

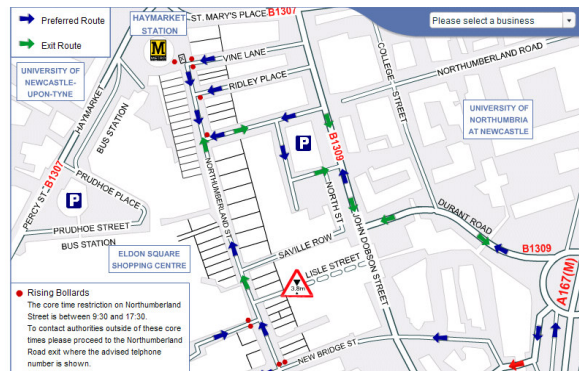
Tyne and Wear Freight Partnership

Newsletter

January 2009

Mapping

The planned updates to the 11 individual destination maps have been completed and posted onto the website www.tyneandwearfreight.info. The next stage of the development for the mapping was to produce a map that was interactive. Northumberland Street was chosen as the most appropriate location for the pilot of an innovative type of mapping. There is consideration given to the requirement of being able to print maps, therefore the original map link remains as an identified field, with the newly developed interactive map alongside. The map identifies the locations, contact details and delivery point of the individual retail outlets. The rising bollards restrictions are identified in a key box. The appropriate routes are shown using oscillating action arrows. The map is the first stage of mapping that can host different information relevant to the location.



The distribution of the maps to the individual companies poses problems especially in locations such as Team Valley where the over 600 companies located in one are. Solutions to address the particular problem will be investigated and sourced.

2009 Leaflet

An updated leaflet has been produced to inform of the work undertaken in year 4. The draft of the leaflet was sent to the partners for review and comments. Amendments were made to the 1st draft taking into account the comments. One of the comments asked for a change in colours which the reader can see has been implemented. The final draft was again sent out for review. The leaflet went to the preferred supplier for a print run of 700 copies. Distribution will take place in January to 300 recipients, most of which will get one copy, however the local authorities, the freight associations and other partners will receive multiple copies for further distribution.



Loading and Unloading Arrangements

Effective arrangements are important for the efficient movement of freight. Parking problems for goods vehicles can be encountered, particularly when there are enforcement issues. The purpose of the study is to review the current loading and unloading arrangements. The local authorities and operators were consulted to find out if there were any locations where there are problems. The trade

associations (FTA & RHA) were asked to insert a piece about the subject into their newsletters, which they did.

Subsequently three areas have been investigated - Shields Road (Byker), Chillingham Road, (Heaton) and Main Road (Crawcrook), which was suggested by the local authority and an operator. The study recommends the development of schemes for Chillingham Road, Heaton and Main Street, Crawcrook as a priority. It is also recommended that options for Shields Road are explored with Newcastle City Council. The findings of the study are documented in a report, which was circulated at the meeting. It was agreed that the next stage should be to consult with the relevant local authority to proceed with designing the schemes.

Freight on Rail

The report investigates the national, regional and local investment prospects relevant to Tyne and Wear. The report also reviews the prospects of the Ashington, Blyth and Tyne Line (ABT) currently used for freight from the Port of Blyth to the Alcon site at Lynemouth and the Leamside Line which is a disused line from Tursdale in Durham to Pelaw in Tyne and Wear

An application has been submitted for the building of a clean burn power station at Cambois, Blyth on the north side of the river. If this is successful the supply of coal via the port will be 40% with the remainder supplied by rail from Mossend, Scotland and the Port of Tyne.

Lorry Parking Facilities

Discussions are progressing to develop the proposed lorry Par. The Development Control department in the local authority is to attend a meeting with the management of the facility to ensure the planning application is in the correct format to progress quickly and successfully to acceptance.

Consolidation Centre

The project has now progressed from stage 1 where the goods movements were investigated. Stage 2 has asked for expressions of interest to run the centre operation which was initially to supply Eldon Square, but the new thinking is to incorporate the MetroCentre and the centre of Newcastle. A current and successful operation has been visited to understand the logistics of such a site

Proposed Awareness Event

After the success in the CILT awards it has been decided by the Partnership to host an Awareness event in February key speakers are to be invited along with a number of freight operators, politicians, North East Steering group and members of the Partnership. Invites will be sent by post to attend the event to be held in Newcastle Civic centre.

Tyne Tunnel

At the last Strategic Partnering Forum the Silverlink Roundabout was discussed on how to free up the movement of traffic when the tunnel is in full operation. It is hoped that work by the Highways Agency will be brought forward to increase capacity in the short term, until the full upgrade planned for 2013.

(CIVITAS) Conference

A representative of the Local Transport planning team attended a conference held in Gothenburg on December 10-11th. The purpose of CIVITAS is to share best practice with other organisations

throughout. The scheme promotes sustainability for small to medium sized freight operations to reduce congestion in urban goods transport.

Tyne Bridge Restriction Warning Sign

The absence of signing was highlighted by a number of operators during the Operator Face to face interviews. Newcastle City Council in Partnership with Gateshead Council has designed an appropriate sign for the bridge restrictions. Due to the Tyne Bridge being classified as a Listed Structure the signs cannot be attached to the bridge therefore the signs will be erected prior to the bridge where the southbound will be before the bridge on the Central Motorway and the northbound prior to the A184 Askew Road junction. The Gateshead sign will look as follows:

Notes:
1. Sign plate to be set a minimum distance of 450mm from the edge of carriageway
2. A distance of 2.1m should be maintained between the lower edge of the advance warning sign and the footway

Scheme Ref: 2017		
Sign Ref: TS1	x-height	75.0
Letter colour: WHITE/YELLOW	SIGN FACE	
Background: GREEN	Width	3020mm
Border: WHITE	Height	1750mm
Material: Class 1	Area	5.30sq.m
Support Details:		
A		

Scheme Ref: 2017		
Sign Ref: TS2	x-height	75.0
Letter colour: WHITE	SIGN FACE	
Background: GREEN	Width	1190mm
Border: WHITE	Height	1095mm
Material: Class 1	Area	1.52sq.m
Support Details:		
A		

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Development and Enterprise	
Structure No.002, Tyne Bridge Restricted Headroom Signage	
	DATE: October 2008
DESIGNED BY: D Hargreaves	DRAWN BY: N Frier
CHECKED BY: I Gibson	DATE: 05/06/10
Michael Garrett B.Sc., D.M.S., C.M.B.L.T., M.I.M.T., Head of Transport and Highways	

Abnormal Load route Map

The Steering Group agreed at the December meeting, that the Abnormal Loads Route Map should be included in the Tyne and Wear Partnership Website. the original version will be reviewed to include any updated information. A Police contact list was suggested to be included which will take place early in 2009.

The Highways restriction Map will require further work to ensure all the restrictions are included and to make the file more user friendly. This will be carried out in year 5 tasks.

Get Involved

You are welcome to attend the next meeting, which is to be held on **12th March 2009 (10.30am) at Newcastle Civic Centre**, the room to be confirmed. For more information please contact Michael Page by email on michael.page@fabermaunsell.com. Alternatively call Mike on 0191 224 6512.