
<td>£15.00</td>
</tr>
<tr>
<td>Durham Services</td>
<td>37</td>
<td>£21.00</td>
</tr>
<tr>
<td>Newton Aycliffe</td>
<td>40</td>
<td>£15.00</td>
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</table>
## Facilities Offered

<table>
<thead>
<tr>
<th></th>
<th>Toilets</th>
<th>Showers</th>
<th>CCTV</th>
<th>Cafe</th>
</tr>
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<tbody>
<tr>
<td>Berwick Harbour</td>
<td>24hr</td>
<td>Until 21:00</td>
<td>24hr</td>
<td>None</td>
</tr>
<tr>
<td>Purdy Lodge</td>
<td>24hr</td>
<td>24hr</td>
<td>24hr</td>
<td>24hr</td>
</tr>
<tr>
<td>Washington</td>
<td>24hr</td>
<td>24hr</td>
<td>24hr</td>
<td>24hr</td>
</tr>
<tr>
<td>Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Easington Services</td>
<td>24hr</td>
<td>24hr</td>
<td>24hr</td>
<td>24hr</td>
</tr>
<tr>
<td>Durham Services</td>
<td>24hr</td>
<td>24hr</td>
<td>24hr</td>
<td>24hr</td>
</tr>
<tr>
<td>Newton Aycliffe</td>
<td>24hr</td>
<td>Until 21:00</td>
<td>24hr</td>
<td>Until 19:30</td>
</tr>
</tbody>
</table>
Summary of Findings

- 212 HGVs identified using Rest Facilities
- 27 of these were foreign (of these 1/3rd Polish)

- One half of the HGVs were Euro V rated
- Over two thirds were Euro IV or higher

- One half were identified as “Haulage & Logistics”
- Next largest group was Automotive (13%)
Washington Services (N-Bound)
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</thead>
<tbody>
<tr>
<td><strong>16/8</strong></td>
<td>10%</td>
<td>27%</td>
<td>44%</td>
<td>92%</td>
<td>20%</td>
<td>50%</td>
<td>86%</td>
<td>50%</td>
</tr>
<tr>
<td><strong>17/8</strong></td>
<td>46%</td>
<td>53%</td>
<td>96%</td>
<td>68%</td>
<td>10%</td>
<td>0%</td>
<td>43%</td>
<td>23%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>28%</td>
<td>40%</td>
<td>70%</td>
<td>80%</td>
<td>15%</td>
<td>29%</td>
<td>65%</td>
<td>36%</td>
</tr>
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</table>
Key Findings

• A1 Facilities much busier than A19 Facilities
• A1 Facilities generally well used
• Facilities on the A1 significantly more expensive than those just off it
• All facilities offerings are comprehensive
• c. 10% of HGVs were identified as being from overseas
• Generally modern, clean vehicles
• Space for increased utilisation at non-A1 direct sites
Micro-Simulation in Logistics

Andy Leeson

September 7th, 2016
Background

Vehicle Modelling
- Junction design
- Strategic routing

Pedestrian Modelling
- Building design
- Event management

Logistics Modelling
- Facility design & operation
- Investment decisions
Key Features

– Discrete event simulation = Greater Accuracy
  • Each process has a time to complete the task
  • Historic data informs the range of times and probability
  • Therefore a distribution can be used in calculations

– Any number of events can be linked together, in varying combinations

– Ability to run thousands of simulations quickly
  • Performance over several hours, days, weeks, months or years
  • Therefore every combination of events (however unlikely) will occur
  • Outputs are therefore realistic, not simply averages
When to Consider Simulation?

– Strategic Planning:
  • When will my business exceed my facility’s capacity?
  • Extend, refurb, or new site?
  • Where is the best location?
  • New equipment and how many?
  • More staff or automate?

– Design of facilities:
  • New-build (architects)
  • Optimising layout (in-house)

– Investment Planning:
  • Cost-benefit analysis over several years, incorporating predicted growth (or decline)
When to Consider Simulation?

– Tendering for New Contracts:
  • Can you meet the KPIs with existing facilities?
    o Yes – demonstrate evidence to the client
    o No – What changes are needed?

– Resilience Planning:
  • Where are the bottlenecks in the system?
  • In the event of a breakdown / delayed arrival of goods, how does this impact KPIs?
    o Are buffers sufficient?
    o Are there any workarounds?

– Seasonal planning

– Planned maintenance
Simulation – how does it help?

Allows numerous scenarios to be evaluated without risk to a live system

Training staff – models are highly visual, so can assist new staff to familiarise themselves with a facility

Greater certainty when planning change: de-risks the situation
Outputs

– Number / size / capacity of facilities
– Financial returns
– Risk (% failure)
– Staffing requirement / no. of vehicles
Example – Phillips Warehouse
Example – K+N Warehouse
Example – K+N Crate Washing
Thank You

andrew.leeson@aecom.com

September 7th, 2016
North East Freight Partnership meeting

Mike Page
Where are FORS accredited operators based?

- **London**: 33%
- **UK**: 66%
- **Europe**: 1%
FORS accredited members across the UK

January 2015

May 2016
### FORS accredited members in the north east

<table>
<thead>
<tr>
<th>Authority</th>
<th>Bronze</th>
<th>Gold</th>
<th>Silver</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>County Durham</td>
<td>46</td>
<td>7</td>
<td></td>
<td>53</td>
</tr>
<tr>
<td>Gateshead</td>
<td>28</td>
<td>2</td>
<td>3</td>
<td>33</td>
</tr>
<tr>
<td>Newcastle upon Tyne</td>
<td>14</td>
<td>1</td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>North Tyneside</td>
<td>8</td>
<td>1</td>
<td></td>
<td>9</td>
</tr>
<tr>
<td>Northumberland</td>
<td>32</td>
<td>1</td>
<td>2</td>
<td>35</td>
</tr>
<tr>
<td>South Tyneside</td>
<td>1</td>
<td>1</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Sunderland</td>
<td>11</td>
<td>1</td>
<td></td>
<td>12</td>
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<tr>
<td><strong>Grand Total</strong></td>
<td>140</td>
<td>4</td>
<td>15</td>
<td>159</td>
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## North East FORS

<table>
<thead>
<tr>
<th>Status</th>
<th>Jul-15</th>
<th>Sep-16</th>
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<tbody>
<tr>
<td>Bronze</td>
<td>71</td>
<td>140</td>
</tr>
<tr>
<td>Silver</td>
<td>5</td>
<td>15</td>
</tr>
<tr>
<td>Gold</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Operator</td>
<td>No. of vehicles</td>
<td></td>
</tr>
<tr>
<td>---------------------------------------------------</td>
<td>-----------------</td>
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</tr>
<tr>
<td>Enterprise Flex-e-rent - Tyne &amp; Wear</td>
<td>1,283</td>
<td></td>
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<tr>
<td>John Nixon Ltd T/A Nixon Hire (Newcastle)</td>
<td>442</td>
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<tr>
<td>Fergusons Transport Ltd</td>
<td>128</td>
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<td>Thompsons of Prudhoe Ltd (Prudhoe)</td>
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<td></td>
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<tr>
<td>Fergusons - Washington</td>
<td>89</td>
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<td>USL (Washington)</td>
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<tr>
<td>Murray Hogg Ltd</td>
<td>76</td>
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<tr>
<td>James Burrell Ltd</td>
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</tr>
<tr>
<td>Alliance Healthcare (Distribution) Ltd - Newcastle</td>
<td>63</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Workshop No</td>
<td>Presenter</td>
</tr>
<tr>
<td>-----------</td>
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</tr>
<tr>
<td>15 Sept 16</td>
<td>6 &amp; 7</td>
<td>Don Brebner</td>
</tr>
<tr>
<td>13 Oct 16</td>
<td>8 &amp; 9</td>
<td>Mick Kemp</td>
</tr>
<tr>
<td>10 Nov 16</td>
<td>GfB &amp; 1</td>
<td>Graham Holder</td>
</tr>
<tr>
<td>1 Dec 16</td>
<td>2 &amp; 3</td>
<td>Mick Kemp</td>
</tr>
<tr>
<td>19 Jan 17</td>
<td>4 &amp; 5</td>
<td>Don Brebner</td>
</tr>
<tr>
<td>16 Feb 17</td>
<td>6 &amp; 7</td>
<td>Don Brebner</td>
</tr>
<tr>
<td>16 Mar 17</td>
<td>8 &amp; 9</td>
<td>Mick Kemp</td>
</tr>
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</table>
Objective: To have at least one Local Authority in the North East Combined Authority area publically committed to FORS

Three sub-projects:
- Identify Targets
- Develop promotional material and toolkits
- Facilitate adoption of policies

To be completed in the next few months
HGV Parking
Freight on Rail

- Next meeting 15\textsuperscript{th} November at Hitachi – only a few spaces left!
Mapping

Key Destinations
- Addison Industrial Estate
- Airport Industrial Estate
- Algorimn Industrial Estate
- B&Q, Wicks
- Balliol Business Park
- Bede-Simonside
- Bellway Industrial Estate
- Benton Industrial Park
- Benton Business Park
- Blaydon Business Park
- Bolot Business Park
- Bridges Sunderland
- Buddle Industrial Estate
- Campden / Silverburn Industrial Estates
- Cobalt Business Exchange
- Cobalt Office Park
- Commercial Road Industrial Estate
- Coronation Street Retail Park
- Darlington Industrial Estate
- Derwenthaugh
- Oxford International

Caveat for use of Freight Destination Master Map
The freight destination master map provides a list of key destinations, and highway prohibitions for freight in the Tyne and Wear area. You may select a key destination either by hovering the mouse cursor over its icon on the map or by clicking on the related link to the right of the map area. Some key destinations allow you to navigate to a company finder map for route finding purposes, these are highlighted in the list and also have an office location.
Partnership Information

The North East Freight Partnership
Delivering Safe, Sustainable & Efficient Freight throughout the North East of England

Latest News
News Flash
26 February 2016
March Partnership Meeting
We now have an agenda confirmed for the North East Freight Partnership March meeting. Please see below.
As discussed, we are pleased to welcome speakers from Calor and the Low Carbon Vehicle Partnership, we'll have the opportunity to receive updates on initiatives associated with the Partnership.

In Partnership with
Gateshead Council

Events
PORS Workshops B&B: 'Minimising transport fees and charges' and 'Monitoring and measuring road...
Venue: AECOM, Trinity Gardens, Quayside...
Time: 09:00

PORT of TYNE
<table>
<thead>
<tr>
<th>Month</th>
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<th>Jul-16</th>
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Promoting the Partnership

- Annual Leaflet
- Biannual newsletters
- Twitter @tyneandwearFP
- LinkedIn
- Facebook
- Freight in the City
- Commercial Motor
Vulnerable Road Users

- 17/09 – Safe Urban Driving
- 15/10 – Van Smart
- 19/11 – Safe Urban Driving
- 03/12 – Safe Urban Driving
- [www.safeurbananddriving.co.uk/booking](http://www.safeurbananddriving.co.uk/booking)
HGV Cycle Safety Technology

• Agreed basis for trial with CycleAlert, Brigade and Backwatch
• Free products and support
• Matched/matching providers to companies
• Slow to fit tech, limited reach in North East
• Case studies....
HGV Cycle Safety Technology

- Largest aerial platform and access hire companies in the UK
- North East depot based in Gateshead
- Brigade electronics
- Reversing cameras, left turn audible warning systems
- £1,500 per vehicle
- Experienced a significant reduction in the number of incidents and near misses
- No incidents or near misses with cyclists
• Consett, County Durham
• 155 vehicles, 300 trailers
• 4-way surround cameras
• Represented VFM and matched requirements
• Feel that it leads to a safer environment for road users
<table>
<thead>
<tr>
<th>College / University Name</th>
<th>Course name</th>
<th>Contact</th>
</tr>
</thead>
</table>
| **Northumberland College** | Apprenticeship in Light Vehicle Maintenance Level 2  
Advanced Apprenticeship in Heavy Vehicle Maintenance Level 3  
Diploma in Heavy Vehicle Maintenance and Repair Principles Level 2 | (01670) 330 660 or email advice.centre@northland.ac.uk |
| **East Durham College** | C&G Level 2 Diploma in Light Vehicle Maintenance & Repair Principles (QCF)  
C&G Level 1 Certificate in Tyre Fitting Principles  
C&G Level 1 Diploma in Vehicle Maintenance  
C&G Level 3 Diploma in Light Vehicle Maintenance & Repair Principles | Student Services on (0191) 518 8222. |
| **New College Durham** | Level 2 Diploma in Light Vehicle Maintenance & Repair Principles  
Level 3 Diploma Light Vehicle Maintenance & Repair Principles  
Level 1 Diploma Motorcycle Light Vehicle Maintenance  
Level 1 Diploma Motor Vehicle Studies  
Level 3 Advanced Apprenticeship Motor Vehicle  
Level 2 Intermediate Apprenticeship in Motor Vehicle  
Level 2 Diploma Motorcycle Service & Repair Principles | help@newdur.ac.uk or (0191) 375 4000 |
| **South Tyneside** | C&G Level 2 Diploma in Vehicle Systems Maintenance  
C&G L2 Dip Vehicle Accident Repair (Body Repair) (4291-12)  
C&G L3 Dip Vehicle Accident Repair (Body Repair) (4291-13)  
C&G L2 Dip Vehicle Accident Repair (Paint) (4291-22)  
C&G L3 Dip Vehicle Accident Repair (Paint) (4291-23)  
C&G Level 1 Diploma in Vehicle Systems Maintenance  
C&G Entry 3 Diploma in Introduction to Vehicle Systems Maintenance  
C&G L1 Dip Vehicle Accident Repair (Body Repair) (4291-11)  
C&G L1 Dip Vehicle Accident Repair (Paint) (4291-21)  
C&G Level 3 Diploma in Light Vehicle Diagnostic & Repair Principles | http://www.stc.ac.uk/pvc/contact_form.php |
<table>
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<tr>
<td><strong>Sunderland University</strong></td>
<td>Master of Business Administration (Supply Chain Management) MBA</td>
<td>Course Leader: Karen Wharton  The Faculty of Business and Law  Tel: 0191 515 3341  Email: <a href="mailto:emrteam@sunderland.ac.uk">emrteam@sunderland.ac.uk</a></td>
</tr>
<tr>
<td><strong>Newcastle University</strong></td>
<td>Operations Management, Logistics and Accounting MSc  Operations Management (Dual Award)  Freight Transport Logistics  Rail and Logistics PGCert  Rail and Logistics MSc  Rail and Logistics PGDip  Operations, Logistics and Supply Chain Management MSc  Mechanical and Low Carbon Transport Engineering MEng Honours</td>
<td>Dr Graeme Heron  Lecturer in Operations Management  Email: <a href="mailto:graeme.heron@ncl.ac.uk">graeme.heron@ncl.ac.uk</a>  Telephone: +44 (0) 191 208 1690  Dr Ying Yang  Senior Lecturer in Operations Management DPD MSc OSCM, OMLA and Dual Degree  Email: <a href="mailto:ying.yang2@ncl.ac.uk">ying.yang2@ncl.ac.uk</a>  Telephone: +44 (0) 191 208 1593</td>
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<tr>
<td><strong>Durham University</strong></td>
<td>MSc Management (Supply Chain Logistics)</td>
<td>Tel: (0191) 334 5295</td>
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<tr>
<td><strong>Northumbria University</strong></td>
<td>Business with Logistics and Supply Chain Management MSc  MSc Global Logistics, Operations and Supply Chain Management with Study Abroad  MSc Business with Logistics and Supply Chain Management with Advanced Practice  MSc Global Logistics, Operations and Supply Chain Management with Advanced Practice  Global Logistics, Operations and Supply Chain Management MSc  Business with Logistics and Supply Chain Management BA (Hons)  Logistics and Supply Management BA (Hons)</td>
<td>Tel: (0191) 227 4453 or <a href="mailto:et.admissions@northumbria.ac.uk">et.admissions@northumbria.ac.uk</a></td>
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<td><strong>Gateshead College</strong></td>
<td>Level 1 Motor Vehicle Studies  Level 1 Vehicle Body Repair &amp; Paint Refinishing  Level 2 Motor Vehicle Body Repair &amp; Paint  Level 2 Motor Vehicle Service &amp; Repair  Level 3 Body Repair and Paint Refinishing  Level 3 Vehicle Maintenance &amp; Repair</td>
<td>0191 490 2246 or email <a href="mailto:start@gateshead.ac.uk">start@gateshead.ac.uk</a>.</td>
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</tbody>
</table>
Conclusion

- Dates of next meetings:
  - Rail Group November 15th (Hitachi)
  - Partnership December 7th (TBC)

Thank you to Durham County Council for arranging a venue for the meeting
- Thank you for attending today and external speakers