

## Settle Area Freight Quality Partnership Meeting 1300 13th February 2013

### Attendees

County Cllr R Welch	NYCC (FQP Chair)	RW
Ben Ayres	Hanson Aggregates	BA
Lee Staveley	LJS Transport	LS
Mark Corner	Langcliffe Parish Council	MC
Raymond Jones	Giggleswick Parish Council	RJ
Dave Staveley	Craven District Council	DS
Joy Calvert	Settle Traffic Action Group	JC
Dave Parrish	YDNPA	DP
Tim Cowling	Tarmac	TC
Andrew Kent	Tarmac	AK
Michael Cardus	Lafarge	MC
Donny Whaites	Craven District Council	DW
Ken Martin	NYCC	KM
James Gilroy	NYCC	JG
Victoria Hutchinson	NYCC	VH

### Apologies

Pat Harding	Friends of Upper Ribblesdale
Mick Lambert	Lafarge
Ross Halley	Lafarge
Ian Robertson	Settle Town Council
Colin Sunter	Horton in Ribblesdale Parish Council
John Mason	Settle Chamber of Trade
Floyd Schofield	Floyd Schofield Haulage
Michael Fox	Miles Fox Haulage

### 1.0 Introduction and Apologies

Introductions and apologies were made.

Victoria Hutchinson was introduced to the group. Victoria has taken over responsibility for the FQP from James Gilroy, who has moved roles within NYCC

Tim Cowling was introduced to the group. He has replaced Margaret Carr as the site Tarmac Site manager at Arcow Quarry.

John Mason had recently left Settle Chamber of Trade. Awaiting a replacement representative.

## **2.0 Review of summary notes from previous meeting / matters arising.**

The notes and actions from the previous meeting were discussed.

Points were raised regarding the lorry parking area and extension to the recycling centre at Sowarth Fields Industrial Estate. DS advised that discussions were on-going between NYCC and CDC regarding this site.

VH advised that the Settle Area routes map had been updated following the FQP meeting in September 2012. There was discussion on the map, particularly in reference to the use of the B6480 from Bridge End up Buck Haw Brow to the A65. DS was concerned that by stating the route as agreed that it could potentially encourage HGV traffic along this road past the schools when there was likely to be a high level of traffic, parked cars, buses and pedestrians during school pick up and drop off times.

MC stated that he felt the route via Buck Haw Brow was more appropriate for HGVs rather than travelling through Settle Town Centre, as it was more likely that pedestrians (including school pupils) would be at risk than outside the schools and swimming pool.

RW commented that this had been discussed at length over the past 10-15 years and the role of the FQP was to develop mutually acceptable solutions to HGV issues in the area, and that NYCC would not be supporting a weight restriction on either route.

Following further discussion by the group, the following actions related to the map were proposed.

1. A key should be added to the map
2. The map should be sent to the Dairy
3. School times to be highlighted on the map
4. Areas of additional driver caution to be added to the map (near schools and Duke Street / market place in Settle).
5. Larger versions of the map (A3 size) to be supplied to the quarries to be displayed at gatehouses / driver rest rooms etc.
6. Quarry action line number to be added to the map and details of FQP Webpage

**Action** VH to arrange for actions above to be carried out.

It was also suggested that Settle College should be contacted to get some feedback. Pedestrian barriers on the route past the College were discussed, however it was felt that they were not appropriate in this location as they were likely to cause a road safety issue.

The quarries commented that HGV use was due to decrease further from existing levels over the next few years. In 2014 road tonnage from Lafarge Dry Rigg was due to drop from 350000 tonnes to 150000 tonnes. Arcow road volumes had already dropped from

350000 to 250000 in 2012. If a railhead was to be introduced at Arcow then this would drop further to 150000 tonnes.

For reference an 8 wheeler vehicle is capable of carrying 20 tonnes of material and an articulated vehicle is capable of carrying 25 tonnes of material.

### **3.0 NYCC Update on Activity**

#### **3.1 Sleep Zone Monitoring**

VH presented data on the performance of the sleep zone (graphs on pages 8 and 9 of the minutes). There remained in general a good level of adherence to the voluntary sleep zone. There was still some level of activity during the sleep zone, however this was minimal.

Under the conditions of the planning consent at Horton Quarry the revised opening times for Monday to Friday are 06.30 to 17:00 (effective from 22<sup>nd</sup> February 2013). Therefore the sleep zone now finishes at 0600 instead of 0530. The data presented at the next meeting will show any changes.

#### **3.2 Traffic Levels**

VH presented several summary graphs that showed HGV usage on the B6479 (near the old youth hostel at Stainforth) and the B6480 just south of Settle (graphs on pages 10 and 11 of the minutes)

HGV traffic levels have continued to drop since 2009; this was due to a mixture of numerous factors including the economic downturn, the reduction in output from Arcow Quarry.

NB: Due to problems with data recording HGV flows by hour were not presented for 2011 for the traffic counter site on the B6479. The errors with the 2011 data mean that HGV traffic flows for the whole year are not available.

#### **3.3 Settle Quarry Action Line**

All parish and town councils have been given information on the quarry action line.

9 complaints had been received by the action line between 01 September 2012 and 31 January 2013. Details of the complaints and actions taken are listed below:

Several complaints were received in November from the same gentleman regarding wagon speeds through Settle. He was advised that his complaints were being logged and drivers were advised, who all denied speeding. He was advised if he felt this was a regularly occurring problem he should contact the police.

1. 2/10/12 - Complainant was driving near Watershed Mill (keeping up with daughter cycling on the pavement) when 2 quarry vehicles passed her, above 30mph, one was a tarmac vehicle the other unknown. No registrations given. Action – Tarmac informed they will track down the vehicles if possible and take action.
2. 8/10/12 - Complaint of white wagon going through Austwick/Wharfe.  
Action – The wagon went into Dry Rigg, had never been there before, he'd realised his error once on that road.
3. 15/10/12 - Complaint – Car containing mother & child was clipped and damaged by LJS vehicle on 15th March 2012. The car was on Bond Lane at the junction of Station Road. After the incident the car driver followed the wagon onto Sowarth Industrial Estate where she spoke to the driver of the wagon who apologised and said it would be sorted out with the insurance. This had not happened.  
Action – Spoke to Lee Staveley and insurance details have been exchanged, confirmed that a without prejudice to liability payment had been made.
4. 25/10/12 - Complaint – 9am red and white wagon going down Wharfe towards Austwick.  
Action – Spoke to Horton, red & white wagon loaded there but was delivery into Wharfe/Austwick.
5. 29/10/12 – 9am pale blue wagon going down Wharfe towards Austwick. 9am, pale blue wagon. No registrations taken.  
Action – Not enough information to trace the pale blue wagon, none of the quarries are aware of this vehicle.
6. 09/11/12 - 3 vehicles reported speeding through Settle (outside Barclays bank) between the hours of 10am – 1.30pm. Registrations given.  
Action – Hansons informed, not any of their trucks. Tarmac to speak to drivers.
7. 15/11/12 - Wagon going out of Settle thought to be speeding.  
Action – Spoke to W.Robinson (Bilsborrow) they are to have a word with the driver in question.
8. 17/12/12 - Wagon speeding through Settle opposite the bank. The caller is going to ring the police next time.  
Action – Wagon in question is a Tarmac wagon, advised Tarmac to have a word with the driver.
9. 31/01/13 - Lafarge vehicle coming up through Wharfe.  
Action – Spoke to driver, he had followed his Sat Nav and not been here before.

#### **4.0 Update from the Quarries on current activity**

##### Tarmac – Arcow

Tarmac and Lafarge are now part of a Joint Venture and form one business; this was formally agreed on the 7<sup>th</sup> January 2013. The Arcow and Dry Rigg sites supply different

markets. As such the joint venture will have no significant impact on traffic levels in the Settle Area.

Rail development is progressing. Designs are being worked up with a view to submitting a planning application but there is no definite timescale yet, late summer 2013 (best case scenario). It would then be decided by the YDNPA planners and planning committee. The plans are likely to use the existing rail bed linking from the Settle Carlisle Railway. The earliest that a rail link would be operational would likely be late 2014/early 2015.

There currently is a S106 agreement in place limiting road volume to 150000 tonnes per annum once a rail siding is commissioned. Last year production was in the region of 180000 tonnes.

If a railhead was to be built, it would not remove all road freight, as many sale locations are served by road only and do not have direct access to a rail facility for unloading material from Ribblesdale. However, it was confirmed that a significant volume of Arcow's sales could be transported effectively by rail once the siding was commissioned.

Tim Cowling had recently replaced Margaret Carr as manager at Arcow.

#### Lafarge – Dry Rigg

As per Arcow update, Tarmac & Lafarge are now part of the same organisation; Output in 2012 was 280000 tonnes. In general it has been a relatively quiet year. Volumes on road to be limited at 150000 tonnes per annum at the end of 2013. Dry Rigg will only be able to increase production once an Arcow rail siding is commissioned. As with Arcow, it is considered effective to use the rail for a proportion of sales but there will always be a requirement to use road haulage.

#### Hanson – Horton

All hauliers have been written to remind them of the changes in opening times and the fact the HGVs must now refrain from travelling through Settle before 0600 Monday to Friday. Following this change to sleep zone hours, further monitoring will be completed to identify how this change has impacted on the local community.

An application has been submitted regarding the movement of silt material from Ingleton Quarry to Horton Quarry. This would help to reinstate the blue lagoon at the Horton site. Hanson is currently in discussion with Horton in Ribblesdale Parish Council.

Production levels in 2012 were in the region of 450000 tonnes, lower than the permitted level of 600000 tonnes. Estimated production levels for 2013 are again likely to be in the region of 450000 tonnes.

Following a meeting between Hanson Communication manager David Weeks and the FOUR group, Hanson are looking at several options to further reduce the impact on the local community. One of these proposals includes limiting activity on Saturdays from Horton, by only allowing urgent deliveries from this site. Hanson are currently looking at this in more detail.

No further work has been undertaken on the rail proposals. Hanson are currently going through a reorganisation process. A new regional director has been appointed and it is likely that rail options will be explored after the restructure has been completed.

Hanson are currently investigating extending the lifespan of Ingleton Quarry where planning permission expires in 2018. It is likely that a scoping report will be presented to YDNPA in early summer 2013, with a proposal to submit a planning application towards the end of 2013.

Conditions of planning consent – revised opening hours for Mon-Fri 6.30 – 1700. Saturday Letter that will be sent to all the haulers that use Horton Quarry. There will also be a notice at the weighbridge to inform drivers of the changes at Horton and the revised time for the sleep zone through Settle.

### **5.0 Update from YDNPA on planning issues.**

Only relevant issue at the moment is the proposed silt movement from Ingleton to Horton. No other issues are being dealt with or considered by YDNPA at this time.

### **6.0 Providing Information to the public**

Minutes and other associated documentation, including the routes map will be made available on the website [www.nypartnerships.org.uk/safqp](http://www.nypartnerships.org.uk/safqp)

### **7.0 Driver Training**

Margaret Carr from Arcow was leading on this. However as she has now left Tarmac, information to be sent to TC to see if he can progress.

JG confirmed that an information sheet was pulled together 2 years ago. Could be possible to refresh this and use. The aim of the driver training notes etc. was to remind drivers of the issues - it is appreciated that the vast majority of HGV drivers behave accordingly, however it was felt that at times some behaviour could be improved.

### **8.0 Vehicle Activated Signs (VAS)**

A temporary VAS protocol had been developed and approved by NYCC. This allows for Parish Councils to apply to share a temporary VAS device with other parishes. The costs

for this are in the region of £700 per year per parish. The aim is for parishes to share the sign with 2 other parishes. An opportunity could exist for parishes to work closely with the quarries to fund VAS signage.

## **9.0 Timber Transport Issues**

Planning permission had been approved for a new track linking Cam Woodland to Far Gearstones on the B6255.

Timber haulage was continuing from Greenfield Forest to Ribblehead Sidings. This is now one of the leading multi modal timber freight sites in the UK. Harvesting is due to recommence in March / April 2013 with trains from Ribblehead to Chirk starting again late March 2013. The operator is now looking at 3 trains per week.

**Action** VH to send Hanson further info on the Timber FQP

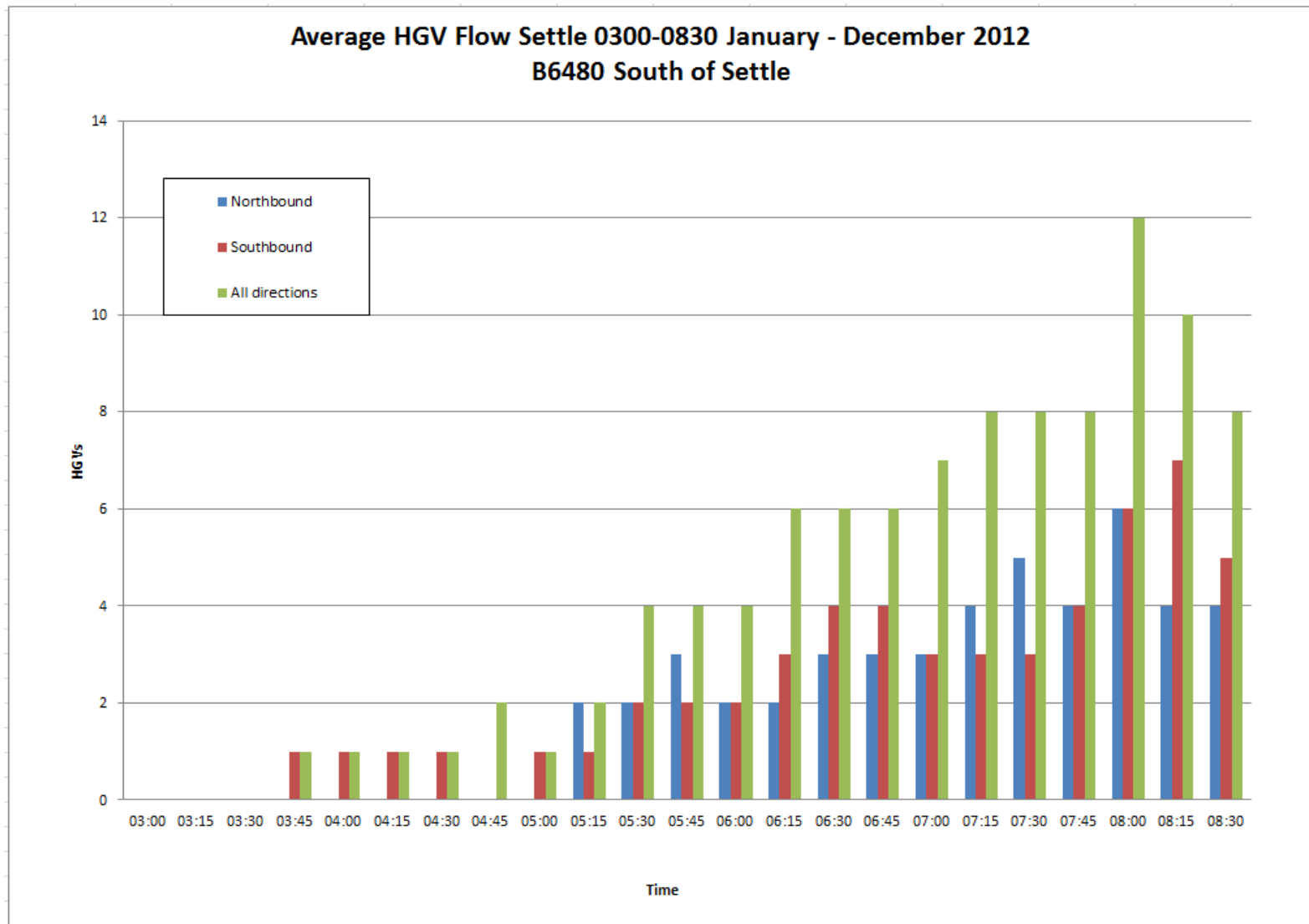
## **10.0 Any other Business**

All future communication ref the FQP should be directed to VH and not JG.

## **11.0 Date and time of next meeting**

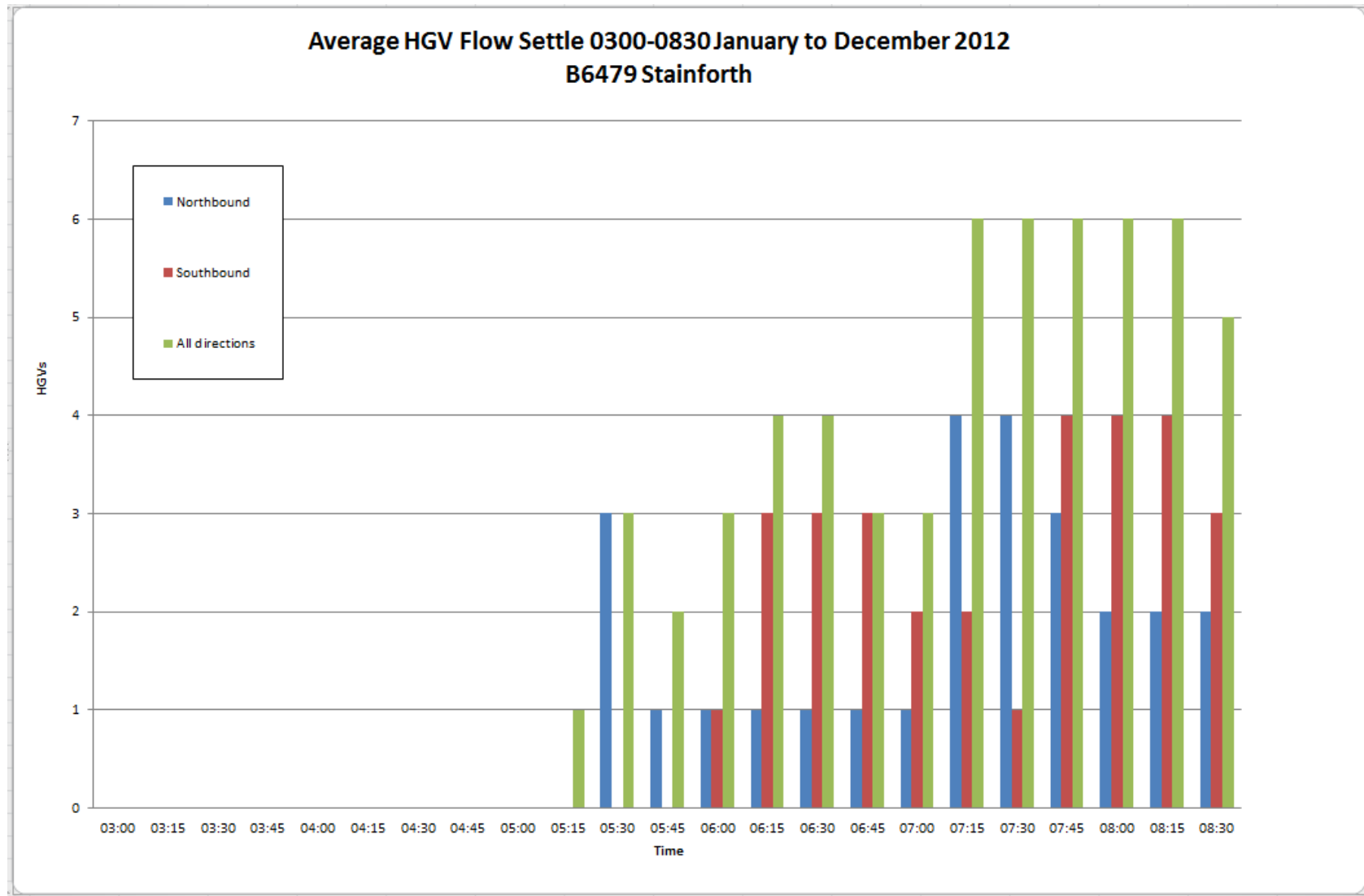
To be held on a Wednesday in September 2013 - 1300 start.

## Sleep Zone Monitoring

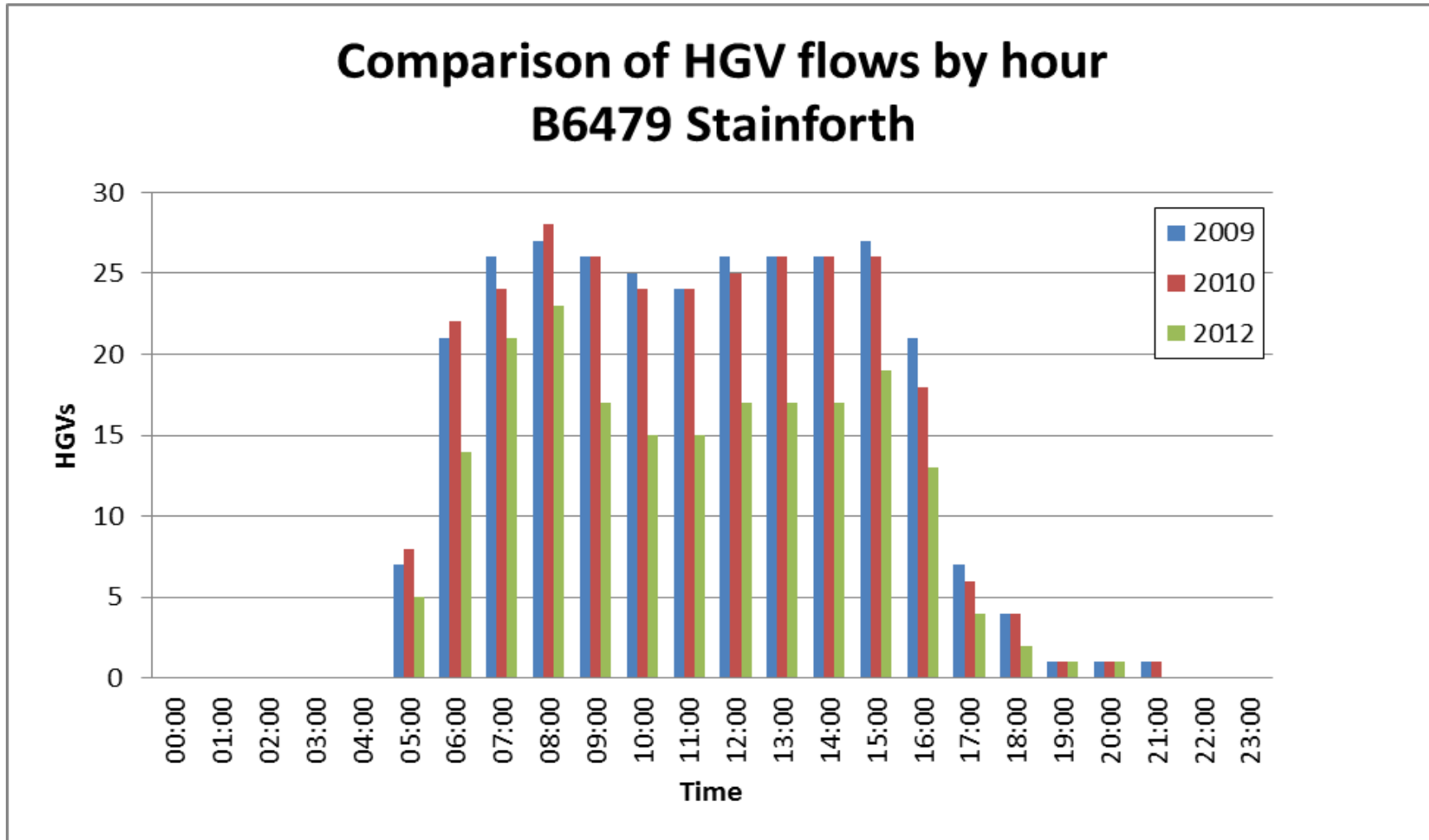




### Sleep Zone Monitoring



Traffic Levels



Traffic Levels

