

## Wychavon District Council

**Notes of the Meeting of the Agriculture and Migrant Workers Policy Development Panel held at 1.30 p.m. on Monday, 14 July 2008 in the Council Chamber, Civic Centre, Queen Elizabeth Drive, Pershore.**

**Present:-** Councillor Mrs A Steel – Chairman.

**Councillors:-**

Mrs J C Dowty  
Mrs J A Pearce  
Mrs E K Stokes

**Officers:-**

Vic Allison  
Gill Collin  
Phil Merrick  
Chris Wilkes

**Guest:-**

Simon Higgins, Area  
Manager, Road Haulage  
Association.

**5. Apologies for Absence and Notification of Substitutes.**

Apologies for absence were recorded from Councillor K Wright and Chris Brooks.

There were not any substitutions.

**6. Declarations of Interests.**

There were none.

**7. Notes**

The Notes of the meetings of the Panel held on 12 May and 23 June 2008 were received and noted.

**8. Potential relocation of lorry generating uses to Vale Park.**

Vic Allison gave a resumé of the history of Vale Park, Evesham (Phase 1). He tabled the attached briefing note and plan relating to Phase 2 of the development and advised the likely timescales. Vic Allison answered members' questions.

Phil Merrick tabled the attached paper from Advantage West Midlands with regard to applications for Strategic Investment Grant (investments in fruit and vegetable packing and processing) under its Rural Development Programme.

## **Agreed**

That Advantage West Midlands be urged to allocate available monies to Phase 2 of the Vale Park, Evesham development in order to compliment Wychavon's Policy in this matter.

### **9. Freight Quality Partnership - Update**

The Panel received a presentation from Simon Higgins, Area Manager, Road Haulage Association (briefing notes and other background material attached). Simon answered members' questions on his presentation.

The Chairman thanked Simon for his presentation.

### **10. Next Meeting.**

This would take place on Monday 28 July 2008.

## **Agreed**

- (1) That the acceptance by Norchard Farm, Crossway Green of an invitation to send someone to the next meeting be welcomed.
- (2) That the undertaking of Phil Merrick to provide information on mobile homes be also welcomed. In this respect Gill Collin be asked to invite Graeme Duerden to attend.
- (3) That John Paxton, Social Responsibility Officer at the Diocese of Worcester be asked to give a strategic overview and repeat the presentation he did at the Worcestershire Partnership Board meeting last week together with a PCT target update. Also that Rob Mace be asked to give a presentation on the outcome of his focus groups on immigrant labour in the Evesham area

The Meeting closed at 3.08 p.m.

CEW

# Minute Item 8

## Land at Vale Park, Evesham Phase 2. 10 Acres.

By an Agreement dated 23 April 2002 it was settled that, following the granting of planning permission for the Phase 2 development at Vale Park, 10 acres of land, identified on the plan (copy attached) annexed to the Agreement, should be conveyed for a nominal consideration to Wychavon District Council. The Council then has to use the land for uses not inconsistent with those contained in the Report entitled "Lorries in the Vale and the Local Plan Review" presented to the Council's Planning (Policy) Committee on 28 February 2002.

Planning permission for the Phase 2 development was granted on 5 October 2006.

Before the Council would take up the 10 acres, however, the Developer of Phase 2 had to undertake certain works for the benefit of the land. These works were:-

1. The construction of an estate road and footpaths to the boundary of the 10 acre site with two hammerheads and two bellmouths to give access into the site.
2. The provision of all services in the estate road and/or footpaths with rights for the Council to connect thereto to service its site.
3. The levelling of a defined part of the site so that the gradient is no steeper than 1:35 and that so far as reasonably practicable this area is at a constant grade.

There are also provisions for the Council to stand in and do these works should the Developer default.

Rights are to be reserved through the 10 acre site for vehicular access by agreed routes for the benefit of other land to the south and east of the site.

E John Lofthouse  
EJL/JAB  
10 July 2008



Vale Business Park

20.28 ha

10 acres

Porter's Plantation

Porter's Plantation

Scale 1:5000

## STRATEGIC INVESTMENT GRANT

### Investments in fruit and vegetable packing & processing

The Strategic Investment Grant will operate through a series of "calls for applications" for specific activities. This will ensure a focus on the priorities detailed in the West Midlands regional Action Plans for the social and economic elements of the Rural Development Programme for England (RDPE)<sup>1</sup>. Usually, we will only accept applications which meet the specific requirements of a published call for applications.

This call for applications will be funded under Measure 123 of RDPE and all applications must comply with the general requirements of that measure<sup>2</sup>. The specific requirements are set out below:

#### Who can apply?

Under the call for applications for investments in fruit and vegetable packing & processing, funding will be targeted at:

- new and existing Small and Medium-sized Enterprises (SMEs) intending to process, produce and market primary agricultural products or develop new processes and technologies for primary agricultural products<sup>3</sup>;

We expect each project to directly benefit multiple primary producers and where possible we expect an element of collaboration.

#### What will the grant pay for?

Funds are available for eligible applicants for investments in:

- new build, conversions, equipment and machinery for food processing, packhouses, packaging and storage equipment including, cold stores and refrigeration.
- associated infrastructure; architects', engineers' and consultants' fees; feasibility studies; product development; branding and design costs;
- Software/licences specific to the plant and equipment; specific training in the operation of plant and equipment or other business requirements (where funding is not already available).

<sup>1</sup> See <http://www.advantagewm.co.uk/working-with-us/rural-development-programme-for-england.aspx>

<sup>2</sup> See page 5-25 of "Information on the Axes and Measures proposed for each Axis, and their description" at [http://www.advantagewm.co.uk/images/CH5\\_tcm9-10153.doc](http://www.advantagewm.co.uk/images/CH5_tcm9-10153.doc)

<sup>3</sup> For full definition of agricultural & forestry products which fall into the eligible Annex 1 category follow the link to the uktradeinfo ICN website <http://www.uktradeinfo.com/index.cfm?task=icn>

### How much funding is available?

The grant rate for this call for applications is 40% of eligible costs and we expect to support large-scale investments in excess of £250,000 total project cost. We would not normally expect to fund projects costing less than £156,250 (i.e. a minimum grant of £62,500).

### How do I apply?

If you think you are eligible:

- First visit the RDPE web page or contact an RDPE Manager at Advantage West Midlands to check on current open "calls for applications" and to confirm that your project is eligible against the detailed specification listed.
- If it looks as if you are eligible, send some details of your project to Emma Smith at Advantage West Midlands by the closing date, covering the following specific information,
  - What will your project achieve, what are the benefits? In particular what will be:
    - The total volume of investment (£)
    - Number new products and/or techniques
    - Increase in profitability you expect
  - Extent of any planned collaboration with other businesses.
  - Evidence of the need or demand for this project and its products.
  - How your project avoids duplicating existing activity
  - Who would deliver this project and the background or track record of the applicant or organisation in business, project management and managing grant funding.
  - The approximate costs of the project.
  - Where the other funding for the project is coming from and if it is secured.
  - The items you require grant funding for.
- If your project meets the requirements and the available funding we will invite you to work-up a full application. If you have not already done so, we will also put you in touch with Business Link West Midlands who will help you assess any need for training or business advice. Funding is conditional on this.
- Once received, the Agency's IDG will consider it and If successful, we will issue you with a funding contract and you can begin work on your project.
- You will need to secure full planning permission and/or listed building and other relevant consents (where this is a legal requirement) before we can approve your application.

## Vale of Evesham Freight Quality Partnership Update.

Since the formation of the Vale Freight Quality Partnership (FQP) working group officers from Warwickshire, Gloucestershire and Worcestershire have been working on the following priorities set out by the members of the FQP.

1. Warwickshire officers have led on the first item, which was to obtain a detailed survey of the heavy goods vehicle (HGV) operators and generators in the vale area. We were looking for routes used to access the Vale area together with which countries the loads originated from or to and the languages spoken by each driver. This has been achieved and the results fed back to the group. The survey helped the working group formulate a better understanding of the issues faced by businesses in the locality.
2. Gloucestershire officers have been collating all the HGV traffic data available from all three councils to formulate an up to date snapshot of HGV movements within the Vale area as defined by the Vale control. They have produced a traffic flow map, which helps identify those routes with the greatest HGV movement zone.
3. Worcestershire officers have worked on a Vale of Evesham Advisory Lorry Route Map. This was distributed to all known operators and HGV generators in the Vale area. The Road haulage association and the Freight Transport Association have taken delivery of the maps and distributed them to their members.

The survey done by Warwickshire and the data collated by Gloucestershire has helped in the production of the map. The map is not the end of the process but the beginning and will help formulate ideas and identify possible solutions.

Our next priority was to look at the HGV route signing in the Vale area this would require commitment from all 3 authorities with officer time and funds for signing improvements. During this period Gloucestershire had decided to start looking into a 'Lorry Management Zone' trial to help manage the use of HGVs within the Cotswold AONB area. This has put a halt to this priority as we needed input from Gloucestershire officers and this is not possible at this time. (Simon Higgins can give an update on Gloucestershire trial)

Worcestershire is committed to solving both a countywide and national issue of a lack of good large secure overnight lorry parking facilities within the county. Both the County and Vale FQPs have identified that the County requires 3 additional lorry-parking locations, Kidderminster off the A449, Worcester near to junction 6 of the M5 and Evesham near to the A46. Vale Park phase 2 has been identified as an ideal location but the owners have said they do not want such a facility on a high-class business park. A bizarre statement when you consider all the businesses attract HGVs on a daily basis. A special group has been identified to get together to talk about this and the other 2 locations, it will involve WCC property officers, RHA, FTA, planning officers from all 3 districts, Spiers and Hartwell, TM Logistics, the land owners of Vale Park and Hartlebury estates together with 2 companies

that run lorry parks already as a commercial business. It seems that the best way forward for lorry parks is to run them as a partnership where the local authorities help with the land identification, lease and purchase and the commercial partner runs the site.

The FQP Working Group meets every 3 months and discusses local issues in the area such as;

1. Abbey Bridge and viaduct weight limit
2. Honeybourne bridge refurbishment.
3. Evesham High street scheme.
4. Weight limits.
5. Resident's complaints.
6. HGV Accidents.
7. Sat Navs.
8. Planning Developments.
9. Two Shires Park.
10. Operators Licence applications.
11. Phase 2 Vale Park.
12. Road signs.
13. Road conditions.
14. Willersey 7.5tonne Weight limit proposal.
15. RTB Traction.
16. Bidford Bridge 10tonne limit.
17. Long Marston.
18. Cotswold AONB.
19. Road Works
20. Long Lartin Abnormal Loads
21. Blackminster level crossing.
22. Angel produce operators Licence applications within a 7.5t weight limit.
23. Kanes Foods.
24. Delivery Times.
25. Noise.
26. etc etc

We intend to carry on running the Vale of Evesham FQP in its current format the members feel it is providing a valuable service by disseminating updates and information across a wide body of professionals. Though progress has been halted on our priorities while budgets are tight, due to cuts and floods etc, educating and supporting both the industry and communities in the local area is highly valued by our current members. Whilst the FQP is in place the whole community has an opportunity to gain information and make changes that would not be normally possible before the partnerships was formed. The knowledge and expertise contained collectively within the FQP is in valuable.

Paul Cooper



FREIGHT TRANSPORT ASSOCIATION



We are conducting a survey about the problems businesses in the Vale of Evesham experience with the movement of HGV's to and from their premises. This is being carried out jointly by Gloucestershire, Warwickshire and Worcestershire County Councils as the Vale crosses all three county boundaries. The main objective is to improve traffic management within the area.

<b>Company Name</b>	<input type="text"/>	<b>Contact Name</b>	<input type="text"/>
		<b>Contact Number</b>	<input type="text"/>
		<b>Postcode</b>	<input type="text"/>
		<b>GPS Code</b>	<input type="text"/>

**1. What goods / where from?**

**A** What is the nature of your business? (please tick)

Operator <input type="checkbox"/>	Packaging <input type="checkbox"/>	Warehousing <input type="checkbox"/>
Haulage <input type="checkbox"/>	Growing <input type="checkbox"/>	Manufacturing <input type="checkbox"/>

Other (please state)

**B i)** If you import which countries do you import from?


**B ii)** Which are your ports of origin in the UK? (please tick)

London <input type="checkbox"/>	Felixstowe <input type="checkbox"/>	Bristol <input type="checkbox"/>
Forth <input type="checkbox"/>	Dover <input type="checkbox"/>	Clyde <input type="checkbox"/>
Southampton <input type="checkbox"/>	Hull <input type="checkbox"/>	Portsmouth <input type="checkbox"/>
Liverpool <input type="checkbox"/>		

Other (please state)

**C** Do you move goods within England? (please tick)

Yes <input type="checkbox"/>	No <input type="checkbox"/>
---------------------------------	--------------------------------



**A ii)** If Yes, which months of the year do you import goods?  
(tick all importing months)

January <input type="checkbox"/>	February <input type="checkbox"/>	March <input type="checkbox"/>
April <input type="checkbox"/>	May <input type="checkbox"/>	June <input type="checkbox"/>
July <input type="checkbox"/>	August <input type="checkbox"/>	September <input type="checkbox"/>
October <input type="checkbox"/>	November <input type="checkbox"/>	December <input type="checkbox"/>

**B** What class of vehicle are your deliveries transported in?  
(see vehicle classification sheet)

F <input type="checkbox"/>	G <input type="checkbox"/>	H <input type="checkbox"/>
J <input type="checkbox"/>	K <input type="checkbox"/>	L <input type="checkbox"/>
M <input type="checkbox"/>		
Other (please state) _____		
_____		
_____		

**C** What time do your premises open?  
(examples of seasonal differences)

Yes <input type="checkbox"/>	No <input type="checkbox"/>
---------------------------------	--------------------------------

**D ii)** If yes – when are they?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**E** Where do the lorries park if they are early? (also show on map)

In lorry park <input type="checkbox"/>	On the road outside <input type="checkbox"/>	On the site <input type="checkbox"/>
Other (please state) _____		
_____		
_____		

**3. Preferred / Recommended Routes**

**A i)** Do you give your drivers directions?

Yes <input type="checkbox"/>	No <input type="checkbox"/>
---------------------------------	--------------------------------

**A ii)** If Yes – in which form?

Verbal <input type="checkbox"/>	Written <input type="checkbox"/>	Maps <input type="checkbox"/> (get a copy)
GPS <input type="checkbox"/>		
Other (please state) _____		

**4. Vale Business Park**

**A i)** Would you consider relocating to

Yes	No
-----	----

Vale Business Park?

**A ii)**

If No – why not?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## 5. Problems and Suggestions

What are the main problems / issues you face within the Vale?  
(e.g. signage, parking, drivers getting lost, late deliveries etc...)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



FREIGHT TRANSPORT ASSOCIATION



We are conducting a survey about the problems businesses in the Vale of Evesham experience with the movement of HGV's to and from their premises. This is being carried out jointly by Gloucestershire, Warwickshire and Worcestershire County Councils as the Vale crosses all three county boundaries. The main objective is to improve traffic management within the area.

Source of Delivery \_\_\_\_\_ Company HQ \_\_\_\_\_  
(City / town)

### 1. Driver information

**A** What is your nationality? \_\_\_\_\_

**B** Who do you work for? (please tick)

An agency	The above Company	Another Company
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**C** Which Country have you travelled from? \_\_\_\_\_

**D** Which are your ports of origin in the UK? (please tick)

London	Felixstowe	Bristol
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Forth	Dover	Clyde
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Southampton	Hull	Portsmouth
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Liverpool		
<input type="checkbox"/>		
Other (please state) _____		

**E** Which port do you intend to leave by? (please tick)

London	Felixstowe	Bristol
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Forth	Dover	Clyde
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Southampton	Hull	Portsmouth
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Liverpool		
<input type="checkbox"/>		
Other (please state) _____		

## 2. Types of vehicle using the Vale

**A** What goods are you collecting or delivering?

Collecting \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Delivering \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**B** What size vehicle did you drive here?

F	G	H
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J	K	L
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M		
<input type="checkbox"/>		
Other (please state) _____		

**C i)** Is this your only stop?

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

**C ii)** If no – where else have you stopped?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**D** Where are you going from here?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## 3. Standing / Waiting HGV's

**A** Are the deliveries timed?  
(Set to strict time slots)

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

**B** Where do you park if you are early getting here?  
(Show on attached map)

In lorry park	On the road outside	On the site
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please state) _____		

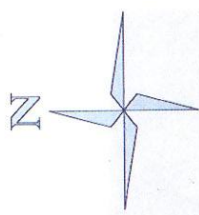
**C** What do you do once the delivery has been unloaded?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



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# VALE OF EVESHAM HEAVY GOODS VEHICLES TRAFFIC FLOWS

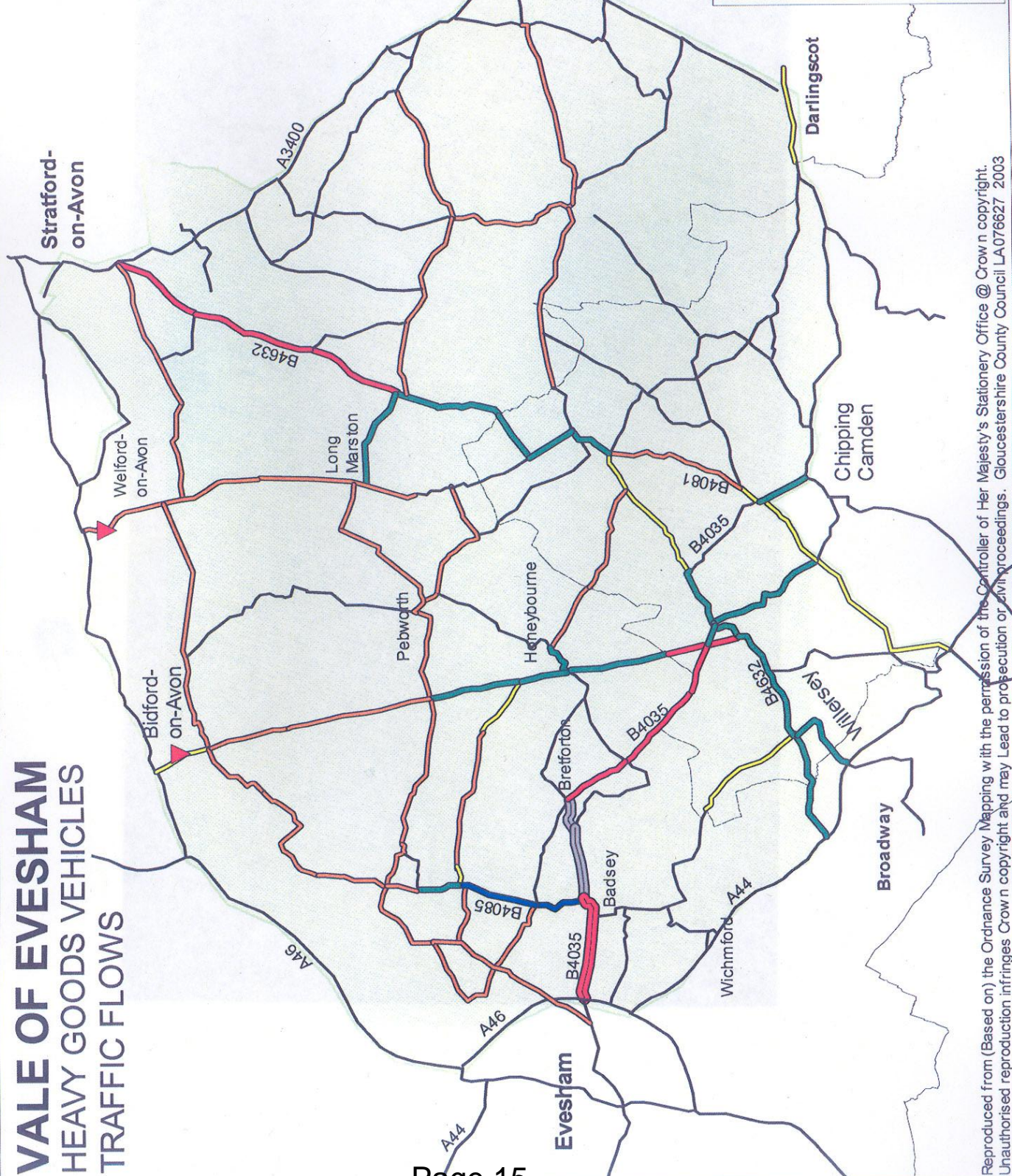


**24-hour 2-way HGV flows**

(Black line)	No data available
(Red line)	Up to 50
(Orange line)	50 to 100
(Yellow line)	100 to 200
(Green line)	200 to 300
(Blue line)	300 to 500
(Dark blue line)	500 to 700
(Red line with triangle)	Over 700

**Weight Restriction**

(Red triangle)



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**V**ALE OF EVESHAM  
FREIGHT QUALITY PARTNERSHIP

Company and Driver  
Questionnaire Results November  
2004

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## 1. Introduction

**1.1** The Vale of Evesham Freight Quality Partnership (FQP) Working Group established early on that for them to arrive at local solutions to local issues they would need current data and figures on the extent of the problem. The Halcrow report in March 2002 went some way in doing this, but figures show they had a low percentage return and the target participants was too wide. It was identified that Heavy Goods Vehicle (HGV) operators based locally within the Vale were small in number and some had no more than 3 to 5 HGV's. Larger national hauliers had operating centres based at places like Honeybourne airfield and would have 10 or more HGV's they were contracted to work for locally based farm-packing operations.

**1.2** These larger packing operation businesses are based within the Vale of Evesham control area and generate the largest proportion of HGV's in and out of the Vale. If the Working Group members wanted accurate figures that truly reflected the actual movements of HGV's then a different approach was required. The decision was made for officers from the FQP to make a personal approach to businesses and gain their acceptance to take part in our intended survey. The visits were also used to highlight the work of the FQP and to persuade more of them to participate in the FQP. Those listed below gave a positive response to the intended survey and the work of the FQP we would like to thank all those who took part and helped in its process.

**1.3** After piloting the questionnaires at 'Spiers & Hartwell' it was decided that due to the nature of many of the businesses, it would be unrealistic to visit each company during a busy period and interview the drivers. On 17<sup>th</sup> and 18<sup>th</sup> November officers from Warwickshire and Worcestershire County Council visited a number of companies located in the Vale of Evesham to ascertain their willingness to participate. We approached each company in person and explained the purpose of the survey.

**1.4** The following companies expressed an interest in the survey.

Badsey Fields Nurseries Ltd	Crowthorne Fencing Ltd
Littleton and Badsey Growers Ltd	AMS (Fresh Logistics)
Avoncross Ornamentals	Organic Farm Foods Ltd
Mill Farm (Ornamentals) Ltd	Sims Group
W L Dingley & Co	Reids Group
Knight Provisions Ltd	Spencer Commercial Services
George Wilcox Granite Ltd	Spiers and Hartwell Ltd
Kanes Foods	CBG Transport Ltd
Oakfield Farm Products Ltd	Unipart DCM
B & G Nurseries	P & J Transport
Agri-Projects International Ltd	Ferryfast Produce Ltd
Bomfords Farm	A Jeffrey (Transport) Ltd
Webbs of Armscote Ltd	Horticultural Logistics Ltd
Auto Sleeper Ltd	J & J Bannister (Evesham) Ltd
Evesham Vale Growers Ltd	Dave Nicholls Transport
Proculture Plants Ltd	Bomford Turner Ltd
Evenproducts Ltd	Christian Salvesen
Overland	Planet Produce

**1.5** We then arranged to send a company questionnaire and 25 driver questionnaires (5 in each of the following languages Italian, Spanish, French, German, English) to the companies to be completed during the week commencing 29<sup>th</sup> November.

Completed questionnaires would then be collected during the week commencing 6<sup>th</sup> December.

**1.6** Unfortunately, some companies were unable to provide us with the information at the time and alternative arrangements were made.

Once adequate time had been give for the responses to arrive the results were analysed.

**1.7** We received responses from 18 of the 36 companies approached

The respondents were:

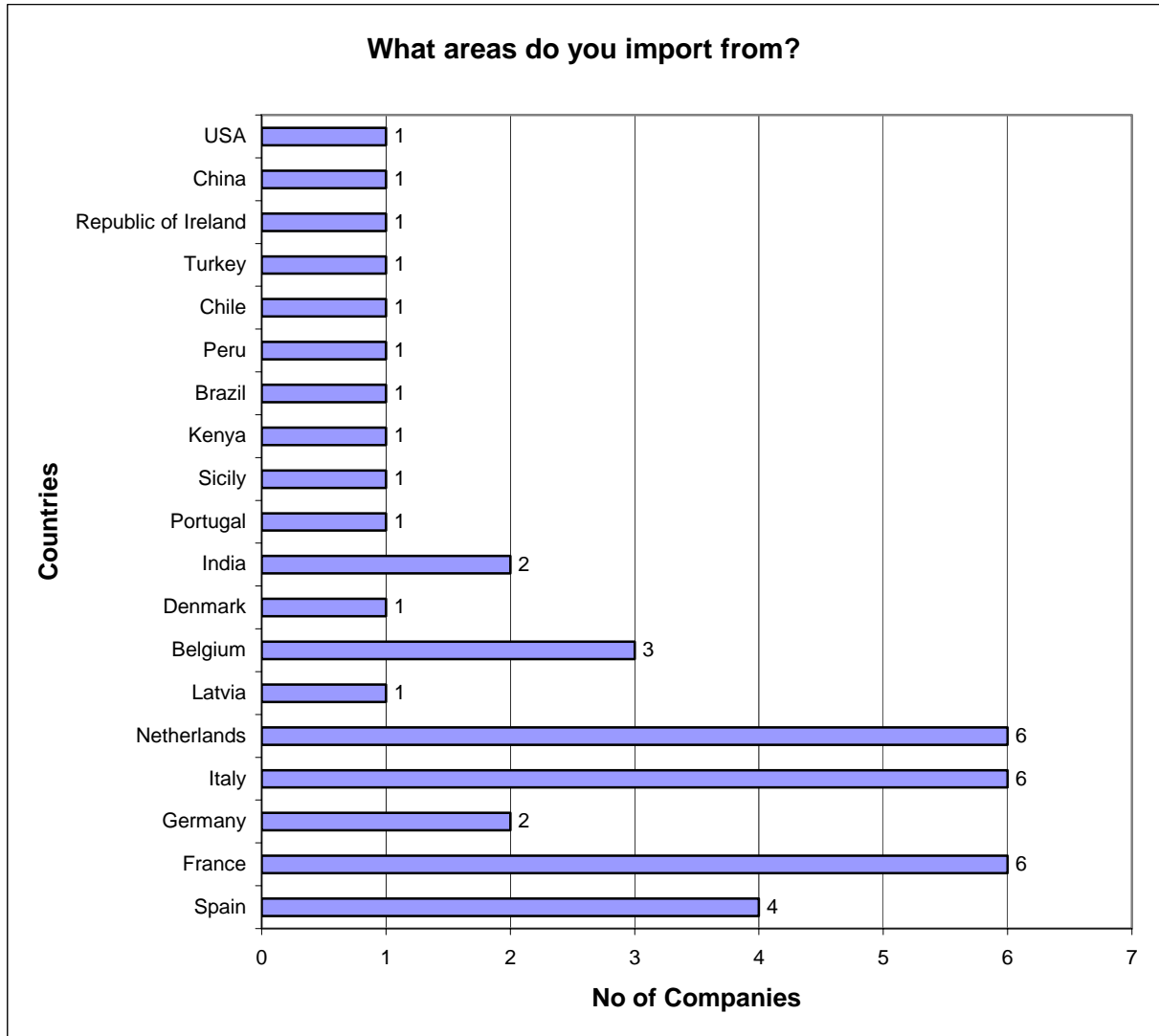
Avoncross Ornamentals  
W L Dingley & Co  
Crowthorne Fencing Ltd  
Dave Nicholls Transport  
CBG Transport Ltd  
Reids Group  
AMS (Fresh Logistics)  
Evesham Vale Growers  
Overland  
Planet Produce Ltd

A. Jeffrey (Transport) Ltd  
Spiers and Hartwell  
Knight Provisions Ltd  
George Willcox Granite Ltd  
FerryFast Produce Ltd  
Evenproducts Ltd  
Auto-Sleepers  
Unipart &  
Christian Salvesens

## 2. The Company Questionnaire Results

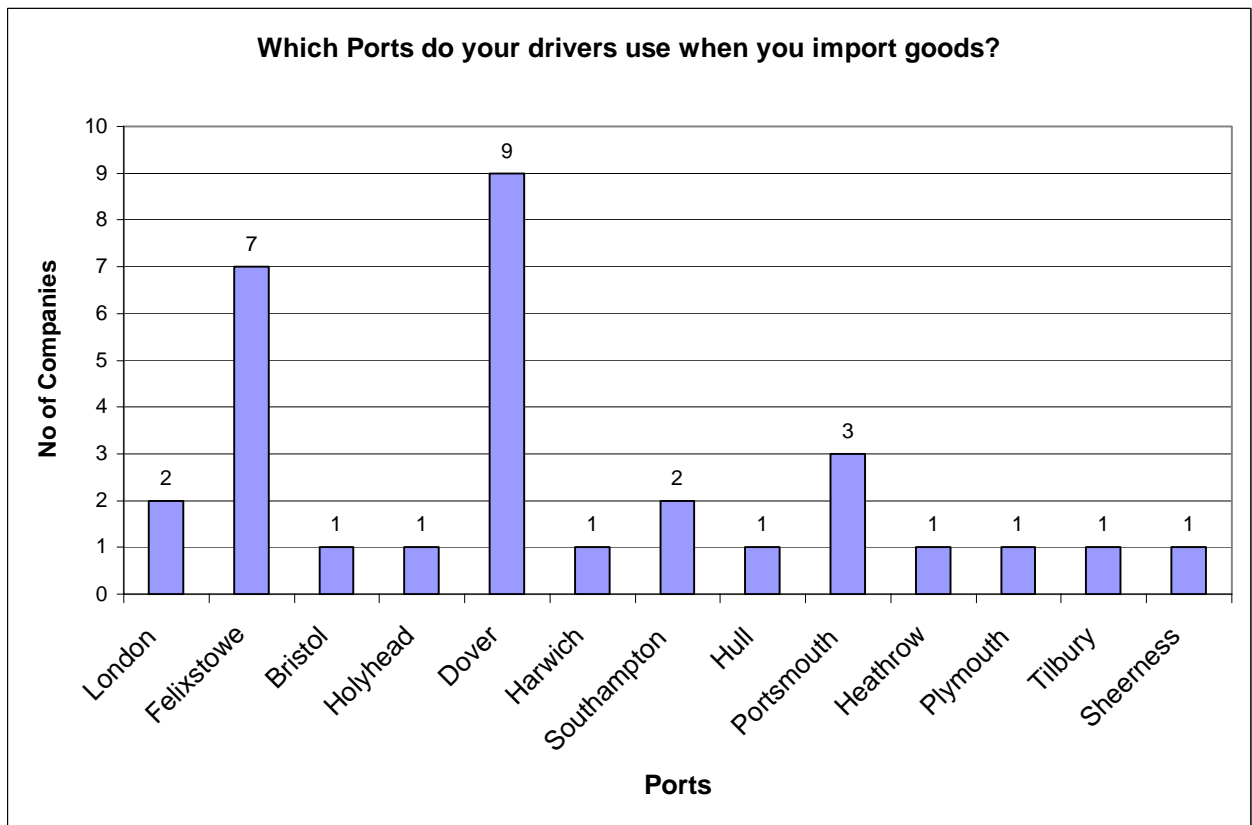
**2.1 (Question 1A)** The results showed that the companies within the Vale of Evesham are mainly haulage and warehousing companies, closely followed by manufacturers.

**2.2 (Question 1Bi)** These import goods from all over the world but mainly from areas within Europe.



(Chart 1)

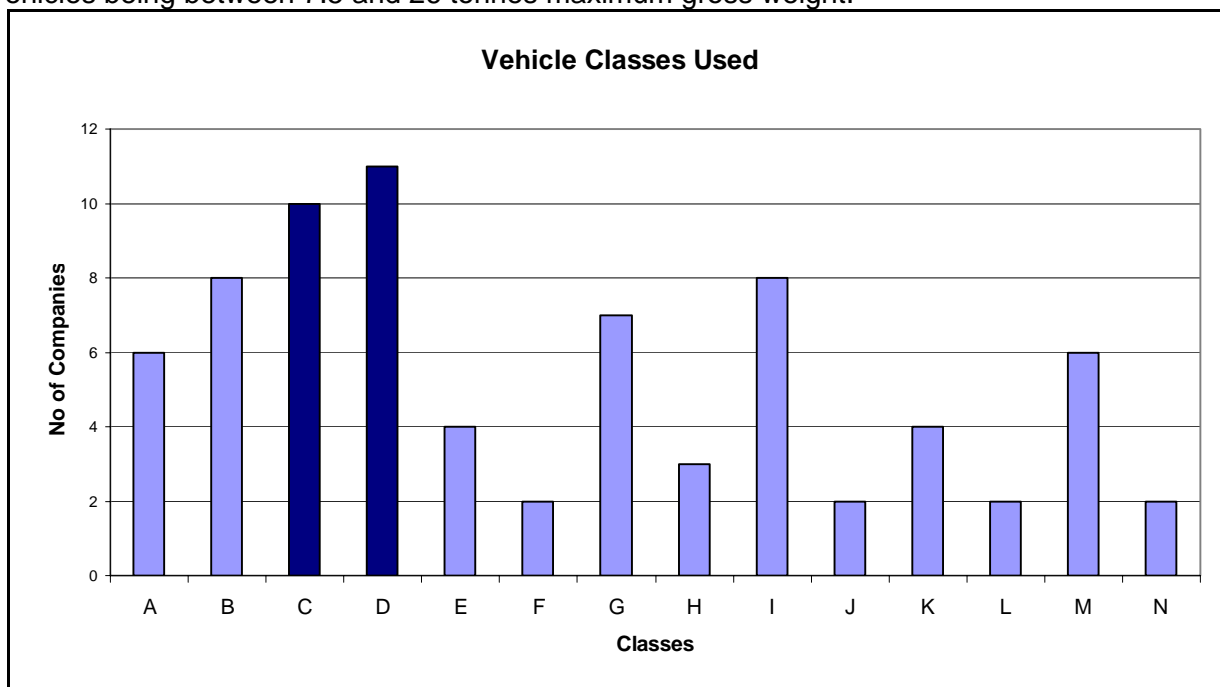
**2.3 (Question 1Bii)** The ports used frequently by companies from the Vale area are at Dover 9 out of 18 (29%) responded and Felixstowe 7 out of 18 (23%), with other ports being used to a lesser extent.



**(Chart 2)**

**2.4 (Question 2Aii)** 13 of the 18 companies who responded import goods throughout the year. More goods are imported into the Vale area during late winter and early spring when not locally produced.

**2.5 (Question 2B)** The size of vehicles used, range across all the classes with the majority of vehicles being between 7.5 and 26 tonnes maximum gross weight.



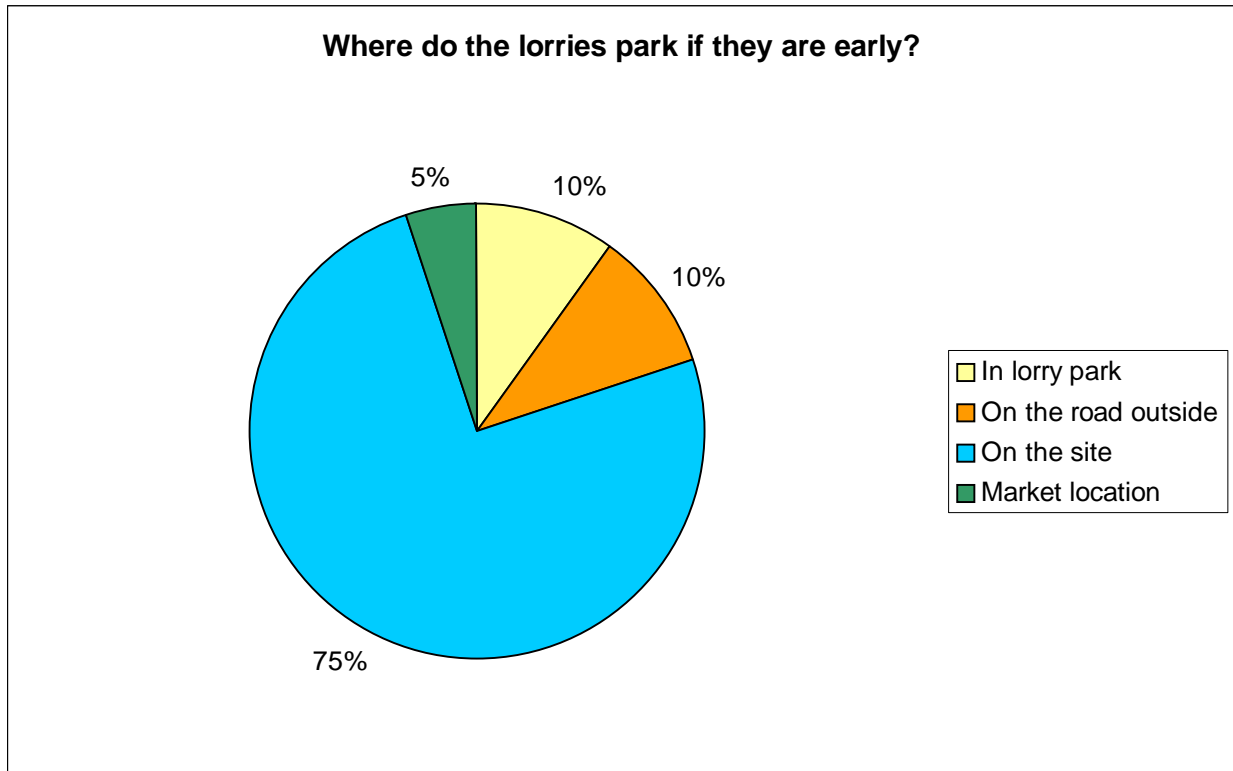
(Chart 3 - See Appendix A for lorry classification list)

**2.6 (Question 2C)** Fifteen of the companies who responded open their doors between the hours 6am and 8am while three are open 24 hours a day.

**2.7 (Question 2D)** Only six of the companies have specific delivery windows.

Avoncross Ornamentals Ltd	(7am – 6pm Mon to Fri and 7am – 1pm Sat and Sun)
Overland	(as specified by customer),
Evesham Vale Growers	(9am – 5pm),
Spiers & Hartwell	(not set each day),
FerryFast Produce Ltd	(weekdays 7 am – 3 pm and weekends 6am –12pm)
Christian Slavesens	(12pm – 7:30pm).

**2.8 (Question 2E)** When lorries arrive early many of them are requested to park on the site. Only two companies allow their drivers to park outside the premises.



**(Chart 4)**

**2.9 (Question 3A)** Nine (50%) of the companies who responded provide directions for the drivers and these are mainly given verbally, five companies provide maps to their premises. Some samples of maps were provided (See Appendix B). It was also revealed that one company doesn't give directions because it had been advised that if directions were given, they could be held partly liable, if whilst acting on their instructions, the driver was involved in an accident.

**2.10 (Question 4A)** Nine (50%) of the companies said they would not consider relocating to Vale Business Park giving one or more of the following reasons:

- There is no room for their business type (11%)
- It would cost too much to relocate (17%)
- The current premises have evolved with the business (11%)
- The company owns their current premises (6%)
- They only recently relocated to their current site (6%)
- Just signed a new lease (6%)
- They are not a distribution company and they only deliver the imported product to their own customers (6%).

**2.11** (Question 5) The companies surveyed were asked to note any problems they faced due to their location. The main problems highlighted are as follows:

- The signage is poor 6 out of 18 (33%)(No Details provided)
- The area need more central government funding (for maintenance especially) 1 out of 18 (6%)
- There are no turning areas in the villages 1 out of 18 (6%)
- The roads in the area are dangerous 1 out of 18 (6%) (No Details provided)
- Weight limits make local deliveries more difficult and less efficient. 1 out of 18 (6%)
- There is too much traffic 1 out of 18 (6%) (No Details provided)
- Foreign drivers often get lost, causing problems for local traffic and resulting in late deliveries. 2 out of 18 (11%)
- The condition of the road surface is poor 1 out of 18 (6%) (No Details provided)
- Weight restrictions on bridges are selfish 1 out of 18 (6%)
- There is a general trend to oppose HGV's and their drivers, which creates an unpleasant atmosphere when they are only doing their jobs 1 out of 18 (6%)
- HGV operators pay higher road tax than the drivers who moan about lorries 1 out of 18 (6%)
- Winter weather can cause problems in the area. 1 out of 18 (6%) (No Details provided)
- Bidford Bridge should have the weight limit increased to 18 tonnes gross vehicle weight to avoid unnecessary detour 1 out of 18 (6%)
- Cost of Vale Park is too high. 1 out of 18 (6%)
- A46(T) is very fast and it is difficult entering and exiting premises on that stretch of road. 1 out of 18 (6%)

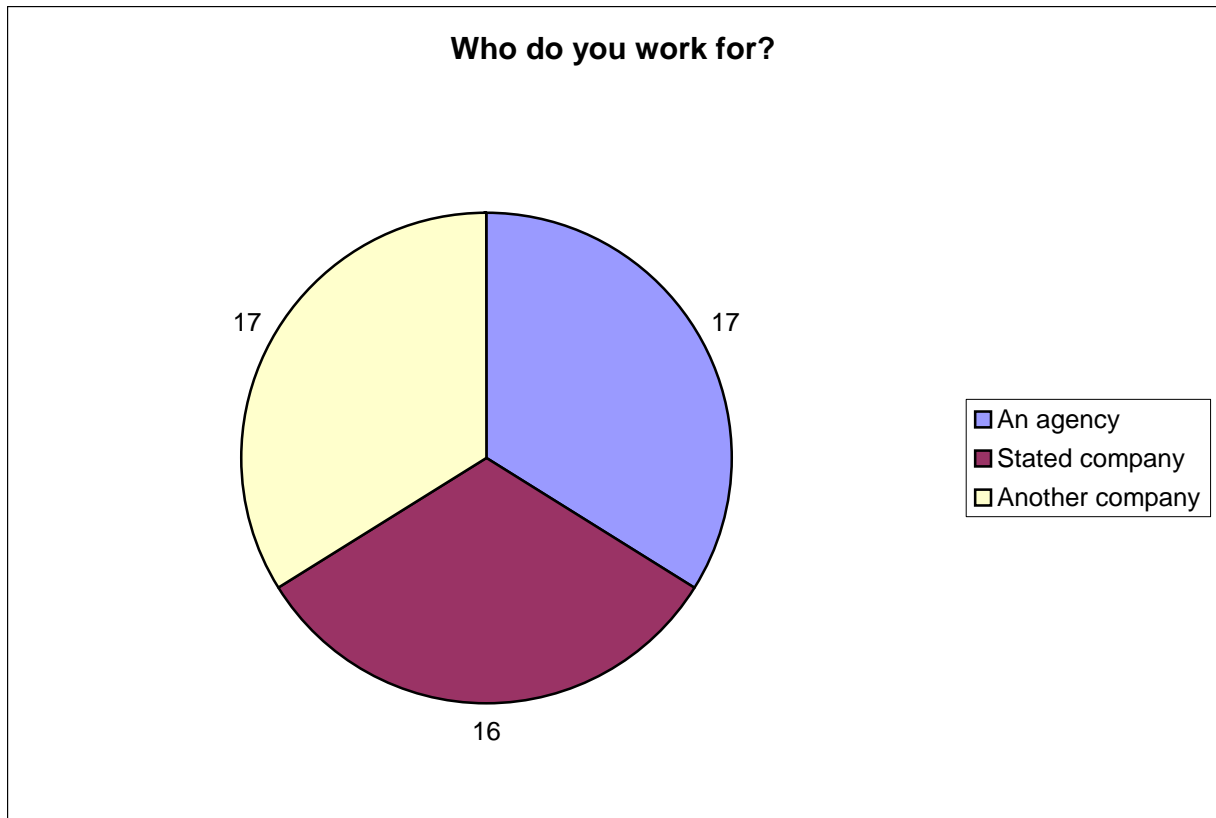
**2.12** (Question 5) The companies were also asked to suggest some possible solutions to the problems they face in the area. The suggestions were as follows:

- Information boards could be placed in lay-bys with maps of the area
- Phones could also be placed in the lay-bys for information purposes
- The area needs a lorry park

### 3. The Driver Results

**3.1 (Question 1A)** The survey gathered evidence from drivers of nine nationalities, British, Spanish, French, Italian, Dutch, German, Portuguese, Irish and Belgian. The results suggest that lorry drivers who use the Vale's roads are mainly British 14 out of 50 (28%) Spanish 11 out of 50 (22%) or French 9 out of 50 (18%). These three nationalities alone make up 34 out of 50 (68%) of all the drivers that were involved in the survey.

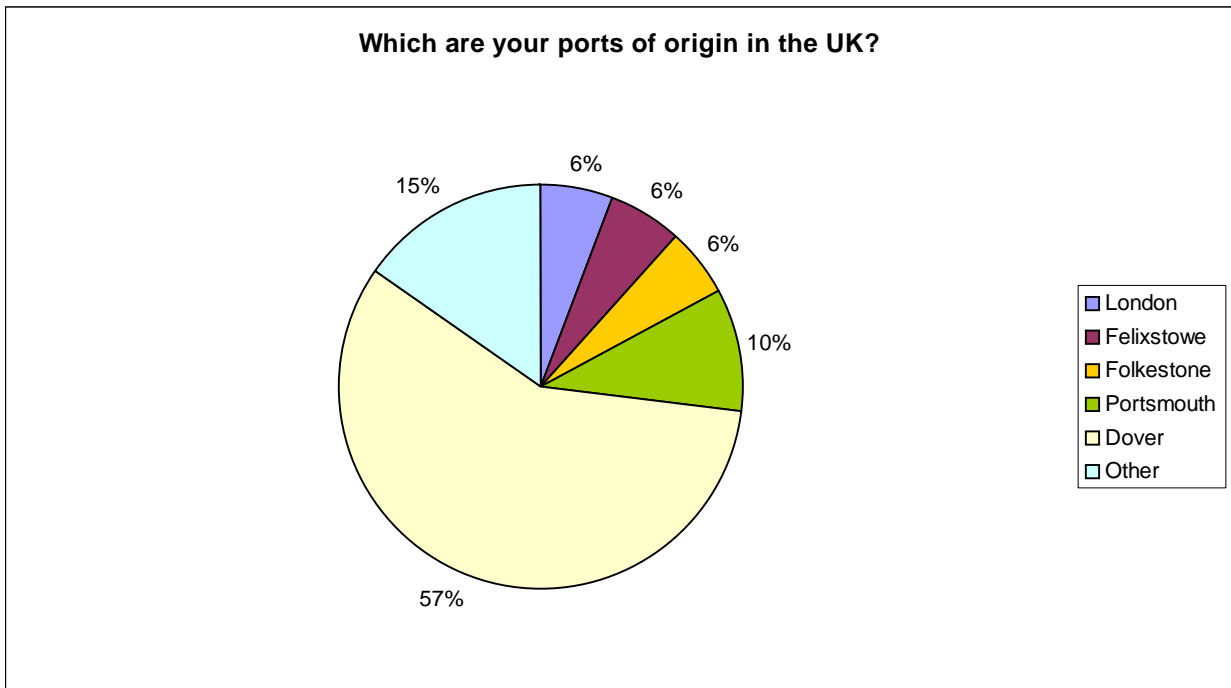
**3.2 (Question 1B)** The driver's employment was equally spread between working for an agency 17 out of 50 (34%) working directly for a company 16 out of 50 (32%) and being subcontracted to another company 17 out of 50 (34%)



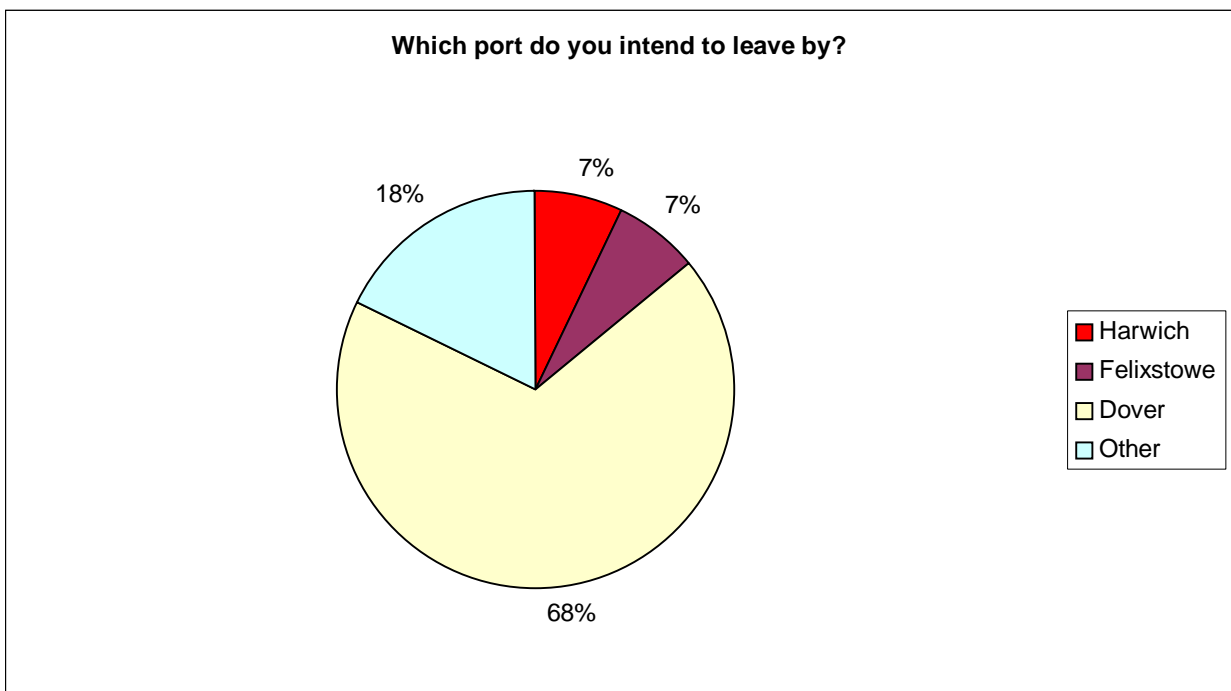
(Chart 5)

**3.3 (Question 1C)** Most of the drivers had travelled from either Spain 14 out of 50 (28%) or France 10 out of 50 (20%), however, many drivers 12 out of 50 (24%) neglected to answer this question. Drivers who did not originate from abroad may have felt this question did not apply to them.

**3.4 (Question 1D)** As in the company questionnaire, the driver's questionnaire highlights Dover as the most commonly used port. However, in the company questionnaire, it stated 29% (9) of journeys came through Dover, 57% (30) of the drivers surveyed said they used Dover to enter the country.



(Chart 6)



(Chart 7)

**3.5 (Question 2A)** As expected fresh produce accounted for the majority of imports and exports by companies, with 53% (10) of the exports from the Vale of Evesham and 83% (32) of imports being either fruits or vegetables. These results are likely to vary at other times of the year due to the seasonal nature of fresh produce.

**3.6 (Question 2A)** Table 1 shows some of the fruit and vegetables collected, their origin and final destination.

**Table 1**

Collecting	Number	Coming From	Going To
Lettuce	3	Spain	London
		Spain	Bristol
		Spain	London
Kiwi	1	Italy	Dover (Port)
Fruit (None Specific)	3	Netherlands	
		Netherlands	Evesham
		UK	London
Tangerines	1		Dover (Port)
Vegetables (None Specific)	2	Netherlands	Evesham
		UK	London

**3.7 (Question 2A)** Table 2 shows some of the fruit and vegetables delivered, their origin and final destination.

**Table 2**

Delivering	Number	Coming From	Going To
Fresh Fruit	8	Netherlands	Pershore
			Droitwich
		Spain	Dover
		UK	London
		Netherlands	Evesham
		Spain	Ely
		Netherlands	
Salad Produce	2	Spain	Spain
		France	Dover
Fresh Tomatoes	2	Spain	
			Netherlands
Lettuce	3	Spain	London
		Spain	Bristol
		Spain	London
Vegetables	9	Netherlands	Pershore
		Spain	Dover
		Spain	Dover
		Spain	
		Spain	
		UK	London
		Netherlands	Evesham
		Netherlands	
Cucumbers	1	Spain	Ely
		Spain	

Peppers	1	Spain	France
Kiwi	1	Italy	Dover (Port)
Apples	2	Italy	
		Spain	France
Grapes	1	UK	Droitwich
Melons	1	UK	Droitwich
Cauliflowers	1	France	Manchester
Pears	1	Italy	Bristol
Potatoes	1	France	

**3.8 (Question 2B)** The majority of vehicles used range between 40 and 44 tonnes and have either 5 or 6 axles.



40 tonnes – 5 axles = 14 (34%)



41 tonnes – 6 axles = 7 (17%)



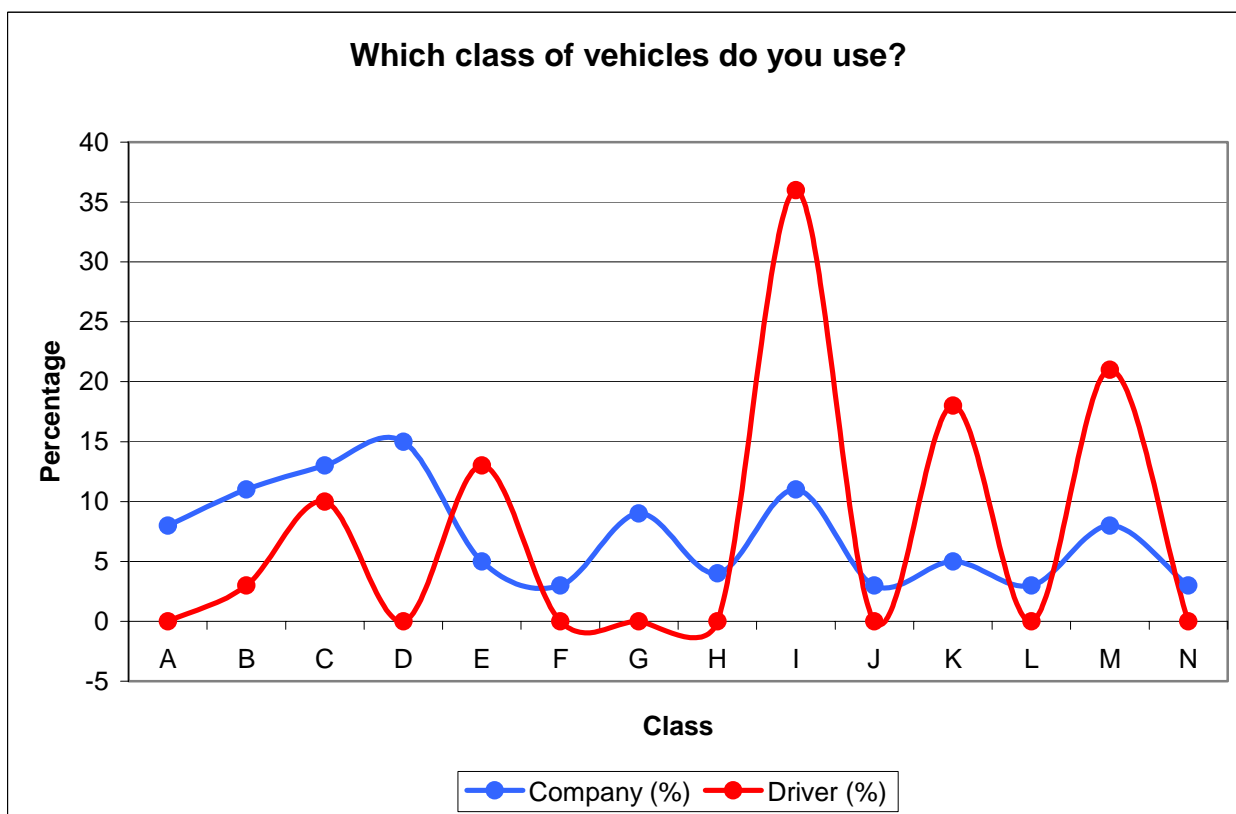
44 tonnes – 5 or 6 axles = 9 (22%)

When comparing the drivers and the company questionnaire results we see that they differ quite significantly on this matter. On the whole, the companies believe that the majority of the vehicles they use are class D (25 – 26 tonne rigid lorries).



25/26 tonnes – 3 axles

However, no driver surveyed said they used these vehicles. Overall, the drivers surveyed seemed to drive the larger vehicles while the company results show that they mainly use vehicles of under 40 tonnes.



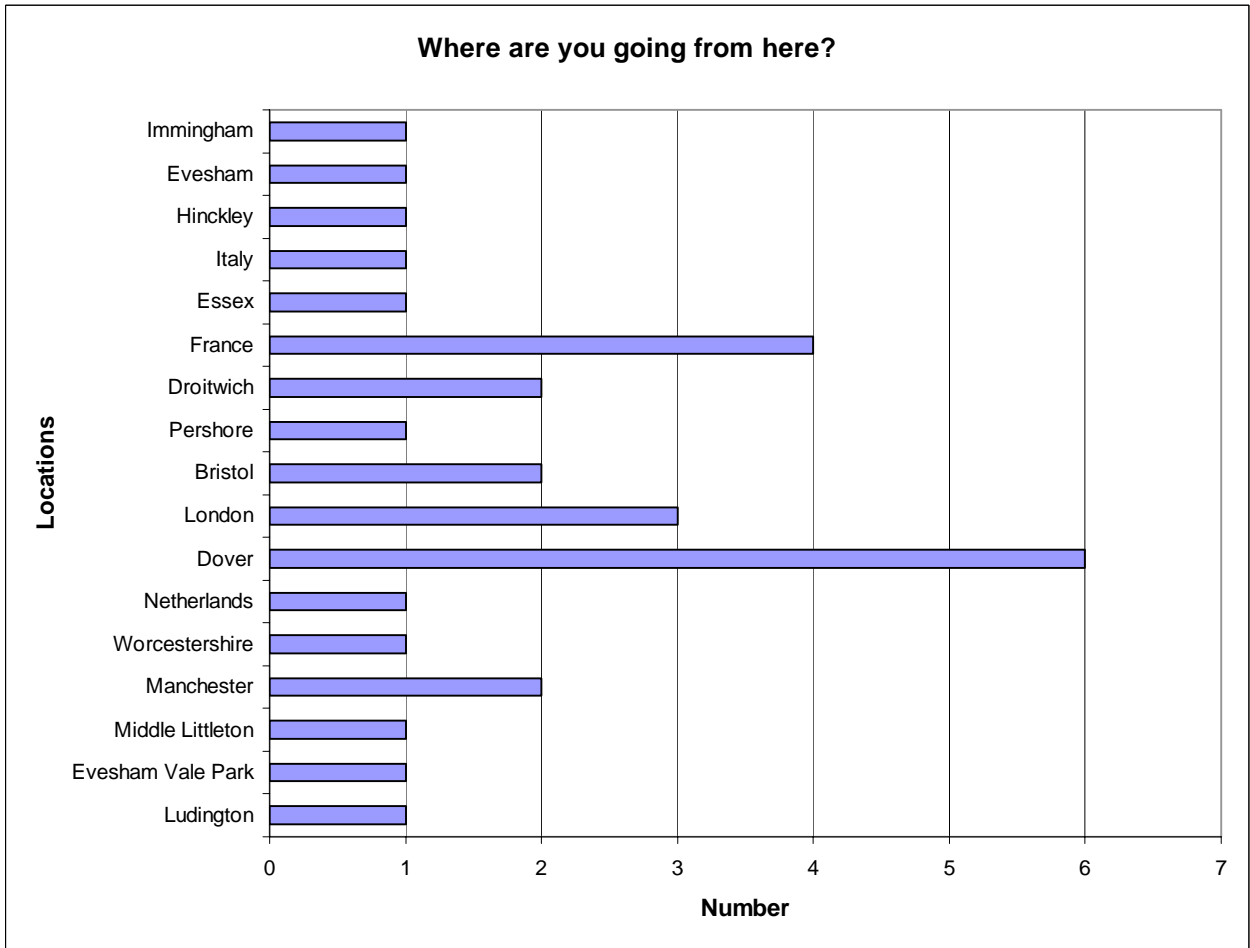
(Chart 8 - See Appendix A for lorry classification list)

**3.9** (Question 2Ci) 19 (53%) of the 36 responses said that this was not their only stop and they had either stopped before or would be stopping again.

**3.10**(Question 2D) The results show that drivers continue to various locations after their deliveries have been unloaded. 6 (12%) of the drivers travel to mainland Europe (Netherlands [1 – 2%], France [4 – 8%] and Italy [1 – 2%]), while 24 (48%) travel to locations within the UK.

**Table 3**

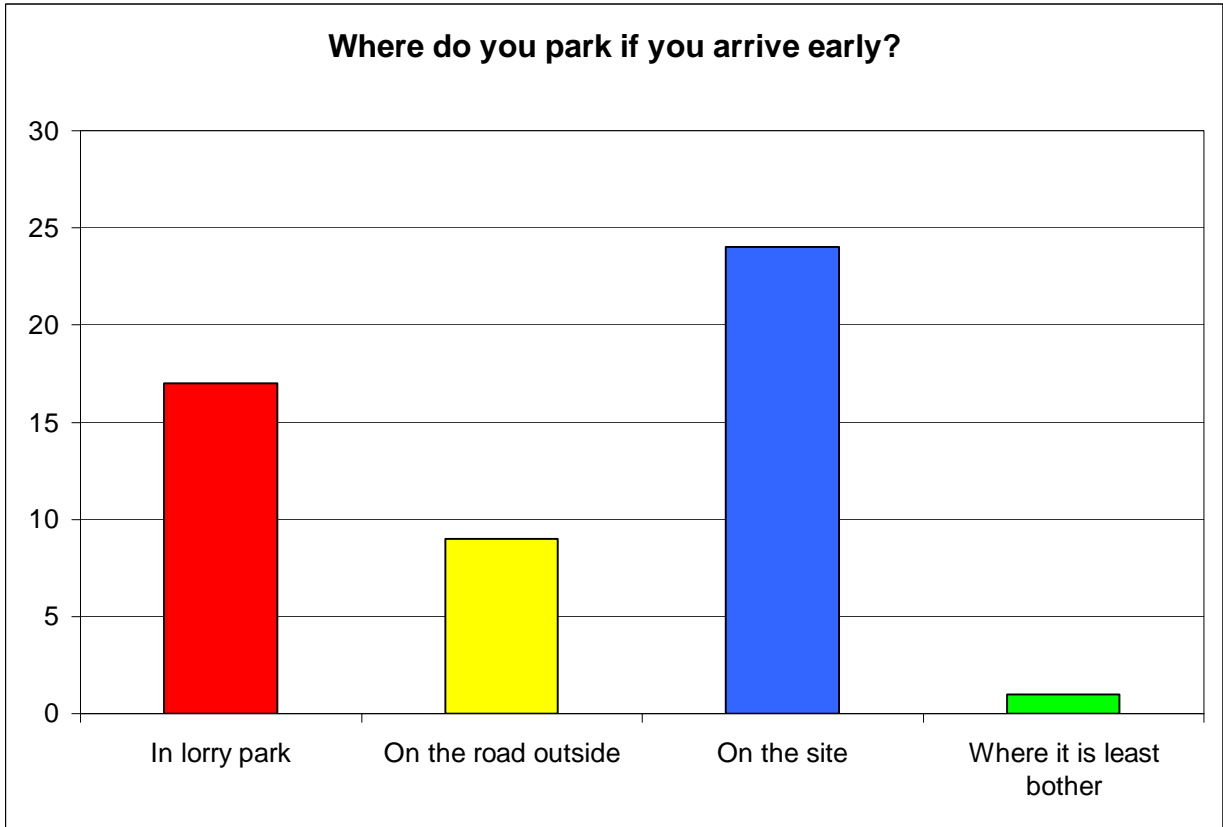
Location	Number	Percentage
Luddington	1	2%
Evesham Vale Park	1	2%
Middle Littleton	1	2%
Worcestershire	1	2%
Dover	6	12%
London	3	6%
Bristol	2	4%
Pershore	1	2%
Droitwich	2	4%
Essex	1	2%
Hinckley	1	2%
Evesham	1	2%
Manchester	2	4%
Immingham	1	2%



**(Chart 9)**

**3.11** (Question 3A) From those surveyed 80% (34) of the deliveries to the businesses within the Vale of Evesham area were timed deliveries.

**3.12** (Question 3B) Drivers who arrived early were more likely to park on the site than anywhere else but many said they would park in a lorry park if available



(Chart 10)

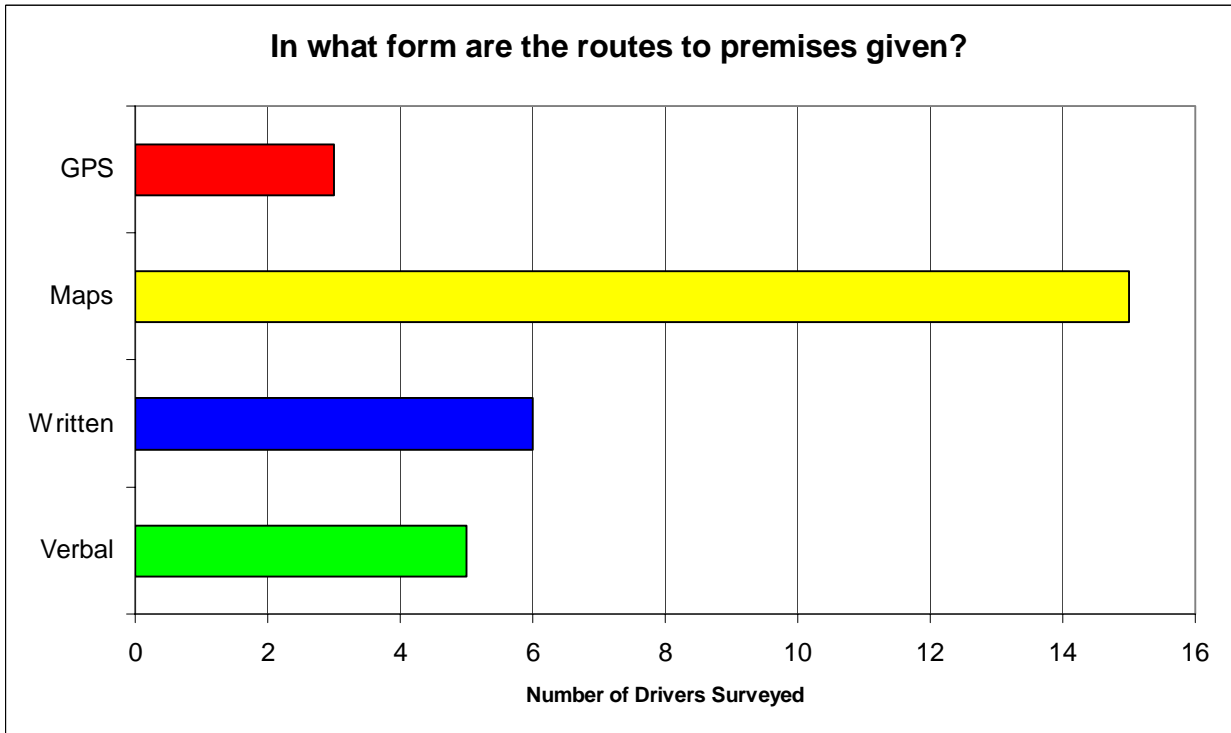
**3.13** (Question 3C) Once the deliveries are unloaded the majority of drivers either move on 9 – (22%), go to the next site 6 – (15%), go home 9 – (22%) or rest 9 – (22%).

**Table 4**

Move on	9(22%)
Go to next site	6(15%)
Go Home	9(22%)
Call Manager and ask	2(4%)
Rest	9(22%)
Other	6(15%)

**3.14** (Question 4Ai) 48% (24) of the drivers arrive at their destination without a route being provided by the company they are driving for or the company they are delivering to.

**3.15** (Question 4Aii) The majority of those who do provide a route to the premises supply some form of map.



(Chart 11)

**3.16** (Question 5) The drivers highlighted a number of concerns they face when driving along routes within the Vale of Evesham. These were:

- Poor Signage 4 – (8%)
- Lack of Parking Facilities 7 – (14%)
- Poor Street Lighting 1 – (2%)
- The roads they have to travel on 1 – (2%)
- Getting lost 1 – (2%)
- Overgrown vegetation 2 – (4%)
- Late deliveries due to the roads 1 – (2%)
- Delays 1 – (2%)

The A44 between Oxford and Evesham was also highlighted as being a concern (No details were given).

**4.** The results from this survey will help the Vale of Evesham Freight Quality Partnership (FQP) Working Group members, including the three local authorities involved, (Worcestershire, Warwickshire and Gloucestershire) gain a greater understanding of HGV movements within the Vale of Evesham. It will also give a better insight into the issues faced by HGV drivers which will help the members reach solutions agreeable to all those involved within the local Vale community.

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<b>No.</b>	<b>Question</b>	<b>Score</b>
1	Survey of Generators	17
2	Survey of HGV's	19
3	Lorry route map	45
4	Improve existing available lorry routes	45
5	Local business/generator delivery maps	63
6	Extra lorry parking	64
7	Investigate delivery time restrictions	76
8	More local signs multilingual	83
9	Produce Newsletter for villages and Businesses	84
10	Promote extra driver education	84
11	Pursue moving operators out of Vale to Vale park	86
12	Investigate planning restrictions on new operator sites	87
13	More Trunk road/motorway signs?	91
14	Revise existing weight limits on roads	95
15	Revise weight limits on bridges	103
16	Investigate Zone system for map or weights	105

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