

| Group Facilitator Rachel Mills   | Group Facilitator Chris Wells   | Group Facilitators Kevin Burton &Charlotte Westwood  |
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| <b>1. Strategic Road Network (SRN)</b>   |   |  |
| <b>Roads to be included within SRN</b>   |   |  |
| <ul style="list-style-type: none"> <li>• From Shalfleet Garage through Porchfield to Barton’s Corner (at present issues at Rew Street).</li> <li>• Whitecross Lane, Shanklin. (Currently covered by 6ft6 width restriction, although buses go through.)</li> <li>• Smallbrook &amp; Westridge Cross (cut hedges &amp; remove 6ft6 width restriction).</li> <li>• Ring Road west of Newport.</li> <li>• Whitepit Lane to be one-way.</li> <li>• Link road East Cowes, Esplanade to Whippingham (Red Funnel traffic).</li> </ul> | <ul style="list-style-type: none"> <li>• Access to Bembridge difficult, either Carpenters Road or Downs Road.</li> <li>• Cross Medina Bridge (Toll Crossing £2, as of favourable Line K4).</li> <li>• Ring Road round Ryde.</li> <li>• Improve Park Road through Briddlesford Road to Arreton.</li> <li>• Lake Hill &amp; Lake traffic issues.</li> <li>• Betty Haunt Lane to be widened, Cedar Hill (Carisbrooke) &amp; Highwood Lane to be improved.</li> </ul> | <ul style="list-style-type: none"> <li>• Park Road to be widened.</li> <li>• Canteen Road through Princelett Shute to be improved.</li> <li>• Wroxall through Upper Ventnor review.</li> <li>• Sandy Lane through Whitecross Lane, current 6ft6 width restriction.</li> <li>• Bembridge, Embankment onto Marshcombe Shute.</li> <li>• Smallbrook Lane through Ashe Lane, current 6ft6 width restriction.</li> <li>• Downs Road / Bullys Hill.</li> <li>• Great Preston Road, route round Ryde centre.</li> </ul> |
| <b>Maintenance Issues</b>  |   |  |
| <ul style="list-style-type: none"> <li>• Maintenance money to be focused on SRN.</li> <li>• Upgrade Middle Road.</li> <li>• Upgrade Carisbrooke Hill (Carisbrooke High Street).</li> <li>• Islandwide hedgecutting program to increase height to 16ft6.</li> </ul>   | <ul style="list-style-type: none"> <li>• Upgrade Middle Road.</li> <li>• Stablisation works along Bouldnor Road into Yarmouth.</li> </ul>   | <ul style="list-style-type: none"> <li>• Improve Briddlesford Road.</li> <li>• A3056 St. Georges (Newport), Gore (Arreton), Horringford (Arreton).</li> <li>• St. Johns Hill (Ryde).</li> <li>• Middle Road.</li> <li>• Bouldnor (A3054).</li> </ul>   |
| <b>General issues With SRN</b>   |   |  |
| <ul style="list-style-type: none"> <li>• Review 6ft6 restrictions islandwide (as in Devon).</li> </ul>   | <ul style="list-style-type: none"> <li>• Pan Development, should have link road.</li> <li>• Newport regarded biggest issue, particularly traffic flow.</li> <li>• Military road not a big freight issue.</li> </ul>   | <ul style="list-style-type: none"> <li>• Weight limit issue on bridge at Town Gate (Newport) to be reviewed.</li> <li>• Strategic road network should be better signed.</li> </ul>   |

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| <b>2. Loading &amp; Deliveries</b>   |   |   |
| <b>Parking Enforcement</b>   |   |   |
| <ul style="list-style-type: none"> <li>• Double yellow lines required both sides of Riverway, businesses to provide parking.</li> <li>• Parking at Four Seasons Inn (Wroxall) on wrong side.</li> <li>• Parking along York Avenue, East Cowes reduces lane width.</li> </ul> | <ul style="list-style-type: none"> <li>• Yellow lines back to Bembridge.</li> </ul>   | <ul style="list-style-type: none"> <li>• Coach bays required in Newport.</li> <li>• Yellow lines required in Bembridge.</li> <li>• Yellow lines required on Riverway.</li> <li>• Yellow lines required in Sandown High Street.</li> <li>• Enforcement required in Prospect Road (Cowes)</li> <li>• Pyle Street / St. James Street (Newport).</li> </ul> |
| <b>Loading/Delivery Requirements</b>   |   |   |
| <ul style="list-style-type: none"> <li>• Adapt logistics to situation.</li> <li>• Deliveries in Union St., Ryde problematic.</li> </ul>  | <ul style="list-style-type: none"> <li>• Smaller vehicles used for deliveries in Union Street / West Cowes High Street.</li> <li>• Most deliveries outside core retail ours (Early AM / Late PM).</li> <li>• Seasonal variation in traffic volume problematic.</li> </ul> | <ul style="list-style-type: none"> <li>• Planning to enforce loading arrangements, specifically Supermarkets (e.g. Morrisons, Somerfield, vehicle manoeuvres).</li> </ul>   |

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| <b>3. Cross Solent</b>   |  |   |
| <ul style="list-style-type: none"> <li>• Third terminal not viable/practical. (commercial freight only).</li> <li>• Third terminal may be viable if open to all uses.</li> <li>• Smaller Vehicles on ferry at off-peak times are cheaper.</li> <li>• Environmental issues with sites between East Cowes &amp; Ryde for future port development.</li> <li>• Crossing distance and existing Solent shipping movement to be considered.</li> <li>• Onward mainland links important.</li> <li>• Freight should not be restricted to night only due to noise pollution.</li> <li>• Capacity seaborne freight (bulk) – 3<sup>rd</sup> terminal.</li> <li>• Sea distribution centre for south coast, commercially viable ?</li> </ul> | <ul style="list-style-type: none"> <li>• Site issues need to be considered for 3<sup>rd</sup> port., possibly employ consultants.</li> <li>• Site should be primarily for transport (not just housing etc.).</li> <li>• Kings Quay better for transport links.                             <ul style="list-style-type: none"> <li>○ Straight into centre of island.</li> <li>○ more land available.</li> <li>○ SSSI can be overcome (by building offshore).</li> <li>○ Would link with Park Road / Briddlesford Road via Whippingham.</li> </ul> </li> <li>• Ryde Golf Course road infrastructure too narrow.</li> <li>• The new port development should contribute to island infrastructure.</li> </ul> | <ul style="list-style-type: none"> <li>• Island does not need freight only terminal or freight restricted to night only crossings.</li> </ul> |

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| <b>4. Trailer Park</b>   |  |   |
| <ul style="list-style-type: none"> <li>• Need lorry overnight park with facilities, (should have one provided by Local Authority).</li> <li>• Trailer Park would remove lay-by problems.</li> <li>• New large stores (and those which extend) should provide overnight parking &amp; storage facilities on-site.</li> <li>• Trailer park on next large industrial estate (Kingston).</li> <li>• Racecourse area would have been ideal location.</li> <li>• Running costs would be dictated by market, Local Authority would seek partners.</li> <li>• Initially one park required, monitor usage.</li> <li>• Better use of existing facilities (ferry sites).</li> </ul> | <ul style="list-style-type: none"> <li>• Whippingham roundabout would have been best site.</li> <li>• Red Funnel site at East Cowes constrained.                             <ul style="list-style-type: none"> <li>○ Marshalling on existing site difficult (will be worse in future).</li> </ul> </li> <li>• Just a park, not for offloading.</li> </ul> | <ul style="list-style-type: none"> <li>• One (single) trailer park is not suitable for island.</li> <li>• More than one suitable if any, consider multiple trailer park sites.</li> <li>• Possible locations:-                             <ul style="list-style-type: none"> <li>○ Football club (Newport).</li> <li>○ Ryde area.</li> </ul> </li> <li>• Sites would require facilities &amp; security, possibly locate near existing facilities.                             <ul style="list-style-type: none"> <li>○ WC, shower blocks, Travel café.</li> </ul> </li> <li>• Site should be privately operated with subsidy.</li> <li>• Consider dual use, possible Park &amp; Ride during day, parking facilities for coaches, HGVs (STGO, Special Type General Order) and Cars &amp; caravans overnight.</li> </ul> |

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| <b>5. Other Issues</b>  |   |   |
| <ul style="list-style-type: none"> <li>• Traffic lights required at Riverway junction.</li> <li>• Car ownership on the increase, encourage use of public transport.</li> <li>• Removing of Bus lay-bys can cause queues.</li> <li>• Speed bumps &amp; limits can increase fuel consumption &amp; pollution.</li> <li>• Accidents, road closures and diversions need to be strategically managed.</li> </ul> | <ul style="list-style-type: none"> <li>• Local services improve sustainability.</li> <li>• Medina Crossing to be considered.</li> <li>• Park &amp; Ride facilities to be considered at Fairlee, Pan &amp; St. Mary's Hospital.                             <ul style="list-style-type: none"> <li>○ Dedicated buses needed.</li> <li>○ Reduced Park &amp; Ride Fare.</li> </ul> </li> <li>• Workplace Travel Plans.</li> <li>• New &amp; existing sites should be covered by School Travel Plans.</li> <li>• All major development should contribute to transport.</li> <li>• Access issues into East Cowes (one road only).</li> <li>• Freight route, but would that work? (one way direction).</li> </ul> | <ul style="list-style-type: none"> <li>• Contingency plans,                             <ul style="list-style-type: none"> <li>○ Diversion routes need better signage.</li> <li>○ Police &amp; Highways Authorities to co-operate.</li> <li>○ Strategic Road Network considered.</li> </ul> </li> <li>• Whippingham Road, one road into East. Cowes issue.</li> </ul> |