

## **FREIGHT TRAFFIC AND LONG TERM PLANNING WORKSHOP**

9:30AM Friday 6<sup>th</sup> June 2003

Committee Room 2, County Hall, Newport

**Present:** Councillor E Fox – Isle of Wight Council  
Tom Docherty – Red Funnel  
Jim Freeman – Steve Porter Group  
George Jenkins – George Jenkins Transport  
Rachel Jolliffe – Isle of Wight Council  
Stephen Matthews – Isle of Wight Council  
Steve Porter – Steve Porter Group  
John Rayner – Vectis Transport  
Peter Taylor – Isle of Wight Council  
Chris Wells – Isle of Wight Council  
Charlotte Westwood – Isle of Wight Council  
Ian Winn - Wightlink  
Ryan Willegers - Wightlink

### **1. Welcome**

Stephen Matthews welcomed those present and set out the aims and objectives of the meeting. These were highlighted as being:

- Opportunity to share concerns
- Discuss the existing situation
- Consider plans for the development of freight
- Discuss the opportunities to establish a work group which in time could form a Quality Freight Partnership

A number of concerns and issues were raised, these included:

- Planning – advice, time, infrastructure & location of developments, Project Cowes, planning conditions & views of local residents.
- Island constraints
- Growth in retail – impact on freight
- Tourism vs commercial – does the Island have a long term view?
- Commercial pressures: expansion / future employment
- Ferry terminal capacity at ‘peak’ times – short & long term issues
- Space constraints at depots
- Changing customer expectations
- Movement of freight from ferry terminals to depots & destinations
- Ferry operators now acting as “Babysitters” for units used by major stores
- Should the Isle of Wight consider developing a port similar to Dover?
- 2005 Working Time Directive will impact on operation

### **2. Past Growth**

Stephen Matthews outlined past growth in the number of vehicles coming to the Island, data showed:

- An increase in numbers of cars (48.9% increase between 1992 & 2002)
- Increase in number of coaches (48.5% increase between 1992 & 2002)
- Increase in number of commercial vehicles (36.1% increase between 1992 & 2002)

### **3. Future**

The group highlighted a number of key issues, these included:

- The need for a long term strategic strategy for Island
- The requirement for trailer park(s) / commercial parking
- Growth was inevitable and the 2010 projection of 36% was not unrealistic
- Problems associated with ferry terminal growth
- In town delivery issues
- Need to make best use of existing infrastructure
- Need to maintain roads

### **4. Strategic Route – Limitations**

Consideration was given to the existing routes and their limitations. A number of issues were considered, these included:

- Access around villages
- Park Road improvements, would help by pass coastal towns & villages
- Briddlesford Road – narrow in places
- Alternative routes to cross the River Medina
- Hedge Cutting – regular cutting would help
- Need good routes from ferries to depots
- Maintaining existing routes
- Routes to new development under construction
- Town centre access – delivery times were an issue
- Ferry terminals – trailer parks & contingency car parking
- Lorry park facility – overnight parking
- Shared facility – between operators – might be an issue under the Competition Act
- Smaller more suitable vehicles on minor roads

### **5. Quality Freight Partnership**

Consideration was given to the opportunities to establishing a Quality Freight Partnership (QFP), under which a more formal partnership could be established to understand and develop freight issues. Similar partnerships have been developed for other transport modes such as Quality Bus Partnership. The partnership would sit under the “umbrella” of the Quality Transport Partnership. The Quality Freight Partnership could be:

- Agreement between council & operators
- Identify main issues
- Agree necessary actions
- Establish a forum for discussion

### **6. Future Development**

Operators were asked to submit to Stephen Matthews a list of concerns for consideration at the next meeting. It was agreed that notes from this meeting would be distributed. It was also agreed that Reader and XL Logistics should be invited to the next meeting as well as a representative from Planning Section.

### **7. Next Meeting and Agenda Items**

It was agreed that the next meeting should be within the next two to three months. A number of issues could be discussed including the terms of reference of the group, key priorities and the development of a Quality Freight Partnership.