

Settle Area Freight Quality Partnership Meeting 1330 19th September 2012

Attendees

County Cllr R Welch	NYCC (FQP Chair)	RW
Ken Martin	NYCC	KM
Andrew Kent	Tarmac	AK
Raymond Jones	Giggleswick Parish Council	RJ
James Gilroy	NYCC	JG
Ben Ayres	Hanson Aggregates	BA
Donny Whaites	Craven District Council	DW
Dave Parrish	YDNPA	DP
Floyd Schofield	Floyd Schofield Haulage	FS
Dave Staveley	Craven District Council	DS
Mick Lambert	Lafarge	ML
Lee Staveley	LJS Transport	LS

Apologies

Ross Halley	Lafarge
Trevor Reynolds	Giggleswick Resident
Ian Robertson	Settle Town Council
Colin Sunter	Horton in Ribblesdale Parish Council
Mark Corner	Langcliffe Parish Council
Joy Calvert	Settle Traffic Action Group
John Mason	Settle Chamber of Trade
Margaret Carr	Tarmac
Michael Fox	Miles Fox Haulage

1.0 Introduction and Apologies

Introductions and apologies were made.

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

The notes and actions from the previous meeting were discussed. Item 3.0 of notes from meeting 21st Feb 2012 indicated incorrectly that the opening time of Horton would change to 0700 in 2015. The change to 0700 opening time will actually take place in 2016.

3.0 NYCC Update on Activity

3.1 Sleep Zone Monitoring

JG presented a summary of HGV traffic levels on the B6480 south of Settle and the B6479 at Stainforth (these are included with these notes). Data was available from 0300 through to 0830.

In general the voluntary sleep zone (no movement's pre 0530) seems to be adhered to; the only movements NB on the B6479 towards the quarries are after 0530. It was noted that it would be interesting to see how these flows shift based on the change to 0630 start at Horton in the New Year.

Note- The anomaly of the readings for 0445 on the B6480 and 0515 on the B6479, where an all direction flow is shown, with no corresponding NB or SB flows being present, is due to the average flows of NB / SB being less than 0.5 (which is rounded down to zero), being combined to give all direction flow or 0.5-0.99 (which is rounded up to 1).

JG reiterated that the traffic levels were averages only and as such there may be instances when HGV traffic levels will differ from those presented.

3.2 Traffic Levels

The comparison hourly flows between 2011 and 2012 (Jan – July for both years) was discussed. HGV flows in Stainforth were lower in 2012 than 2011; however flows in Settle were higher in 2012 than in 2011. No explanation could be found for this. Data is to be reviewed again for the whole years of 2011 & 2012, and discussed at the next meeting in February 2013.

3.3 Settle Quarry Action Line

8 complaints had been received by the action line between 01 January 2012 and 31 August 2012. These were as follows;

1. 28.02.2012 – Stone on road from Watershed Mill right through Settle.
Action – Staff from Lafarge investigated source of material. Black type 1 aggregate from Horton. Hansons investigated to establish which vehicle it had come from.
Road was swept to remove material from road.
2. 13.03.2012 – Collinsons vehicle with no sheet on top- dust blowing from trailer.
Action – Vehicle had come from Arcow- Haulier contacted and instructed to stop and sheet up immediately.

3. 19.04.2012 – Stubbs vehicle travelling near Wharfe village- through 7.5tonne restriction.
Action – Vehicle was delivering to nearby farm. Informed person who had raised this issue to make them aware why the vehicle was there.
4. 29.06.2012 – Complaint of an HGV following too close to a car near Stainforth and entering Settle. Details of vehicle supplied by caller.
Action- Identified vehicle (Thursbys) originated from Horton. Hansons informed, and haulier spoken to.
5. 24.07.2012 – Vehicle identified driving on wrong side of road at speed, on Gisburn road, close to a slow down sign.
Action – Haulier (LJS) identified and made aware of the issue. Haulier to speak to driver regarding his driving.
6. 02.08.2012 – Vehicle and horsebox waiting to cross road & turn into Langcliffe on the brow of a hill. Driver's daughter was outside of the vehicle watching for traffic coming. 2/3 Hargreaves vehicles came and offered to stop to allow horsebox to cross, but they were waved on. Yellow wagon & Hargreaves wagon waiting behind her. As she has turned the driver of the yellow wagon has spoken to her in an abusive manner swearing and shouting.
Action – Have established the vehicles waiting behind her were Carefoot & Hargreaves vehicles, both loading from Dry Rigg. Carefoot driver denied saying and claims there was a 6 or 8 wheeler in front of him. Further investigation and discussion with the caller have identified that it was the Carefoot driver. Carefoot have been warned and instructed to speak to their driver about his behaviour.
7. 20.08.2012 – 8 wheeler William Kirkby driving at 38mph through Settle.
Action – Vehicle originated from Horton. Hansons have been informed.
8. 28.08.2012 – 3 Wagons in a row going through Settle together on a market day. 3rd Wagon was a Robinson. Caller was under the impression wagons can't go through more than 2 at a time.
Action – Explained to the caller that quarries do try to stagger wagons leaving to avoid convoying. Unfortunately despite this due to circumstances beyond the quarries control, it can still happen. Caller advised that if he felt it was persistent problem, to contact the action line again.

4.0 Update from the Quarries on current activity

Tarmac – Arcow

Volume this year was lower than forecast, as a result of several machinery breakdowns. Planning was in place up to 30 June 2015, with planned restoration of this site taking place

in 2016. No significant progress had been made in respect of the rail sidings at Arcow that could potentially serve Dry Rigg. It is likely that this will not be progressed further until the joint venture between Tarmac and Lafarge had been finalised.

Quarry lighting – would now be switched off by 2230 – Monday Thursday, to allow for the safe operation of the maintenance shift.

Hanson – Horton

No significant progress has been made since the last meeting in Feb 2012 on developing the rail link to the quarry. Costs quoted from Network Rail were high (several million pounds). BA has provided an update note to David Parrish for the 9th October planning committee at the National Park Authority. Further discussions and negotiation with Network Rail is required along with the preparation of supporting documents to justify the significant capital expenditure,

The project will then have to go through normal approval processes, and, if approved, is unlikely to come to fruition before 2013/14.

Hanson like many companies in the construction industry were experiencing difficult trading conditions, and progress on the project could well be held up while the outcome of further rationalisation of the business takes place.

Horton Quarry (which has both Limestone and Gritstone reserves) is seen as a long term replacement to Ingleton Quarry.

A Rail link could help to realise the potential of the site and allow for increased production levels as the amount of material that could be moved by road is capped by legal agreement at 600,000 tonnes per annum.

Upon exhaustion of all reserves at Ingleton Quarry sales of both Limestone and Gritstone mineral could be made from Horton but whilst transferring some deliveries to rail from Horton quarry will help to reduce lorry movements of certain products across the Park it is not expected to reduce substantially the need to transport mineral by road as the majority of Hanson current customers have no access to rail depots and road haulage therefore remains the only viable option.

Some concerns have been raised in the past by Horton PC in respect of night time loading of rail loads, with the noise and light pollution that this could bring. Initial discussions have identified that daytime slots exists on the rail network, which could alleviate this issue.

Planning permission is in place until 2042, with substantial planned and unplanned reserves (subject to grant of planning permission) being identified.

Ribblehead sidings are continuing to be used for timber haulage; this agreement has been further extended.

Lafarge – Dry Rigg

Output in 2011 was 320,000 tonnes; estimated output for 2012 is 260,000 tonnes. Some material is being transported to railhead near Blackburn, 2-3 trains per week were being despatched prior to June, and since June no trains have been moved. Delays on construction projects, A11 in Norfolk, have impacted output.

Works on a new screen-house will be completed by the end of the year, which will reduce waste, dust and emissions. School visits, continue, and a link with Malham field centre have been set up, with sessions tailored to the needs of students.

No further progress on rail links. The permitted annual tonnage for Dry Rigg will drop at the end of 2013.

Cllr Welch raised the possibility of organising a visit to the quarries by Julian Smith MP, to show how the quarries operate.

Action – RW to liaise with quarries to organise this visit.

5.0 Update from YDNPA on planning issues.

Planning permission for Dry Rigg extended to 2021 and Arcow to June 2015. A report is being presented to YDNPA planning committee on 9th October, providing an update on progress of rail links to the quarries.

This report can be accessed on the following link, after 5th October 2012.

www.yorkshiredales.org.uk/planning/planningcommittee/planning-october-2012

6.0 Settle Regeneration Study

The Settle Regeneration Study was discussed. Copies of the executive summary were distributed to members of the FQP. The full document can be viewed online at the following address

www.settle.org.uk/settle-study-report-2012

The report identified HGV traffic as a main barrier to the further development of Settle. Concerns were raised amongst FQP members that neither the quarries nor FQP had been consulted in preparation of the report. Lafarge had contributed some funding to the preparation of the report.

It was felt that the report did not consider the work that the FQP had been doing, voluntary sleep zone / quarry action line etc and also the potential for increased rail freight and a drop in production predicted over the next 5 years as Arcow closes, and Dry Rigg volume is capped.

Action - FQP Members were asked to read through the report in detail and provide comments to JG, so a combined response can be provided from the FQP.

JG to contact authors of the report to ascertain what the remit of the report was and discuss some issues in more detail.

7.0 Providing Information to the public

7.1 FQP Webpage

JG confirmed that an FQP webpage had been set up:

www.nypartnerships.org.uk/safqp

This provides basic information on the FQP and would be used to display further useful information on the FQP and also provide a home for notes and reports from FQP meetings.

As part of the development of the webpage, a draft routes map for HGVs in the Settle Area had been produced. This was distributed to FQP members. Several amendments were suggested by members.

Action JG to update routes map to reflect these changes.

7.2 Quarry Action Line

Action JG to send details of quarry action line to Parish Councils to be displayed on parish notice boards etc.

LS suggested that he could get the quarry action line number added to the side of his trailers in large numbering. It was suggested that stickers on the back trailers would be better, however due to the Chapter 8 requirements for vehicles on highway maintenance sites it was not possible to position the telephone details on the rear of the trailer.

It was also suggested that a notice board / map is placed in the lay-by just north of the B6480 / A65 roundabout. KM advised that it would not be feasible if the notice board was placed on highway land.

7.3 Press & Publicity

RW suggested that it could be sensible to produce a press release / community update for to outline current volumes of production at the quarries and also the current positioning respect of rail use, actions put forward by the FQP.

Action JG to look at pulling an update together.

8.0 Driver Training

Margaret Carr from Arcow is working on pulling together a driver information sheet. This should be available soon. JG to forward to all FQP members, and quarries to distribute to drivers and hauliers.

9.0 Vehicle Activated Signs (VAS)

KM discussed the Permanent VAS protocol, which outlined where and when VAS signs could be considered. Permanent VAS could only put in place where there was a proven speed related accident issue. Permanent sites lose their effectiveness as drivers become used to them and can ignore them.

The Temporary VAS protocol is in development by NYCC. This could potentially enable groups of parishes to purchase a VAS, which could then be moved around to different locations, increasing their effectiveness.

Action KM to supply more details on this.

10.0 Timber Transport Issues

Haulage from Greenfield via Newhouses to Ribblehead ongoing. Ribblehead taking timber from Greenfield and forests in Cumbria, towards Garsdale. A planning process is ongoing looking at new route from Cam Woodland to Gearstones.

11 .0 Any other Business

JG has changed jobs at NYCC and as such will be handing over responsibility for Freight issues to Victoria Hutchinson, who is starting at NYCC on 24.09.2012

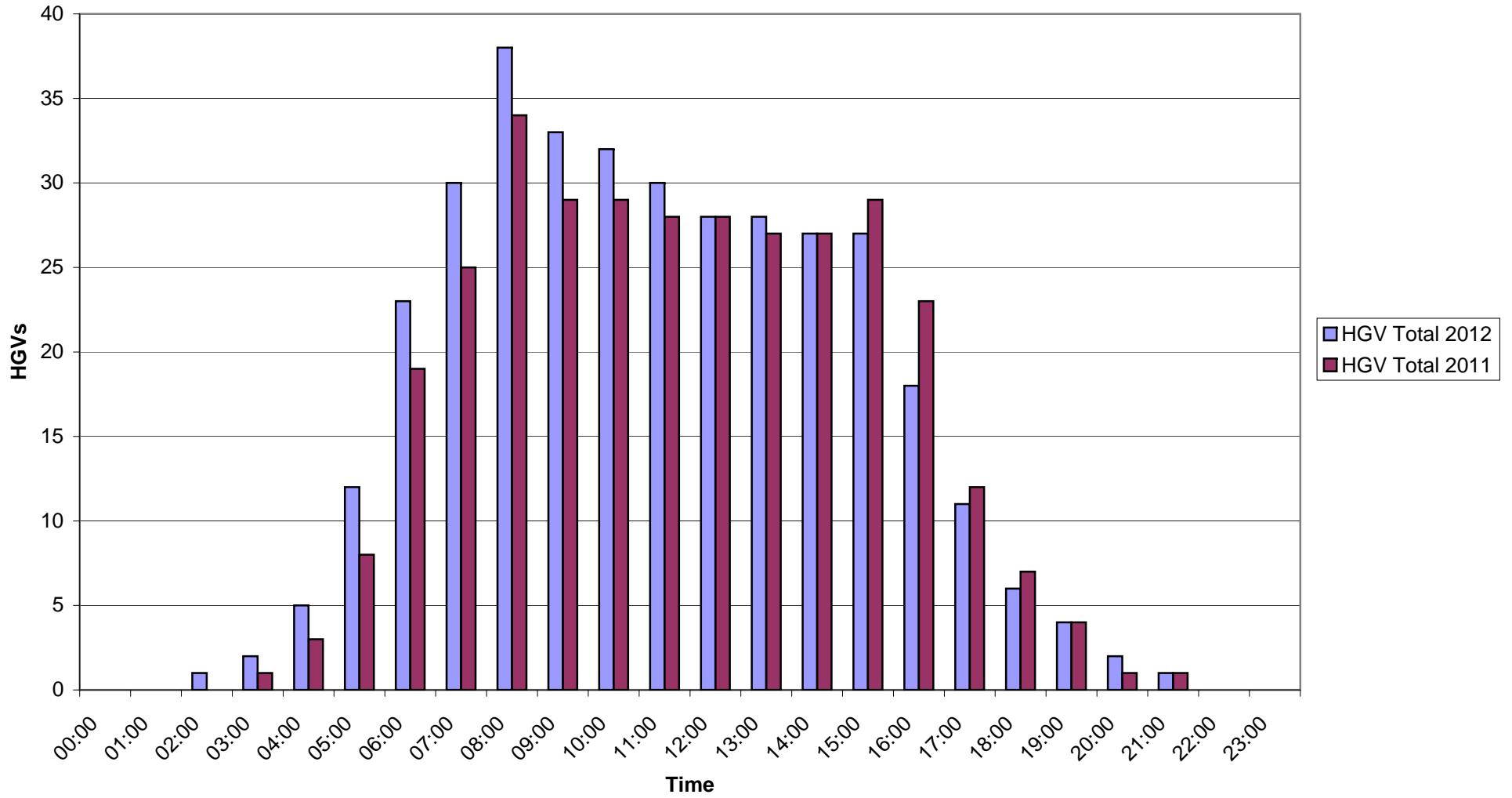
Parking issues in Sowarth Field Ind Estate. Issue with parking at the CDC parking in this Ind estate, HGVs reversing next to household waste site, causing damage to fencing. Often curtain sided vehicles.

DS asked if the quarries could potentially donate some stone to act as bollards. This may not be too much of an issue, however transporting and unloading at Sowarth Field could be an issue.

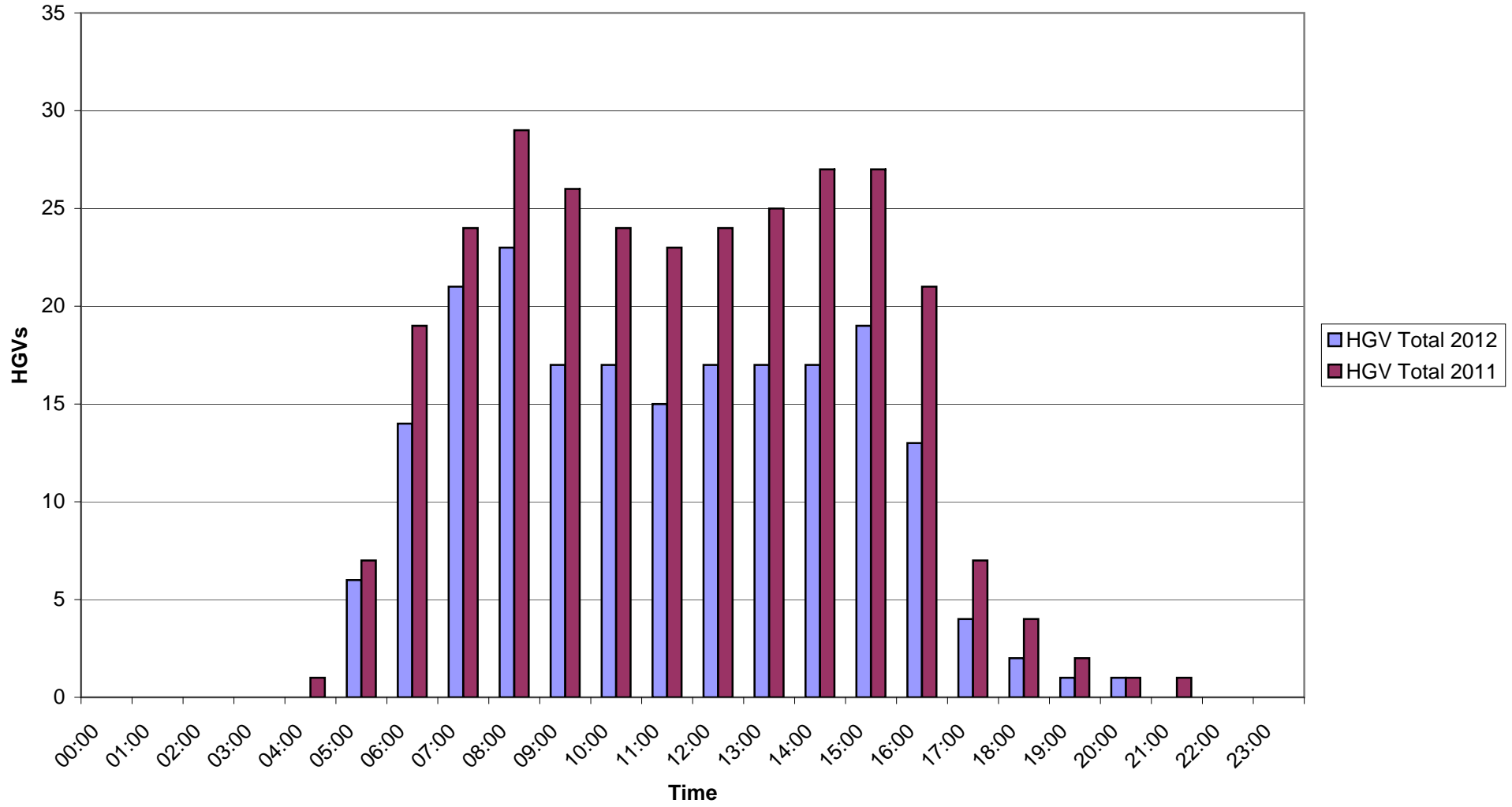
12.0 Date and time of next meeting

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

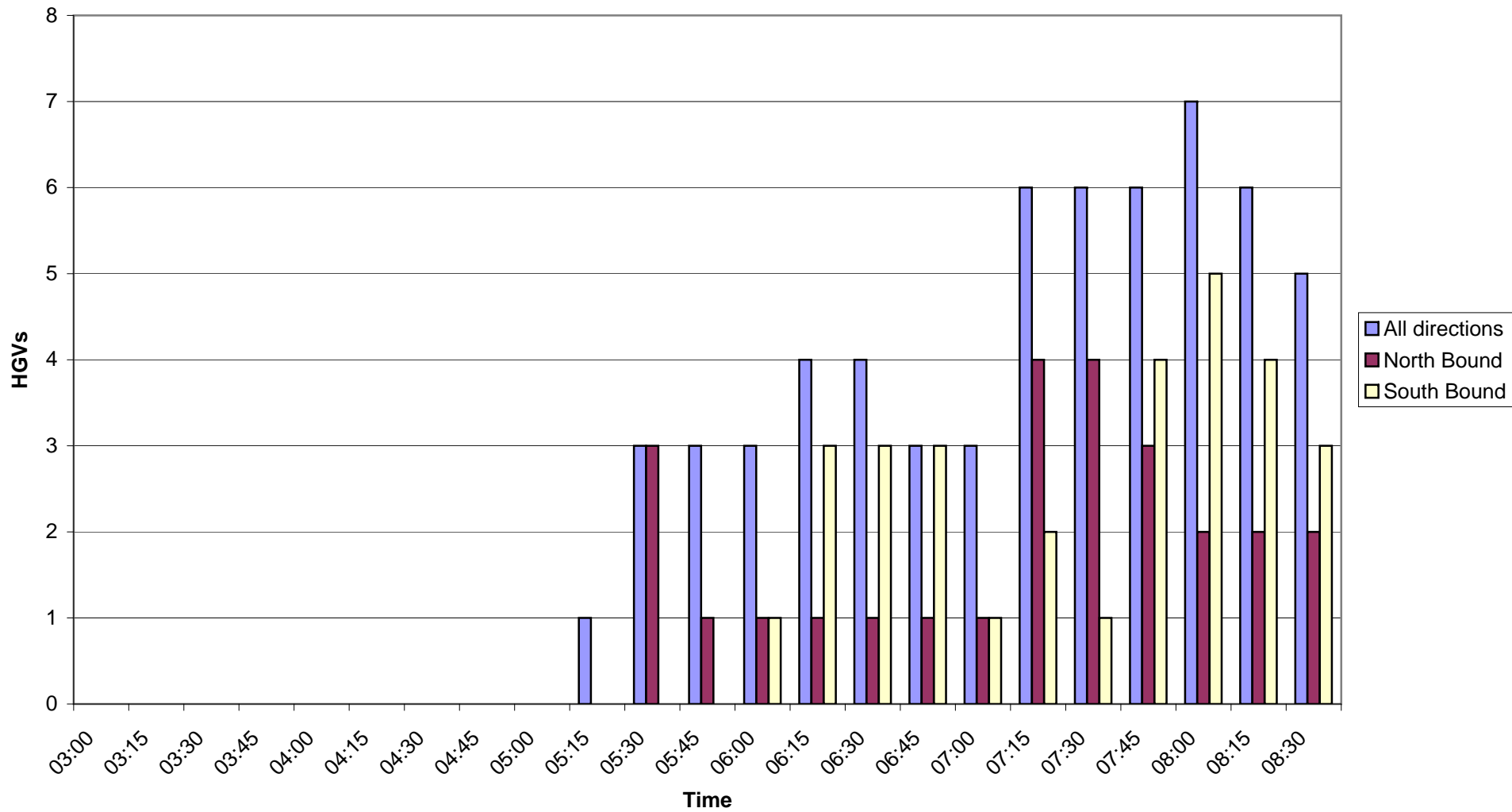
Comparison of HGV flows by hour Jan - Jul 2011 & 2012 B6480 South of Settle



Comparison of HGV flows by hour Jan - Jul 2011 & 2012 B6479 Stainforth



Average HGV Flow Settle 0300-0830 January to July 2012 B6479 Stainforth



Average HGV Flow Settle 0300-0830 January to July 2012 B6480 South of Settle

