

12 SUSTAINABLE DISTRIBUTION

The Council will seek to:

- *increase the proportion of freight transport by modes which cause least damage to the environment by promoting the transfer of freight from road to rail and water transport;*
- *make the best use of the existing transport infrastructure; and*
- *support measures which increase distribution efficiency and reduce energy consumption and CO₂ and other pollutant emissions.*

A sustainable distribution strategy

- 12.1 A distribution strategy sustainable or otherwise needs to take into account the demand for movement of goods within, around and through the area concerned and the methods by which these goods are realistically able to be moved. Methods of distribution must also be reconciled with transport strategy objectives and air quality objectives which demonstrate that Light, Medium and Heavy Goods Vehicles can typically have a disproportionately adverse influence on air quality.
- 12.2 In terms of generating originating or arriving freight flows York possesses a mix of significant City Centre and out of town retail zones along with established light, medium and heavy industrial concerns. Road transport currently accounts for all regular goods movements originating from or destined for premises within the City of York area. There are no regular commercial movements made along the River Ouse nor any railway terminals used for any other purpose than receiving and despatching rail vehicles.

Road freight

- 12.3 Analysis of automatic traffic count data on the main corridor links into the city shows that between 1992 and 1998 there has been a 40% increase in HGV traffic (all goods vehicles over 3.5 tonnes) entering the City over a 12 hour period and nearly 30% out of the City. In particular, major increases in HGV movements are evident on Wigginton Road, Boroughbridge Road and Shipton Road (see Table 12.1). Within the City Centre there has been an overall reduction in the amount of HGV traffic, although there has been a significant increase in traffic across Lendal Bridge eastbound, Ouse Bridge westbound and Skeldergate Bridge westbound.

Table 12.1: 12 Hour HGV Flows On The Main Corridors

Corridor	Change In In-bound HGV (1992 - 98) (% of Total Traffic)	Change In Out-bound HGV (1992 - 98) (% of Total Traffic)
Boroughbridge Road	+47.8% (+1.7%)	+25.2% (+0.4%)
Shipton Road	+36.0% (+0.7%)	+17.8% (+0.1%)
Wigginton Road	+78.1% (+2.9%)	-2.4% (-0.4%)
Stockton Lane	+58.3% (+0.9%)	+61.9% (+0.9%)
Bishopthorpe Road	+32.7% (+0.5%)	-51.7% (-1.3%)

- 12.4 Returns received from the Council's Local Transport Plan Business Survey indicated that, of those companies responding, the retail/distribution sector had the greatest number of freight deliveries each day at an average of ten. The overall peak time for both delivery and departure of freight to and from premises was between 09.00 and 10.00 totalled across all sectors. The key influence on the time and volume of deliveries was perceived to be the working practices of the carrier firm. Congestion was perceived to have the biggest impact on distribution framework with a review of delivery opportunities in the "Footstreet" zones being seen as key to improving the efficiency of distribution followed by freight vehicle use of "no car lanes" and development of distribution centres on the edge of the City.

Freight Quality Partnerships

- 12.5 The results of the consultation exercise outlined above illustrate that there are strong grounds for a partnership between Local Government and business to identify business aspirations in relation to distribution whilst delivering Local Government, LTP and Air Quality objectives. The council aims to investigate through further consultation with local businesses the scope for optimising distribution in the City together with using less polluting vehicles. Particularly in the "Footstreets" area, partnership with retailers might offer scope to minimise vehicular movements when large numbers of pedestrians are present. Discussions have already taken place with Marks & Spencer aimed at developing a pilot Freight Quality Partnership. The Council will continue to develop dialogue with businesses aimed at exploring the potential for measures typically including:

- Identifying a preferred 24 hour network for lorry movements;
- Designated loading bays to protect frontage access;
- Restrictions and adequate enforcement to protect loading access;
- Low cost measures to assist vehicles manoeuvrability;
- Shared priority lanes where appropriate;
- Revised delivery times;
- Production of maps with information on physical lorry restrictions, loading bans and access restrictions;

- Promoting environmentally friendly vehicles; and
- Employing modern traffic control to optimise driver information and traffic flow.

Rail freight

- 12.6 Several operational rail freight facilities exist in York comprising private sidings and freight operating company and infrastructure maintenance company sites. Two private customer sidings exist within the District.

Table 12.2: Private sidings

Customer	Status	Type of use
National Railway Museum	In use	Delivery/dispatch of rail vehicles
Thrall Car Works	In use	Dispatch of rail vehicles

- 12.7 Various rail freight operating and infrastructure maintenance company sites exist in York. Some have the potential for conversion to more general rail freight use. Whilst operational, these sites are currently not used for domestic transshipment, loading or unloading of commercial rail freight. Only one non - operational rail freight site exists with connections and signalling still intact.

Table 12.3: Non operational freight sidings

Location	Former customer	Status
Hessay	Ministry of Defence	Not in use

- 12.8 City of York Council are working in partnership with local businesses and rail freight operators to develop domestic rail freight within York.
- 12.9 In 1998, City of York Council and North Yorkshire County Council held a rail freight seminar in the National Railway Museum to inform businesses of the opportunity to switch to using rail freight. Discussions between the Council's Economic Development Unit, English Welsh and Scottish Railway and two major businesses in York have continued in 1999/2000 with a view to the experimental use of rail possibly involving an element of rail/road transshipment.
- 12.10 With regard to the protection of land for future rail freight opportunities the City of York Local Plan Draft Deposit Policy T9 states that "The use of rail for the transport of freight will be supported, and existing freight facilities will be protected from development where there would be potential for their re-use for freight purposes in the future".

Water freight

- 12.11 The River Ouse and River Foss pass through York and represent an opportunity to develop carriage of freight. The opportunity for bulk carriage is significant with vessels having a carrying capacity of up to 250 tonnes. Queen's Staith on the River Ouse is a centrally

located wharf and remains in Council ownership and has recently been used for carriage of building materials across the river in connection with the rebuilding of the former Evening Press building on Coney Street. It is the intention of the Council to investigate the feasibility of freight transfer to water in partnership with British Waterways. Following a favourable market study then an engineering feasibility study would need to follow.

Outline Freight Strategy

12.12 Recognising the need to develop an integrated, sustainable distribution strategy the Council appointed consultants in 1999 to develop an Outline Freight Strategy for York. Key options proposed for further consideration in developing this strategy include:

(i) Road freight:

- develop a lorry routing strategy;
- develop a delivery strategy for the city centre;
- engineering measures to mitigate HGV accident blackspots;
- investigate the potential for a low emission zone in the City Centre;
- priority measures for goods vehicles; and
- investigate the potential for no car lanes;

(ii) Rail freight:

- assess competing routes and modes including operating and capital costs;
- minimum attractive volumes for rail freight operators;
- assess grant aid and funding opportunities;
- accessibility of routes from the main railway network; and
- ability to schedule additional freight trains on the existing network;

York - Harrogate Line;

- review the possibility of a rail connection to Manton's cold store at Flaxby prior to any sale to a new owner.

York - Scarborough line;

- Assessment of freight traffic as part of a network wide process; and
- Development of a general rail freight facility served by "Enterprise" rail services.

(iii) Waterborne freight:

- Opportunities for moving construction or waste materials along the River Ouse.

(iv) Transshipment:

- Development of transshipment facilities such as Urban Distribution Centres.

(v) Freight Partnerships:

- Development of Freight Quality Partnerships with professional representative bodies.

(vi) Consultation frameworks:

- Key organisations to be consulted in the development of a freight strategy including operators and professional organisations.

(vii) Framework for data collection:

- Traffic counts;
- Parking and loading survey;
- Site database;
- Noise and vibration surveys;
- Air quality indicators; and
- Perception studies.

Ports

12.13 The Humber Ports have a major impact on the York economy. Grimsby and Immingham is the UK's single biggest port which handles over 46 million tonnes of cargo per year and provides shipping links to 18 countries worldwide. It is particularly important for the region in relation to goods traffic. Additionally, Hull is an important regional port as it is the only one of the Humber ports that carries passengers (approximately 1 million passengers per year). The key link to both of these ports is the A1079 Hull Road which provides the primary road access between York and the Humber. As a major road link to the east coast this route provides major economic benefits for the City and the region as a whole. Access to the ports is also achievable via rail and water links, with the River Ouse joining the Humber at Goole.