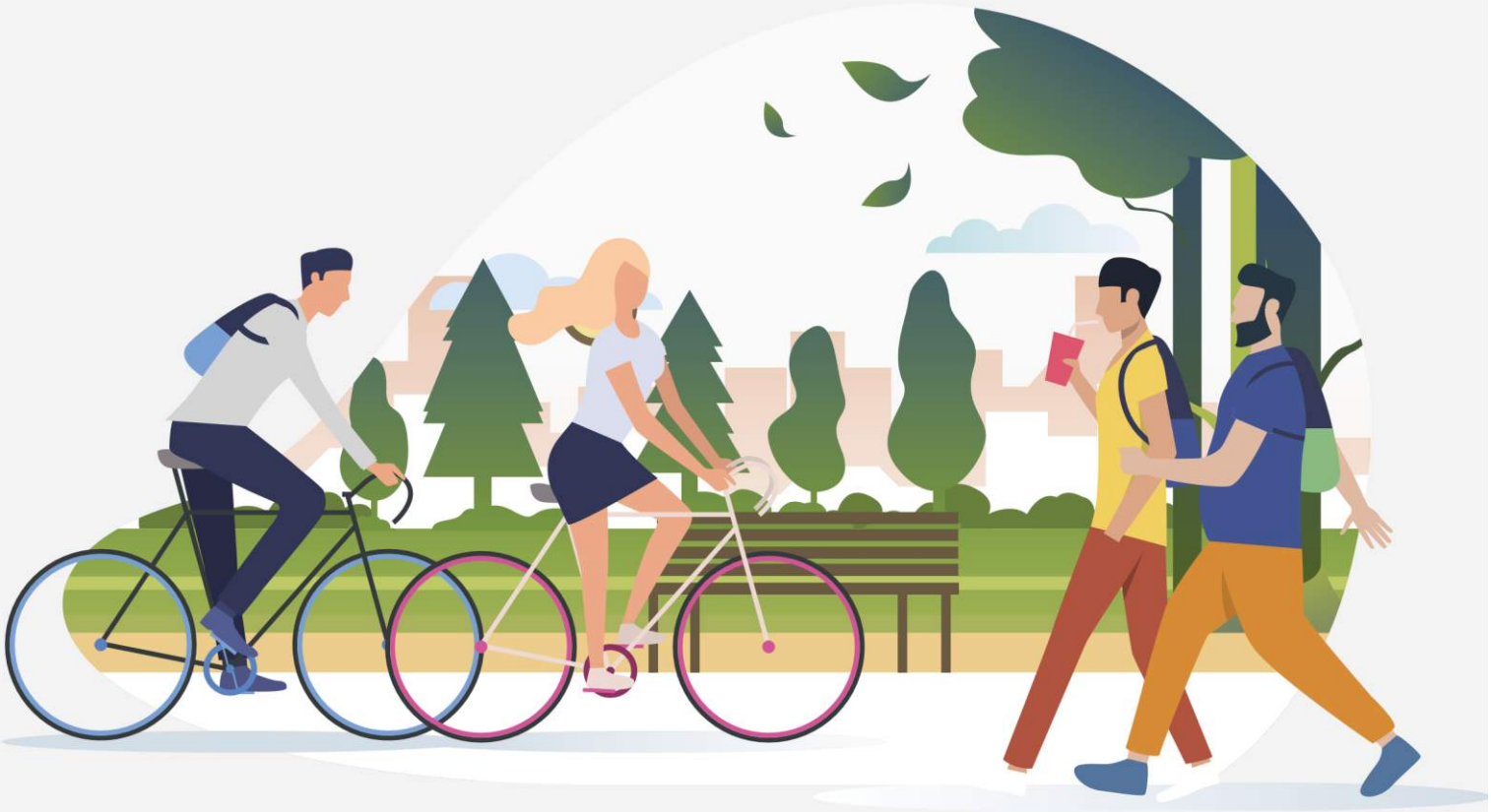
# Local cycling and walking infrastructure plan

## Isle of Wight (Newport and Ryde) 2020-2030

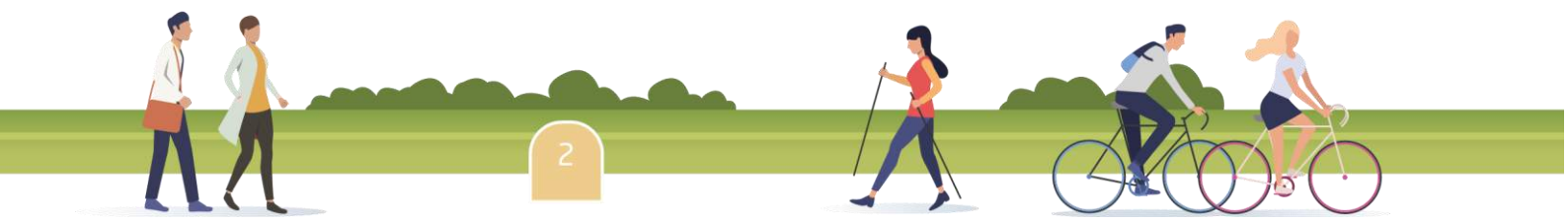
**Supplementary Planning Document (SPD)**



ISLE of WIGHT COUNCIL

# Contents





# Executive summary

In 2017 the Government published its first Cycling and Walking Strategy (CWIS), setting out an ambition to make cycling and walking the natural choice for shorter journeys, or as key stages within longer journeys.

The CWIS references ambitious targets for increasing cycling and walking, including:

- to aim to double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025;
- to aim to increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025.

In recognising that improvements to infrastructure are critical to increasing volumes of cycling and walking, the CWIS introduces local cycling and walking infrastructure plans (LCWIPs) – a new strategic approach to identifying cycling and walking improvements required at the local level, to enable a long-term approach to developing local cycling and walking networks.

To assist local authorities in the preparation of LCWIPS, the Department for Transport (DfT) has prepared technical guidance together with a number of software tools which support route audit and selection. A number of local authorities have also benefitted from external technical support facilitated through the DfT.

This document presents the first LCWIP for the Isle of Wight covering the towns of Newport and Ryde. Following the stages set out in the LCWIP Guidance, the Isle of Wight LCWIP considers a range of background evidence and stakeholder engagement, setting out 16 cycle route corridors and 24 walking routes and zones, which if implemented, will lead to a transformation in volumes of cycling and walking in Newport and Ryde, in line with the ambition of the CWIS.

This LCWIP process sets out how we work towards delivering ambitious plans to increase walking and cycling opportunities across the Isle of Wight. The plan will help support the delivery of planning policy, regeneration plans, health and wellbeing policy, and Island's emerging climate and environment strategy supporting the Island going carbon neutral by 2035.

***The Newport and Ryde LCWIP was formally adopted as a Supplementary Planning Document (SPD) by the Isle of Wight Council on 20 June 2023 following a decision by Cabinet on 8 June 2023.***

***The SPD will be used as a material consideration in the determination of relevant planning applications in the Newport and Ryde areas.***

# Introduction

Local cycling and walking Infrastructure plans are identified in the Government's strategy as a new tool to identify strategic cycling and walking improvements at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period.

In 2017 the Government published its first cycling and walking investment strategy, which sets out their ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey. This report has been developed to support the emerging new planning policy and the local transport plan. This local cycling and walking infrastructure plan (LCWIP) is a live strategy developed in partnership with key stakeholders. The plan has been produced to help plan new or improved walking and cycling routes, and to prioritise future resources.

The LCWIP was developed using 'local cycling and walking infrastructure plan technical guidance for local authorities', issued by the Department for Transport (DfT), and also considering existing local walking and cycling plans. Technical support was provided by DfT's appointed consultant, WSP, and guidance and advice was provided by Sustrans, who are part of the strategic support team.

The Isle of Wight LCWIP ('The plan') brings together existing evidence on potential improvements to the walking and cycling networks within selected geographical areas, and provides a consistent methodology to prioritise interventions aimed at:

- improving the cycling network to reduce the propensity to travel by private vehicle and increase active travel, by walking and cycling;
- identifying and prioritising walking infrastructure opportunities to increase the number of walking trips to local destinations;
- ensuring new development complements and connects to the existing and planned walking and cycling network; and
- Isle of Wight to bid for funding to make improvements to the network.

# Background

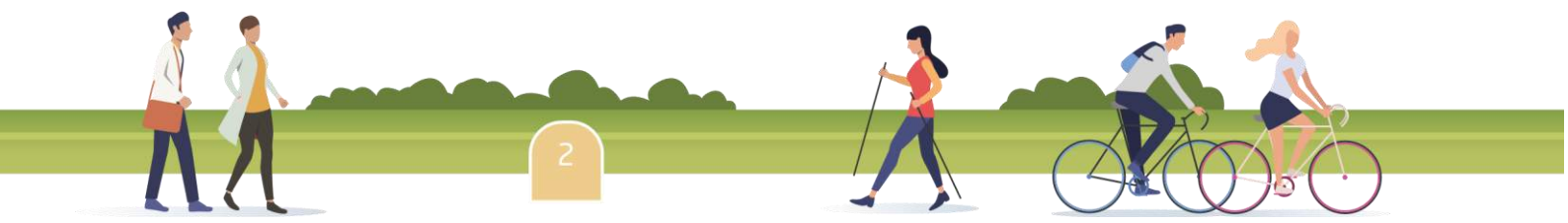
## Isle of Wight: cycling and walking

The Isle of Wight is the nation's Bicycle Island and home of Walk the Wight, the largest sponsored walk of its kind in Europe. It's a place where active modes are welcomed and their benefits realised; the geography, demography and spatial design of the Isle of Wight are all enablers of active travel.

The Isle of Wight Council is committed to cycling and walking and has an ambition to normalise cycling and walking for short distance journeys.

Will seek to achieve this by:

- identifying, prioritising and appraising cycling and walking networks which link origins and destinations;
- developing and presenting compelling business cases for active mode infrastructure investment from all possible funding sources;
- maximising the volume of cycling and walking stages through the delivery of travel behaviour



# Local cycling and walking infrastructure plans

change campaigns across a variety of target markets;
- working closely with our key stakeholders (Ramblers, CycleWight, town and parish councils and local regeneration and business groups) to seek to resource new or improved walking and cycling routes.

Whilst ongoing investment in travel behaviour change interventions on the Island is evidencing an increasing volume of trips using active modes, there remains a clear demand for additional investment in cycling and walking infrastructure.

A number of Island settlements are already linked by traffic free cycling and walking corridors, and where this is the case, trip volumes are encouraging.

The challenge going forward is to ensure that many more settlements, and other logical origins and destinations, are connected by high quality cycling and walking infrastructure which inspires use. The tools and processes set out in the LWCIP guidance will provide confidence that future schemes are robust.

The Isle of Wight is England's only island local highway authority, which presents a unique set of circumstances for cycling and walking. 90.2 per cent of economically active Island residents are employed in jobs which are based on the Island; only five per cent of jobs on the Island are taken up by non-residents, indicating a residence based self-containment level of 95 per cent. Around 8.9 million passenger journeys are made across The Solent each year, and just over half of these trips are generated by visitors to the Island.

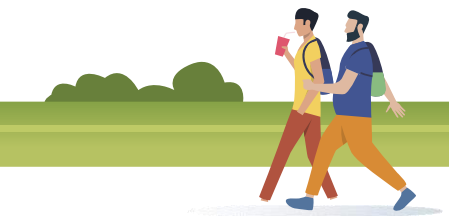
What this means is that unlike other local authority areas, many of the products and services required by Island residents can be obtained on the Island via short distance trips. In addition, distances between many settlements on the Isle of Wight are lower than the 15km average commuting distance identified through the 2011 census.

Local cycling and walking infrastructure plans (LCWIPs), as set out in the Government's cycling and walking investment strategy, are a new, strategic approach to identifying cycling and walking improvements required at the local level.

They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

The key outputs of LCWIPs are:
- a network plan for walking and cycling which identifies preferred routes and core zones for further development;
- a prioritised programme of infrastructure improvements for future investment;
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

By taking a strategic approach to improving conditions for cycling and walking, LCWIPs will assist local authorities to:
- identify cycling and walking infrastructure improvements for future investment in the short, medium and long term;



- ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies;
- make the case for future funding for walking and cycling infrastructure.

While the preparation of LCWIPs is nonmandatory, local authorities which have completed and adopted LCWIPs will be well placed to make the case for future investment.

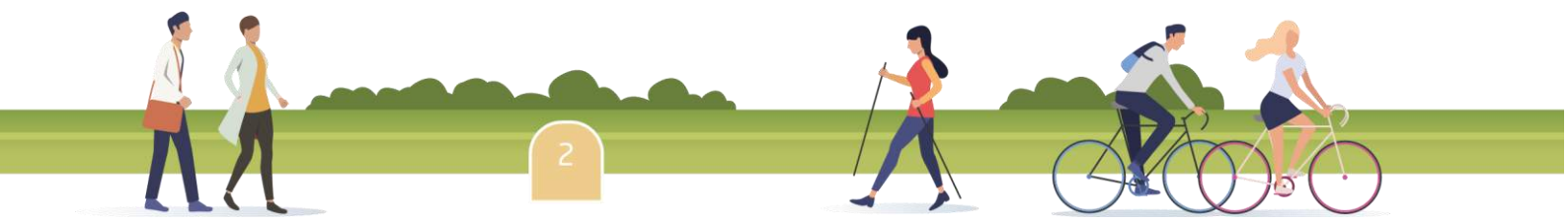
The development of a LCWIP has be directed by the Department of Transport who produced clear guidance for local authorities to follow. The stages of development and resources required to complete each stage varied. Stakeholders were assisted throughout the process and additional resource from local contractors was procured to assist the auditing and mapping elements of the plan.

Alongside local support the production of the LCWIP has been supported through active travel consultants, WSP. WSP provided 30 days of support across all stages of the LCWIP process and were funded directly by the DfT.

## Local cycling and walking infrastructure plans – process

| Stage | Name | Description |
|---|---|---|
| 1 | **Determining scope** | Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan. |
| 2 | **Gathering information** | Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes. |
| 3 | **Network planning for cycling** | Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required. |
| 4 | **Network planning for walking** | Identify key trip generators, core walking zones and routes. Audit existing provision and determine the type of improvements required. |
| 5 | **Prioritising improvements** | Prioritise improvements to develop a phased programme for future investment. |
| 6 | **Integration and application** | Integrate outputs into local planning and transport policies, strategies, and delivery plans. |

Recognising the scale of the process, the LCWIP guidance suggest that authorities divide their LCWIP into sub-areas, enabling the development of the LCWIP to be phased. In this case, authorities should prioritise areas which have the greatest potential for growing cycling and walking trips.



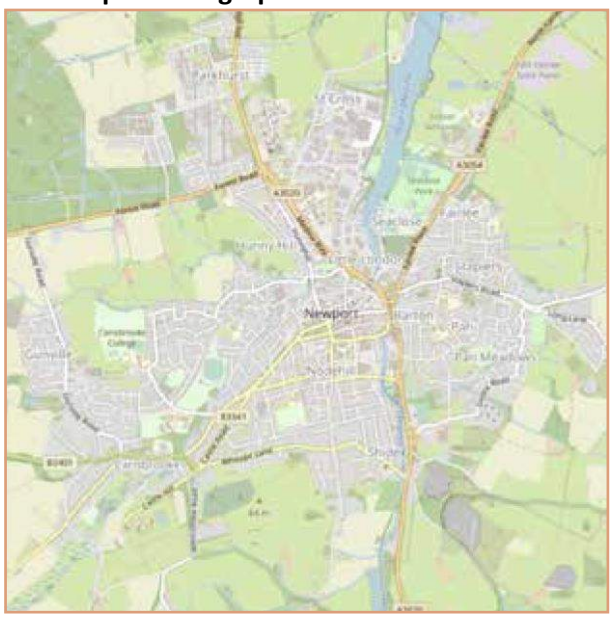
# Stage 1 – geographical scope

The LCWIP guidance recommends that where authorities are dividing their LCWIP into a number of sub-areas, priority should be given to areas which have the greatest potential for growing cycling and walking trips.

As such, Newport and Ryde have been selected as priority settlements because:

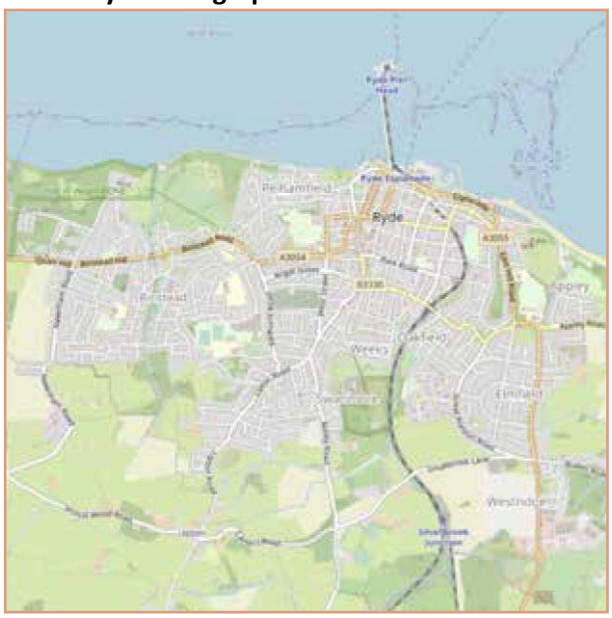
- by population, they are the Island largest settlements on the Isle of Wight;
- they have the highest transport movements, as measured in journeys to work and school;
- they have the highest propensity for increased cycling and walking;
- they are centres for future growth and regeneration;
- of opportunities to support partnerships with external partners of securing external resources, eg, Ryde's link to the South Hampshire application to the Transforming Cities Fund.

**Newport: Geographical extent of LCWIP**






**Ryde: Geographical extent of LCWIP**



# Stage 2 – gathering information

After agreeing the scope of the LCWIP the stakeholder groups reviewed as much local, regional and national data possible to help inform the selection of walking and cycling routes.

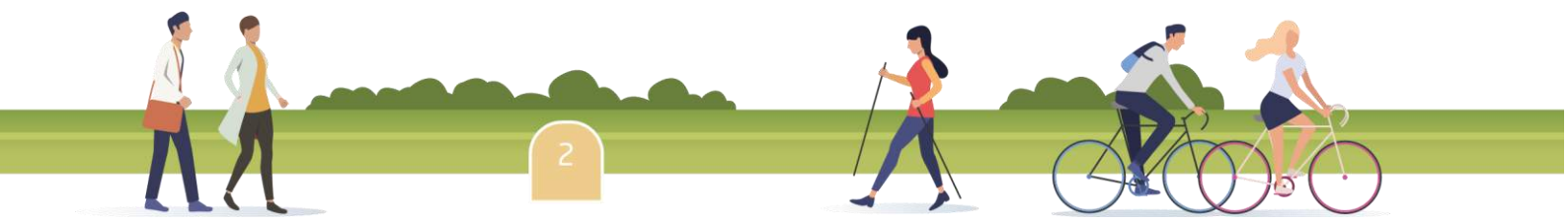
Whilst is it noted that travel behaviour change interventions are not covered by the LWCIP guidance, it is accepted that they have an important role to play alongside the delivery of infrastructure schemes.

The Isle of Wight is one of a small number of local authorities which has benefitted from concurrent rounds of sustainable transport funding from DfT since 2012. The key milestones and learning from these programmes has been reviewed and used to support the LWCIP process of identifying key capital infrastructure improvements.

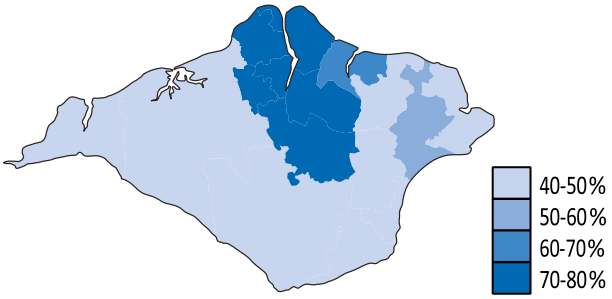
The Island is fortunate to benefit from proactive, well regarded advocacy groups for cycling and walking, including CycleWight and the Isle of Wight Ramblers. CycleWight is in the process of developing an Isle of Wight cycling strategy, including a detailed set of network enhancements and future routes. Isle of Wight Ramblers provided a comprehensive and considered response to the recent reassessment of the council's rights of way improvement plan. Both organisations played a key role in providing information and data to the project team.

As a further layer of evidence to assist in the development of the LCWIP cycling network, origin and destination points were analysed using The **Propensity to Cycle Tool (PCT).** This webbased tool is an online resource developed by the DfT which has been designed to assist with the strategic planning of cycling networks. It comprises an interactive map which displays the current and potential distribution of commuter cycling trips under different growth scenarios. This data was shared with stakeholders.

The maps on the following page show the proportion of commuters in each zone with a fast route commute distance less than 10km (calculated excluding people with no fixed workplace). The average proportion was 58 per cent across zones in the Isle of Wight, compared with a national average of 56 per cent. The right-hand map shows the average hilliness of the fastest routes used by commuters living in each zone. The average was three per cent across zones in the Isle of Wight, compared with a national average of 1.9 per cent.



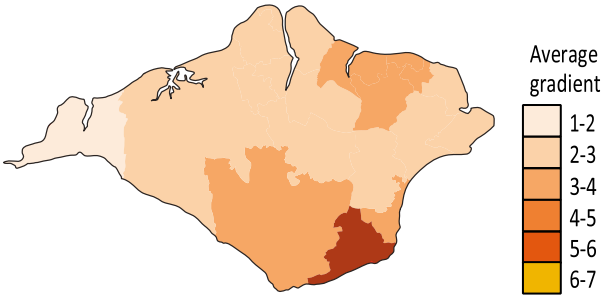
**Proportion of commuters with a fast route commute distance less than 10km**




The maps below compare the most recent cycling commuter flows (2011 census) for Newport and Ryde alongside those required to achieve the CWIS cycling target by 2025 (doubling cycling).

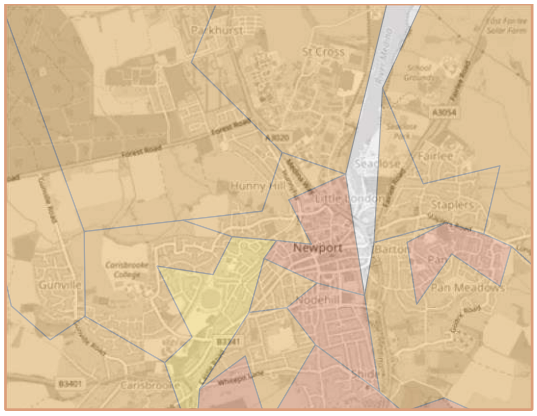
**Newport: Percentage cycling to work (2011 census)**

**The average hilliness of commute trips less than 10km**




Black lines represent the boundaries of middle super output areas (MSOAs). The maps below sets out the cycling to work 2011 data alongside the national target.

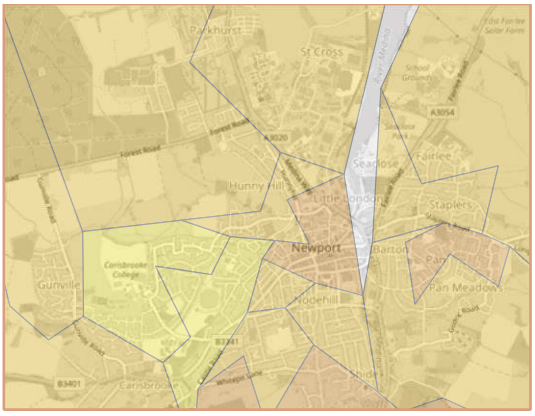
**Newport: Percentage cycling to work (CWIS 2025 target)**





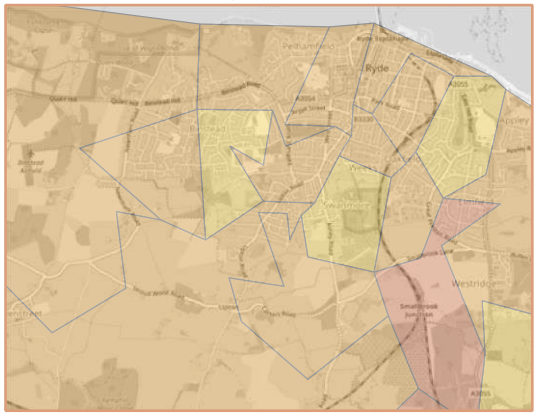

Percentage cycling to work

0-1%
2-3%
4-6%
7-9%






**Ryde: Percentage cycling to work (2011 census)**

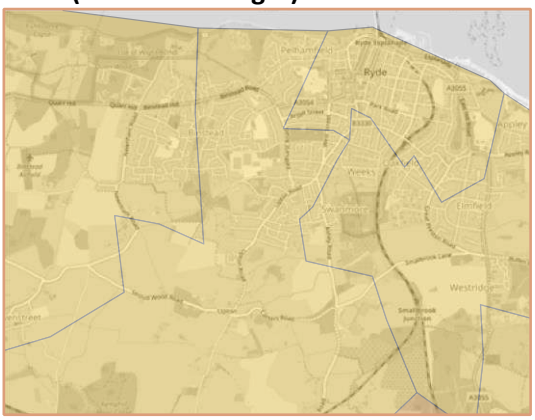





Percentage cycling to work

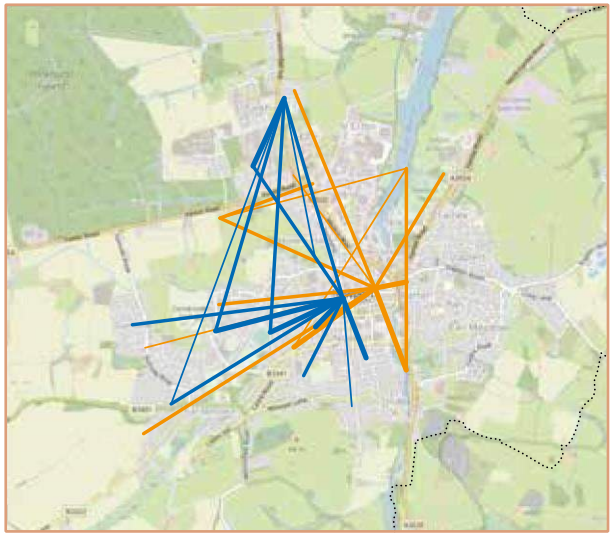
0-1%
2-3%
4-6%
7-9%

**Ryde: Percentage cycling to work (CWIS 2025 target)**

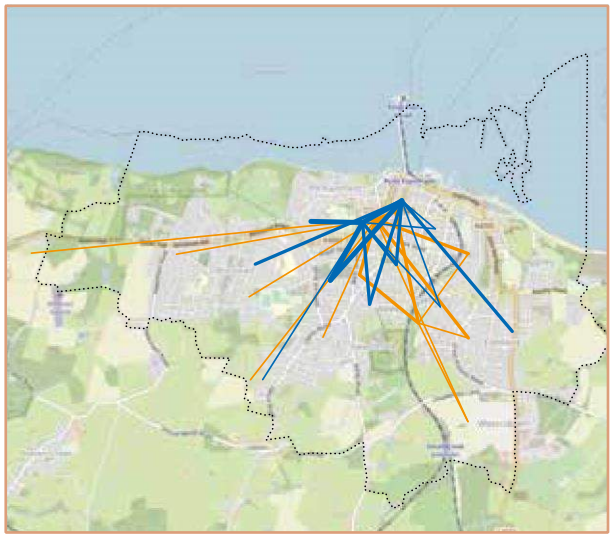


For this study the top fifteen straight line desire lines between census local super output areas (LSOAs) were determined, applying the 'go Dutch scenario' which considers the increase in cycle users if England had the same infrastructure and cycling culture as the Netherlands. Whilst the tool outputs are not predictions of the future, they provide snapshots indicating how the spatial distribution of cycling may shift as cycling grows based on current travel patterns

**Comparison of desire lines for cycle trips in Newport (top 15 clustered desire lines and top 15 propensity to cycle tool straight line flows)**








Further maps illustrating the above analysis can be found in appendix A.

The Government wants walking and cycling to be a normal part of everyday life, and the natural choices for shorter journeys such as going to school, college or work, travelling to the station, and for simple enjoyment.

In 2017 the Government published its first cycling and walking investment strategy (CWIS). The strategy sets out the Government's ambition to

make walking and cycling the natural choices for shorter journeys or as part of a longer journey.

Realising this ambition will take sustained investment in cycling and walking infrastructure, and partnership working with local bodies, the third sector and the wider public and private sector to build a local commitment.

The strategy supports the transformation of local areas: change which will tackle congestion, change which will extend opportunity to improve physical and mental health, and change which will support local economies. The strategy's objectives are to:

- increase cycling activity, where cycling activity is measured;
- increase walking activity, where walking activity is measured;
- increase the percentage of children aged 5 to 10 that usually walk to school;
- support appropriate training of young people, eg, Bikeability to primary schools;
- increase the percentage of children aged five to 10 that usually walk to school from 49 per cent in 2014 to 55 per cent in 2030;
- promote the Island as walking and cycling destination supporting an increase in sustainable transport, green tourism and regional and national events.

## National walking cycling statistics

Walking and cycling statistics available from the DfT presents data using two main sources, the National Travel Survey (NTS) and the Active Lives Survey (ALS).

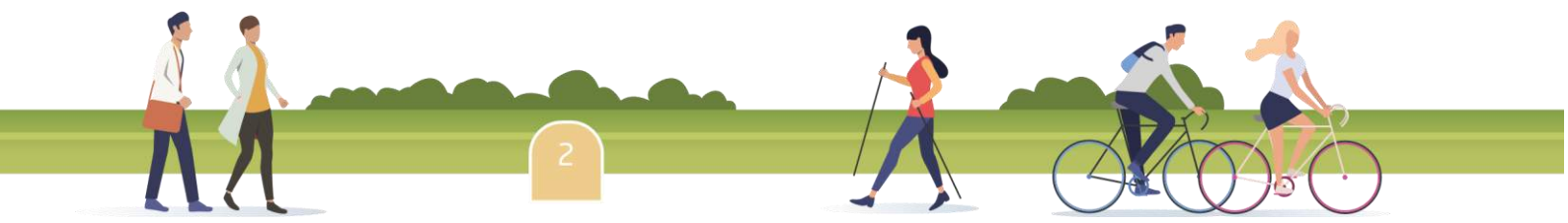
The NTS is a household survey of personal travel by residents of England travelling within Great Britain, from data collected via interviews and a one-week travel diary. The ALS is a household survey by residents of England, from data collected via a push-to-web survey.

The data provides insight into levels of activity across the Isle of Wight. The data cannot be attributed to residents of Ryde or Newport, although the key datasets of relevance to the LCWIP are:

- Proportion of adults who do any walking or cycling, for any purpose, by frequency and local authority, England, 2017-2018
- Proportion of adults that cycle, by frequency, purpose and local authority, England, 2017-2018
- Proportion of adults that walk, by frequency, purpose and local authority, England, 2017-2018
- Proportion of adults who do any walking or cycling, for any purpose, by frequency and local authority, England, 2017-2018

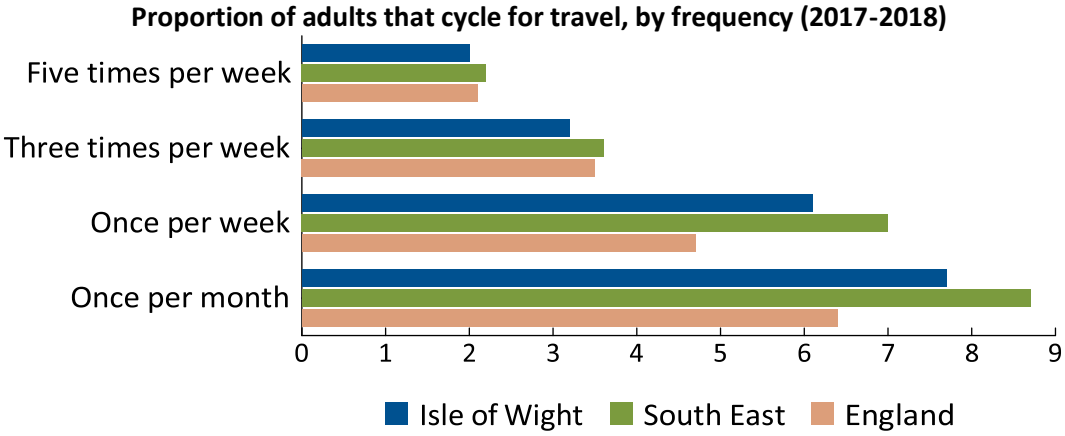
The charts on page 13 show the proportion of adults which cycle or walk for any purpose across a range of frequencies. Data for the Isle of Wight is compared alongside that of the South East and England. 'Walking' refers to any continuous walk of over 10 minutes, irrespective of purpose; 'cycling' refers to any cycling, irrespective of length or purpose.

The chart shows that levels of walking and cycling are higher on the Isle of Wight than the south east and England as a whole. 86.4 per cent of Isle of Wight residents cycle or walk once per month, and over 53 per cent cycle or walk three times per week.



**Proportion of adults that cycle for travel, by frequency (2017-2018)**

The chart below shows the proportion of Isle of Wight adult residents which cycle for travel across four frequency criteria. Cycling for travel refers to cycling from place to place, e.g. from home to work. The chart shows that cycling five times per week, or three times per week, at 2.1 per cent and 3.5 per cent respectively, is higher than the data for England as a whole, but slightly lower than the data for the south east. The proportion of adults cycling less frequently, once a month or once a week, is lower than the equivalent data for both the south east and England as a whole.

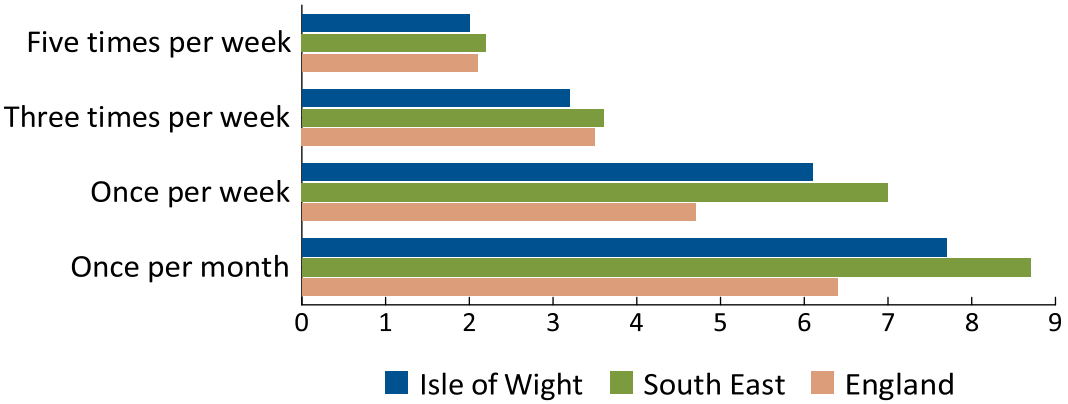



**Proportion of adults that walk for utility purposes, by frequency (2017-2018).**

The chart below shows the proportion of Isle of Wight adult residents which walk across four frequency criteria. Walking for travel refers to walking from place to place, eg, from home to a place of employment. The proportion

of Isle of Wight residents walking five times a week (18.2 per cent) or three times a week (23.6 per cent) is higher than the both the south east and England as a whole. The proportion walking at least once a month (86 per cent) is significantly higher than the equivalent frequency for the south east (81.5 per cent) and England as a whole (78.2 per cent).

**Proportion of adults that walk for travel, by frequency (2017-2018)**




## Isle of Wight Council travel behaviour change programmes

**Access fund**

The LCWIP guidance recognises that behaviour change interventions should be considered alongside the infrastructure schemes. Since 2011, the Isle of Wight Council has been successful in securing funding from the Department for Transport to deliver target market specific travel behaviour change programmes. These programmes have included a specific focus on residents accessing employment and education, and visitor travel.

Employers participating in the programme demonstrate the following mode share:

| | | Mode share (%) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Organisation** | **Location** | **Car** | **Car Share** | **Walk** | **Cycle** | **Bus** | **Other** | **Volume of employees** |
| Southern Vectis | Newport | 53 | 8 | 11 | 13 | 11 | 4 | 263 |
| Isle of Wight NHS Trust | Newport | 68 | – | 7 | 8 | 5 | 2 | 2950 |
| Broadlands House | Newport | 52 | 23 | 18 | 0 | 4 | 3 | 140 |
| Isle of Wight Council | Newport | 68 | 8 | 9 | 6 | 8 | 1 | 1800 |

School participating in the programme demonstrate the following mode share:

| | | Mode share (%) | | | | | |
|---|---|---|---|---|---|---|---|
| **School name** | **Location** | **Cycle** | **Walk** | **Scoot or skate** | **Bus** | **Car** | **Pupils** |
| Bembridge C of E Primary School | Ryde | 13.4 | 39.7 | 12.9 | 0.9 | 33.1 | 194 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Oakfield CofE Primary | Ryde | 3.9 | 42.7 | 17.1 | 5.0 | 30.4 | 275 |
| Binstead Primary School | Ryde | 17.0 | 34.4 | 14.8 | 0.3 | 33.4 | 208 |
| Greenmount Primary | Ryde | 2.7 | 44.8 | 8.9 | 2.2 | 41.5 | 418 |
| Dover Park Primary School | Ryde | 2.8 | 62.2 | 12.1 | 0.6 | 22.3 | 197 |
| Wootton Primary | Ryde | 5.2 | 52.2 | 11.6 | 0.7 | 29.8 | 189 |
| St Mary's Catholic Primary | Ryde | 2.4 | 35.8 | 6.5 | 0.0 | 55.3 | 188 |
| Haylands Primary School | Ryde | 5.8 | 52.4 | 8.3 | 0.2 | 33.3 | 403 |
| Newport CE Primary | Newport | 3.5 | 60.6 | 9.6 | 0.6 | 25.7 | 306 |
| Summerfields Primary | Newport | 2.9 | 41.5 | 11.4 | 1.0 | 43.1 | 189 |
| Barton Primary School | Newport | 0.0 | 75.9 | 3.4 | 0.0 | 20.7 | 255 |
| Hunnyhill Primary | Newport | 2.7 | 53.2 | 12.2 | 1.9 | 30.0 | 332 |
| Nine Acres Primary | Newport | 6.6 | 59.5 | 10.7 | 0.0 | 23.1 | 337 |

# Stage 3 – network planning for cycling

This chapter provides an overview of how a network plan for cycling has been determined. An initial stage is to consider where the propensity for cycling exists within Newport and Ryde, and where the targeted investment in infrastructure can generate more journeys by bicycle. This task was advanced through a series of sequential stages of evidence gathering, analysis and options development.

The Isle of Wight LCWIP has been developed in consultation with key stakeholders to ensure the views of a variety of road users have been captured. The consultation process and the development of the LCWIP has been informed by stake holder feedback and key data sources.

A number of engagement/consultation meetings were coordinated with key stakeholders across a number of months in 2019 to help gather information, review data, identify key routes and shape the priorities contained within the report.

Information contained within school and business active travel plans were reviewed during the route selection process, including current modes of transport.

Stakeholder events were held in Newport and Ryde:

- Wednesday 27 March: Cycling, Ryde
- Thursday 28 March: Cycling, Newport

The objectives of the workshops were to:

- introduce the LCWIP process to a broad range of local stakeholders;
- review cycle movement data;

- agree key origins and destinations per town – considering population clusters, regeneration sites, businesses, commuting routes, education routes, and tourist links;
- share initial proposals for cycling networks in Newport and Ryde which should be progressed for auditing;
- utilise local knowledge and experience to refine the cycling and walking proposals.

Organisations represented at workshops included:

- Ryde Regeneration Working Group, comprising:
  - Ryde Town Council
  - Ryde Business Association
  - Isle of Wight Council
  - Ryde Society
- Shaping Newport Steering Group, comprising:
  - Newport and Carisbrooke Community Council
  - Isle of Wight Council
- Isle Access: a user led charity committed to encouraging and promoting greater accessibility and inclusion for people on the Isle of Wight
- Isle of Wight Ramblers
- CycleWight: local cycling advocacy group
- Tourism businesses

Separate consultation was undertaken with the local authorities PFI contractor in relation to aligning the core principles of the LCWIP and network links to the esplanade travel interchange and the emerging transforming cities project. Consultation aligned key routes from both a cycling and walking perspective.

Ryde and Newport regeneration groups were heavily involved in the development of the routes and actively engaged in stakeholder workshops. The LCWIP network routes were focused on aligning with both Ryde and Newport regeneration priorities.

Consultation workshops focused on a number of key routes for each town. Cycle routes that focused on joining with town centre central walking zones and esplanade with key regeneration, economic, tourist and education zones.

Consultation groups reviewed and considered existing plans including: rights of way improvement plans; cycle forum strategies; and emerging regeneration plans.

Routes used by pupils to travel to and from school/college were considered in the scoping of the plan. Some routes have been identified to help pupils move towards a more sustainable mode of transport to school. Schools in Ryde and Newport were consulted and where safe route to school travel plans identified

Routes identified were prioritised against a number of key criteria – scheme feasibility and design, road safety, accessibility and community benefit, value for money and potential to attract external funding (linking to existing regeneration plans).

The consultation process identified the need to:

- identify trip origins and destinations (current and future) and barriers to cycle movement;
- determine the cycle desire lines for movement between trip origins and destinations;
- establish routes that serve the primary desire lines to support the development of cycle route infrastructure options for routes highlighted for auditing.

It should be noted that updated feasibility studies and consultations with stakeholders and the local community will be required as and when schemes come forward for consideration.

The following sub-sections present the outcome from this the process.

## Identifying trip origin and destinations

Desk studies of the key cycle origins and destinations (ODs) in Newport and Ryde were carried out to understand where people are currently travelling to and in the future.

The ODs were plotted within a buffer of 5km radius from the town centre area, which considers

a feasible cycle distance of 5km. The following data was sourced and plotted using Geographic Information Systems (GIS) software:

- Town centre areas.
- Employment areas, or large individual employers.
- Educational establishments.
- Hospitals.
- Supermarkets.
- Leisure facilities.
- Transport interchange facilities.
- Future employment and residential developments.

Firstly, it was necessary to consider where people make journeys from; otherwise known as trip origins. This was achieved by identifying significant residential areas in Ryde and Newport; taken as being lower super output areas (Census 2011). These were mapped in GIS software to show where the population is greatest within each area, thereby representing a greater potential for trips. Future planned residential developments with over 100 units were also taken from the current local plan and plotted in GIS – recognising the value in LCWIP planning to connect with anticipated future trip demands.

Following this it was necessary to determine where people will make local journeys to destinations within the town, otherwise known as trip-attractors, were identified. These were then categorised based on how many trips that may attract and mapped in GIS software. Local amenities such as education, leisure centres and healthcare were treated as destination points with equal demand, whereas primary destinations such as the retail centre and railway stations were given a higher weighting.

The town centres are a key destination, with numerous shops and services, this was rated accordingly from the perspective of potential cycling and walking demand, in comparison to individual local amenities outside of the main town centre area. Additionally, key employment areas were plotted. Each site was weighted based on its estimated number of jobs. This was calculated by halving the area of the building footprint to give an estimated usable floorspace, assuming there is one job for every 30m2.

For all other destination types, a desire line for travel was identified from each origin to the closest of each type. The assumption behind this is that people are likely to only travel to their closest for example library or leisure centre.

## The cycle route selection process

Following identification of the key desire lines in Newport and Ryde, these desire line corridors were then mapped to the network and verified by key stakeholders, creating a list of actual cycle routes for inclusion in the LCWIP. To select the preferred routes for each corridor, the council followed the route selection process in line with the DfT's guidance for LCWIP, this is shown below.

Consistent with the guidance, for each of the identified desire line corridors the most direct routes were identified and then a route auditing process was undertaken. Audits were undertaken by trained audit teams visiting each route corridor on location and applying the Department for Transport's route selection tool (RST). The primary function of the tool is to assess the suitability of a route in its existing condition against the core design outcomes of being coherent, direct, safe, comfortable and attractive, then compare it with the potential future state, if improvements were made. It also enables the easy comparison of alternative routes.

The RST uses a range of criteria to assess how well a route meets the core design outcomes for cycling, based around the following criteria:

- directness;
- gradient;
- safety;
- connectivity; and

- comfort.

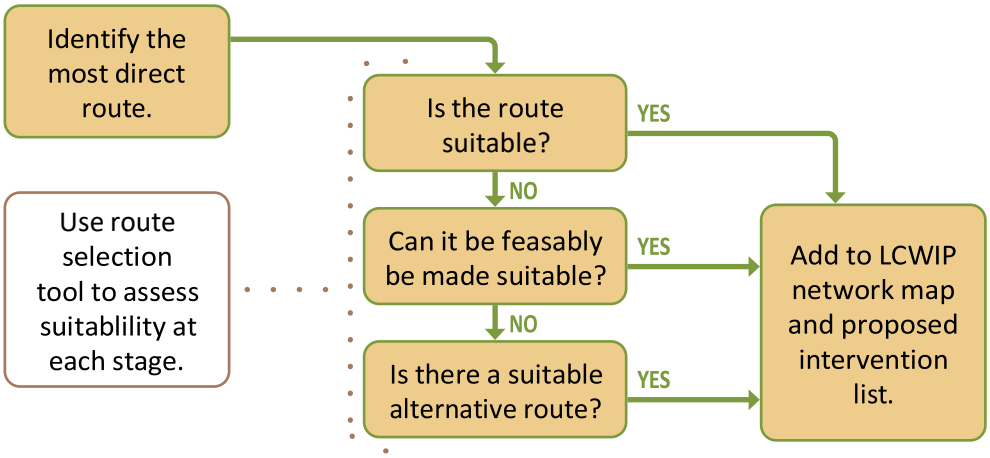
A total of fifteen routes were audited using the RST tool. The RST process allowed for an assessment to be made of both existing conditions and the potential for route development. The following factors were also taken into consideration when auditing and determining the potential for routes:

- The quality of existing cycling provision/infrastructure.
- The potential of the route to connecting other origins and destinations within the corridor.
- The potential for and feasibility of route improvements, based on any apparent constraints.
- Critical junctions, to determine how these could be either avoided or enhanced to make the route more attractive, safe and direct for cyclists.
- The potential integration with other highways or active travel schemes or infrastructure programmes to add wider value.

The route selection process led to the derivation of a Provisional Network Plan for Cycling. The deliverability of the route has been ranked on a scale of one (complex) to five (easy). Generally, scores of three to five suggest highly deliverable schemes while score of one or two suggest significant technical or legal issues would need to be addressed to enable delivery. A score of one or two should not mean a scheme is not considered, rather that its delivery will be more complex.

## Newport cycling route proposals

**Route selection process** (Source: LCWIP Technical Guidance for Local Authorities, DfT, 2017)




The cycle routes which are to be taken forward for prioritisation are discussed in this section. Accompanying maps detailing each of the audited routes, covering both existing conditions and identified cycling infrastructure improvements can be found in Appendix B.

An overview of the routes is highlighted in the in the table below:

| Code | Route name | Route length |
|---|---|---|
| NC1 | Mews Lane to Newport Quay | 1.5km |
| NC2 | Pan to Furrlongs | 0.7km |
| NC3 | Shide to Stag Lane | 4.0km |
| NC4 | Church Litten to Newport town centre | 0.7km |
| NC5 | Gunville to Newport town centre | 2.7km |
| NC6 | Mountbatten Drive to Petticoat Lane | 0.7km |
| NC7 | Parkhurst to Newport town centre | 1.6km |
| NC8 | Dodnor Lane (North to South) | 1.6km |

| | | |
|---|---|---|
| NC9 | Medina College/1Leisure Medina to Newport town centre | 1.5km |
| NC10 | Cross Medina route | 0.8km |

## Route summary

**NC1 Mews Lane to Newport Quay**

This route involves the Improvement of an existing sub-standard former railway line route to allow all-weather cycling, improve convenience and comfort and strengthen links with local residential areas. Improvements proposed include surfacing, widening and lighting of the route. It connects with the cycle route to Wootton/Ryde (NCN22), existing and proposed housing, Medina College, Medina Leisure Centre, Orchards Hospital and Mountbatten Hospice. A spur links to Cooper Road providing connections to the quiet residential streets beyond. A short spur connects with NC9 and links Medina College directly to the route. Future extension of the route along the former railway line as far as Wootton Bridge would be desirable, creating a high-quality link between the two settlements and providing an improved route for NCN22.

**NC2: Pan to Furrlongs**

This route links the south and west of the Pan housing estate and the new Pan Meadows housing development off Godric Road with Newport town centre and NCN 23. New cycle tracks through Downside Recreation Ground and alongside Home Meade and the western end of Furrlongs are proposed. These sections are linked via Garden Way, improved as a Quietway[1]. Junction improvements at St George's Way provide a safe link on to NC3 next to Matalan. A short spur links the route along Garden Way to the new Pan Meadows housing development off Godric Road.

**NC3: Shide to Stag Lane**

An existing cycle route forming the main north-south route across Newport in need of improvement to reach the standards required to support growth in everyday cycling. Proposed improvements focus on removal of barriers and widening of narrow sections including several narrow bridges, new, safe road crossings and significant improvements to Little London to prioritise walking and cycling. This will make the route more attractive and accessible to ride and facilitate extended use of the route which will form a key link between other routes, connecting with NC1, NC2, NC4, NC5, NC7, NC8, NC9 and NC10. It also provides onward links to Cowes and Sandown. **NC4: Church Litten to Newport town centre**

A new route providing safe access to the town centre from areas of housing on the south side of Newport, improving connectivity between NC3 and the town centre and increasing the permeability of the town centre by bike. A new cycle track is proposed alongside Church Litten, with improvements to junctions at Medina Avenue and South Street. A contraflow cycle track along Town Lane allows for two-way cycling in this section, and the east end of Pyle Street is proposed to be converted to a Quietway. Supporting measures to reduce traffic and improve permeability on surrounding streets would maximise the impact of this route. **NC5 Gunville to Newport town centre**

This provides a link between Gunville (residential areas and retail developments) and the town centre. This route would utilise Quietway treatment on Fieldfare Road, then a new dedicated cycle track from Purdy Road to Hazel Close, improved existing shared-use path to

[1] Quietways are signed cycling routes linking key destinations that follow backstreet routes avoiding some of the busier highly roads in the area.

Foxes Road then Quietway treatment to Newport Harbour, including contraflow cycle track/lane on Crocker Street. A spur alongside Wellington Road provides access to the schools in this area. This route links five schools, multiple residential estates and the town centre. It also connects into NC3 at Newport Harbour for onward links on the existing and proposed cycle network. **NC6 Mountbatten Drive to Petticoat Lane**

This proposal is for the improvement and completion of an existing link between a large housing estate and Petticoat Lane, for onward connections to the town centre via NC5. Widening and improvement of existing dedicated and shared use route sections, addition of priority crossings where the route meets roads and a new cycle track to fill in a missing section between St Augustine's Road and the Petticoat Lane/ Sylvan Drive junction are proposed. This route links housing with a local primary school and the wider existing and proposed cycle network. **NC7: Parkhurst to Newport town centre**

This route will provide a high-quality route linking existing and planned housing at Parkhurst; St Mary's Hospital; employment areas at Riverway and Dodnor; Isle of Wight College and Wakes retail park with the town centre, Newport Harbour regeneration area and other cycle routes.
The route would require new track alongside Medina Way, possibly within hospital land, a safe, convenient crossing of the link between St Mary's junction and the B&Q roundabout, a new track alongside Medina Way between the Isle of Wight college and Little London, with a safe, convenient crossing of Riverway, possibly in the form of a new bridge and controlled crossing. This route could also provide a key connection to proposed new housing on the Camp Hill site. **NC8: Dodnor Lane (north to south)**

Part of this route involves the creation of a cycle priority route on a lightly trafficked lane (a rural Quietway) connecting the existing CowesNewport cycle track to the Dodnor and Riverway industrial estates. The second part involves the construction of a new cycle track along the west side of the more heavily trafficked part of Dodnor Lane between Sevenacres and the B&Q roundabout. This route offers a high-quality link between St Mary's Hospital and the CowesNewport cycle track and provide key connectivity between routes NC3 and NC7 and various parts of the employment area. It also connects housing to the north of Newport to Cowes and ferry services to the mainland.

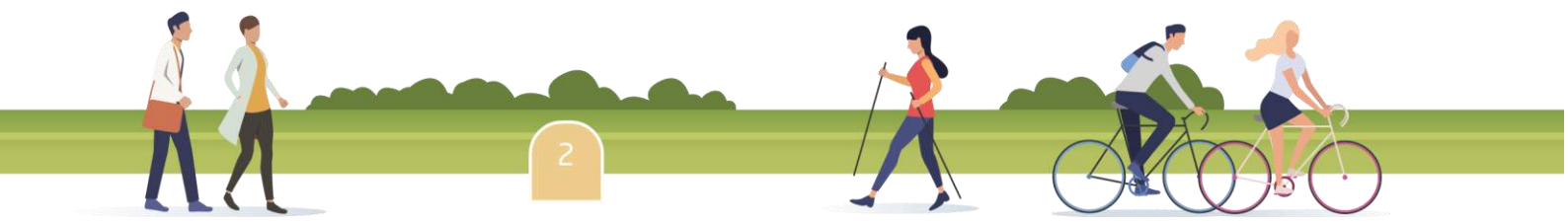
**NC9: Medina College/1Leisure Medina to Newport town centre**

Improvements to this sub-standard cycle route are proposed to include widening, surfacing and improved crossings and creation of a Quietway section along Newport Quay. This would be accompanied by a short extension to provide a safe onward link to Fairlee Road and NC1 using a combination of new two-way cycle track and improvements to the car park access road including a contraflow cycle track. This route provides a key link between the town and Medina College (secondary school) and 1Leisure Medina, improved sustainable access to Seaclose Park and connectivity to the Newport Harbour regeneration area. It also forms part of the link to Island Harbour (proposed to continue to East Cowes in the future).

**NC10: Cross Medina route**

This ambitious new route offers a valuable new connection across the River Medina providing key east-west connectivity and linking NC1, NC9 and NC10. The route involves improvements to the Seaclose/Fairleee Road junction to provide a safe cycle crossing, creation of a two-way cycle track alongside the Seaclose access road, construction of a new walking/cycling bridge across the Medina and improvement of the existing cycle link between NC3 and Riverway to create a link to the employment area here and Isle of Wight College. It also links the two National Cycling Network routes NCN 22 and NCN 23.

The figure on the oppostie page shows the proposed strategic routes for cycling in Newport.



## Ryde cycling network: route proposals

The cycle routes which are to be taken forward for prioritisation are discussed in this section, with accompanying maps and intervention costs in Appendix C.

An overview of the routes is highlighted in the in the table below :

| Code | Route name | Route length |
|---|---|---|
| RC1 | Tesco to Ryde Esplanade | 2.2km |
| RC2 | Appley Road | 0.6km |
| RC3 | Puckpool to Ryde Interchange | 1.9km |
| RC4 | Smallbrook Lane to Ryde Esplanade | 1.9km |
| RC5 | Great Preston Road to Ashey Road | 1.0km |
| RC6 | Binstead to Ryde Interchange | 2.5km |

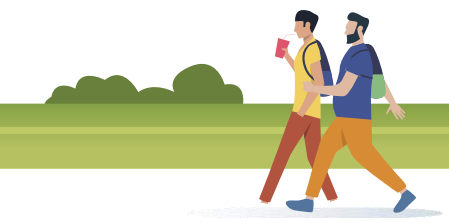
## Route summary

**RC1: Tesco to Ryde Esplanade**

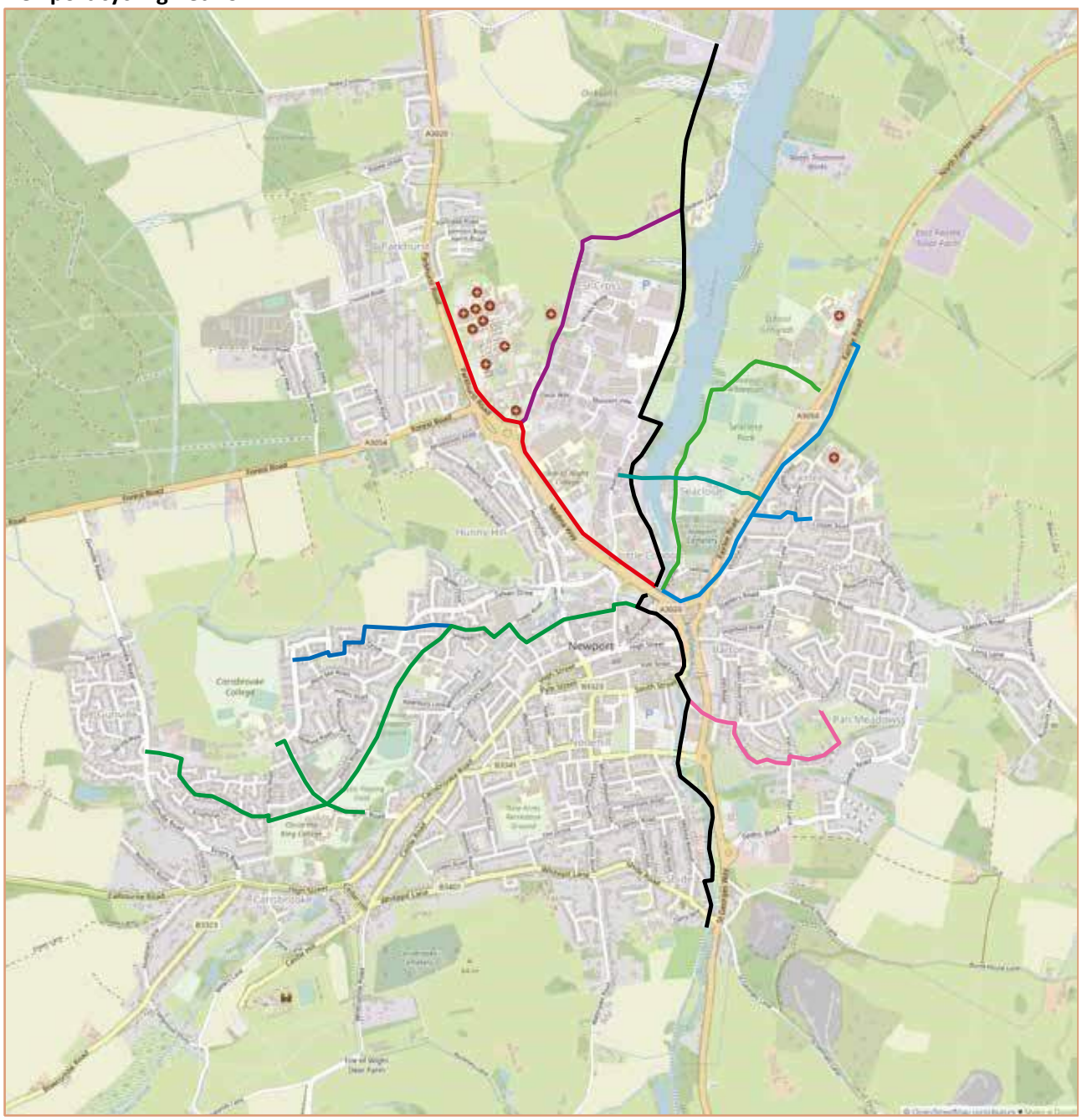
This route links Ryde Esplanade with large areas of housing at Elmfield and Bullen Village, Westridge Business Park and Tesco. It also provides connectivity to the proposed Pennyfeathers and Hope Road housing developments. The route requires a new twoway cycle track along Brading Road, and a shared use route alongside Marlborough Road where available width is restricted. Junction remodelling is required at Westridge Cross and the Appley Road mini-roundabout. From Appley Road the route would use the existing traffic-free link to the esplanade, upgraded as required. The route then joins RC3 for onward connection to Ryde Transport Interchange (trains/ferries/buses) and town centre.

**RC2: Appley Road**

This short route connects residential estates to the east of Ryde into RC1 for onward trips towards Tesco or the Esplanade and provides a safe route to



**Newport cycling network**






Oakfield primary school. The route runs adjacent to various areas of proposed future housing development. It requires creation of new sections of shared use route linked by a Quietway along Seldon Avenue. The links between the shared use sections and quietway will need to ensure a seamless connection and avoid cyclists being interrupted by side roads that cross the route.

**RC3: Puckpool to Ryde Interchange**

This route follows the seafront and involves the improvement and extension of an existing route to provide a high-quality route from Puckpool to Ryde Transport Interchange (trains/ferries/buses)

and town centre. This route plays an important role in interconnecting several other routes (RC1,

RC4 and RC6), provides a route for people passing through Ryde, links with the interchange and forms part of an important tourist cycle route along the north coast. It lays the foundation for further extension to Seaview, St Helens and Bembridge. New cycle track takes the route through Puckpool Park onto the existing shared use route which will be improved with a particular focus on minimising conflict between people walking and cycling. From the end of the current route to the transport interchange a new cycle track is proposed using excess carriageway width.

**RC4: Smallbrook Lane to Ryde Esplanade**

A new route using a mixture of dedicated off-road routes and quiet streets. This route links the esplanade with housing at Oakfield, St John's Station, Nicholson Road industrial estate, proposed housing at Rosemary Vineyard and Pennyfeathers and the Nicholson Road regeneration area. The southern section utilises an existing bridleway, which requires upgrading to allow all-weather cycling. Most of the remainder of the route is on local streets proposed for Quietway treatment. Ideally the route will pass through what is current a BT depot between Park Road and Rink Road; it may be possible to achieve this as part of a redevelopment of this area. Alternatively, a less direct and hillier route could be provided on existing roads. The route passes through Simeon Street Recreation Ground, where the existing path built alongside the flood containment wall requires widening to allow shared use.

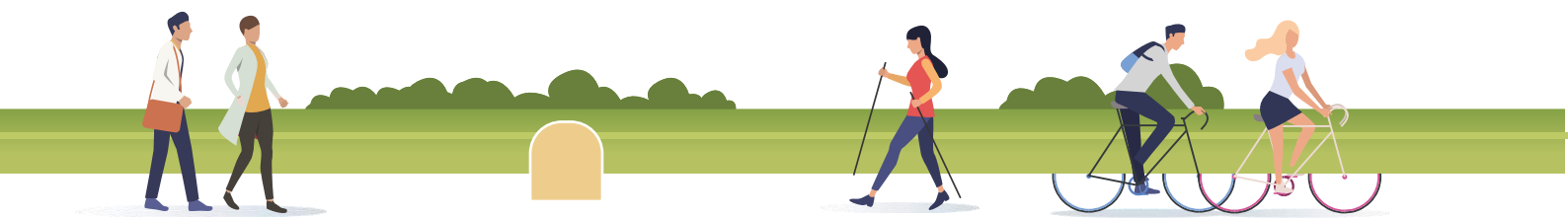
**RC5: Great Preston Road to Ashey Road**

This route provides an important orbital link for the cycle network and will reduce community severance caused by the railway line. It requires the upgrade of an existing lane and bridleway to create an all-weather route providing an eastwest link to the south of Ryde. It opens up new cycling possibilities between residential areas, employment opportunities and schools either side of the railway line. The route directly links into the planned Nicholson Road regeneration area. Surfacing upgrades are needed along the length of the route along with a bridge over the railway line to replace the current open level-crossing.

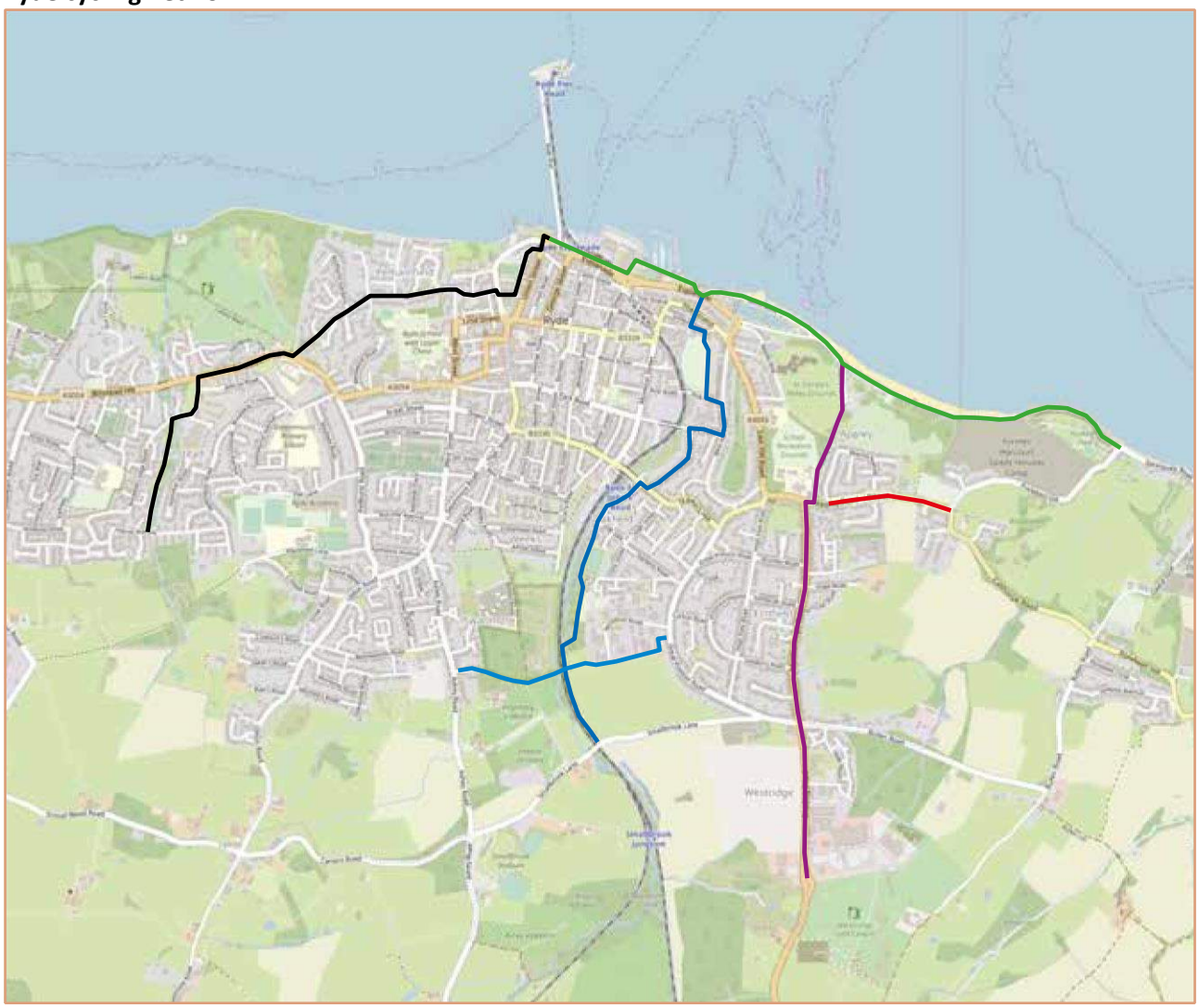
**RC6: Binstead to Ryde Interchange**

Part of this route is already recognised as NCN22 but requires upgrading. The rest of the route requires the construction of new cycle tracks. The route links the large Binstead residential estates with the town centre and Ryde Transport Interchange (trains/ferries/buses). It provides safe links to several schools near the route. The western end of the route is proposed be created on an existing bridleway and highway verges. Binstead Road (the A3054) requires realignment to allow creation of a cycle track alongside, and a safe crossing of the main road is also proposed. From Spencer Road to the town centre the route follows lightly trafficked roads where a Quietway is recommended.

The figure on the next page shows the proposed strategic routes for cycling in Ryde.

**Ryde cycling network**



# Stage 4 – network planning for Walking

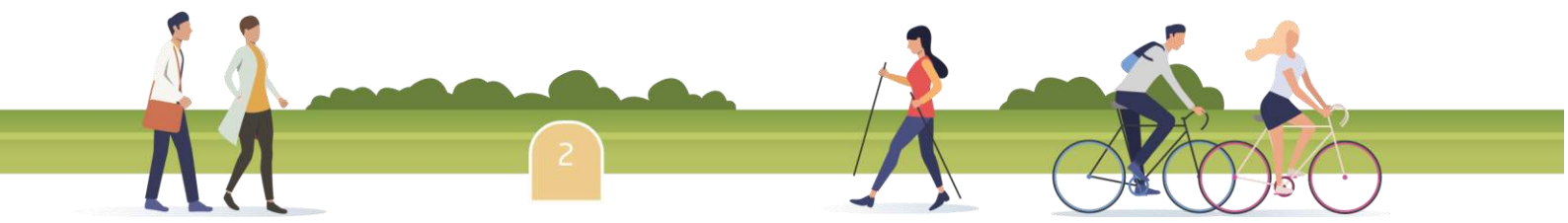
This chapter provides an overview of how a network plan for cycling has been determined. The initial stage is to consider where the propensity for walking exists, and where targeted investment in infrastructure can generate more journeys on foot. This task was advanced through a series of sequential stages of evidence gathering, analysis and options development. This has involved the following steps:

- Identifying and clustering trip origin and destination points.
- Establishing walking routes and core walking zones (CWZs).
- Auditing the main routes and identifying barriers.

The key output for Stage 4 is a proposed future walking network map, detailing preferred walking routes and core walking zones for further development. Routes and zones which were not to be of sufficient quality to meet the needs of people who would wish to travel by foot, were mapped and taken forward to develop a programme of walking infrastructure improvements.

The walking elements of the LCWIP has been developed in consultation with key stakeholders to ensure views have been captured. The consultation process and the development of the LCWIP has been informed by stakeholder feedback, reviewing existing data (eg, Rights of Way Improvement Plan) and key movement data sources.

A number of engagement/consultation meetings were coordinated with key stakeholders across a number of months in 2019 to help shape the priorities contained within the report.



Information contained within school and business active travel plans were reviewed during the route selection process, including current modes of transport.

Stakeholder workshops were held in Newport and Ryde in March 2019 as follows: • Wednesday 27 March: Walking, Ryde
• Thursday 28 March: Walking, Newport

The objectives of the workshops were to:
- introduce the LCWIP process to a broad range of local stakeholders;
- review movement data;
- agree key origins and destinations per town – considering population clusters, regeneration sites, businesses, commuting routes, education routes, and tourist links;
- share initial proposals for cycling and walking networks in Newport and Ryde which should be progressed for auditing;
- utilise local knowledge and experience to refine the cycling and walking proposals.

Organisations represented at workshops included:
- Ryde Town Council
- Ryde Regeneration Working Group, comprising:
- Ryde Business Association
- Isle of Wight Council
- Ryde Society
- Shaping Newport steering group
- Newport and Carisbrooke Parish Council

- Isle Access: a user led charity committed to encouraging and promoting greater accessibility and inclusion for people on the Isle of Wight
- Isle of Wight Ramblers
- Tourism businesses
- CycleWight

Separate consultation was undertaken with the IW Ramblers in relation to aligning the core principles of the LCWIP with ROW network.

Ryde and Newport Regeneration groups were heavily involved in the development of the routes and actively engaged in stakeholder workshops. The LCWIP network routes were focused on aligning with both Ryde and Newport regeneration priorities, especially links to Newport Harbour and Ryde Nicholson Road redevelopments.

Consultation workshops focused on a number of key routes from the core walking zones (Town Centres) to key destinations. (key regeneration, economic, tourist and education zones)

Consultation groups reviewed and considered existing plans including, Rights of Way improvement plans, Cycle Forum Strategies, and emerging Regeneration Plans.

Routes used by pupils to travel to and from school/college were considered in the scoping of the plan. Some routes have been identified to help pupils move towards a more sustainable mode of transport to school. Schools in Ryde and Newport were consulted and where safe route to school travel plans identified. (Dft Access Fund)

Routes identified were prioritised against a number of key criteria – scheme feasibility and design, road safety, accessibility and community benefit, value for money and potential to attract external funding (linking to existing regeneration plans).

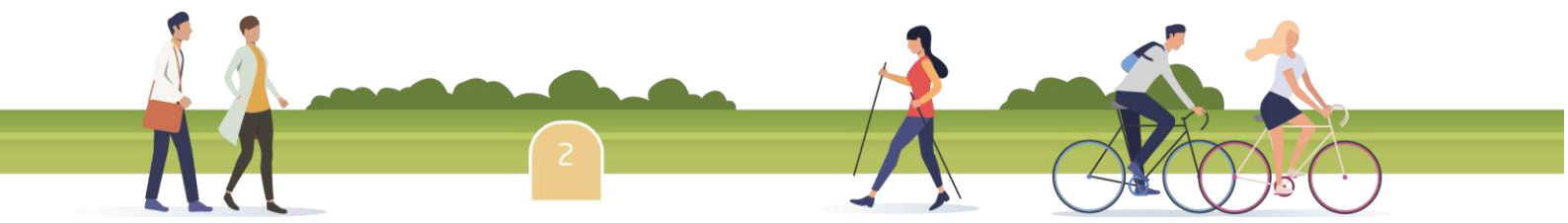
More detailed and comprehensive consultation with stakeholders and the local community will be required as and when schemes come forward for development.

Appendix D and E provides the full details of each of the walking routes, covering both existing conditions and identified walking infrastructure improvements. The appendix includes proposed interventions which set out a list of schemes required to make the route attractive and usable. The list includes:

- **Scheme type**: the type of intervention proposed, eg, footway creation, footway widening etc.
- **Description**: a short description of the proposed intervention.
- **Route map**.
- **Indicative cost**: Costs provided are based on standard costings from a number of local authority reference sources and make significant assumptions. These should only be seen as a very approximate idea of costs for any scheme, and as such an optimum bias of +/- 28 per cent should be assumed. Individual schemes are costed independently, but when several schemes are delivered together costs may be significantly reduced.
- **Deliverability**: Deliverability has been ranked on a scale of one (complex) to five (easy). Generally, scores of three to five suggest highly deliverable schemes while score of one or two suggest significant technical or legal issues would need to be addressed to enable delivery. A score of one or two should not mean a scheme is not considered, rather that its delivery will be more complex.

## Identifying key walking routes and core walking zones

The CWZs represent the focal points for pedestrian journeys within Newport and Ryde, therefore the important walking routes that serve the CWZs have been identified and mapped. A total of eight routes were identified for Ryde and 13 for Newport from key residential areas surrounding the CWZ.



As recommended by the DfT, only walking routes within 2km of the CWZs have been included because the proportion of journeys made on foot decreases significantly beyond this distance. Following the mapping of the Key Walking Routes, the next step was to prioritise the routes.

As recommended by the DfT the routes were prioritised using the following definitions:

| Category | Name | Description |
|---|---|---|
| 1 | Primary Walking Routes | Busy urban shopping and business area, and main pedestrian routes |
| 2 | Secondary Walking Routes | Medium usage routes through local areas feeding into primary routes, local shopping centres etc. |
| 3 | Link Footways | Linking local access footways through urban areas and busy rural footways. |
| 4 | Local Access Footways | Footways associated with low usage, short estate road to the main roads and cul-de-sacs. |

Following the classification of the key route network hierarchy, specific route corridors were then identified for auditing. Typically, these are the primary and secondary walking routes as these are expected to have the highest demand for walking trips and are the busiest local routes, based on the definitions above.

The primary walking routes identified for auditing were discussed and agreed with stakeholders during a workshop. Stakeholders were asked to review the trip attractors mapped in the data gathering process and identify any key origin and destination points that were missing from the plan.

## Route selection and auditing

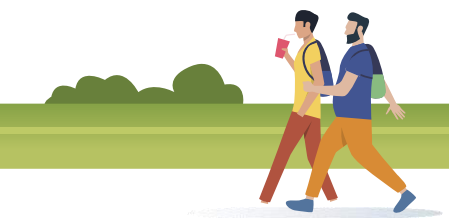
The LCWIP Technical Guidance recommends the use of the Walking Route Audit Tool (WRAT) tool for auditing potential walking routes. The primary function of the WRAT is to assess the current condition and suitability of a walking route. The WRAT has been used during site visits as a reporting mechanism to ensure that the following criteria are considered:

- Attractiveness
- Comfort
- Directness
- Safety
- Coherence

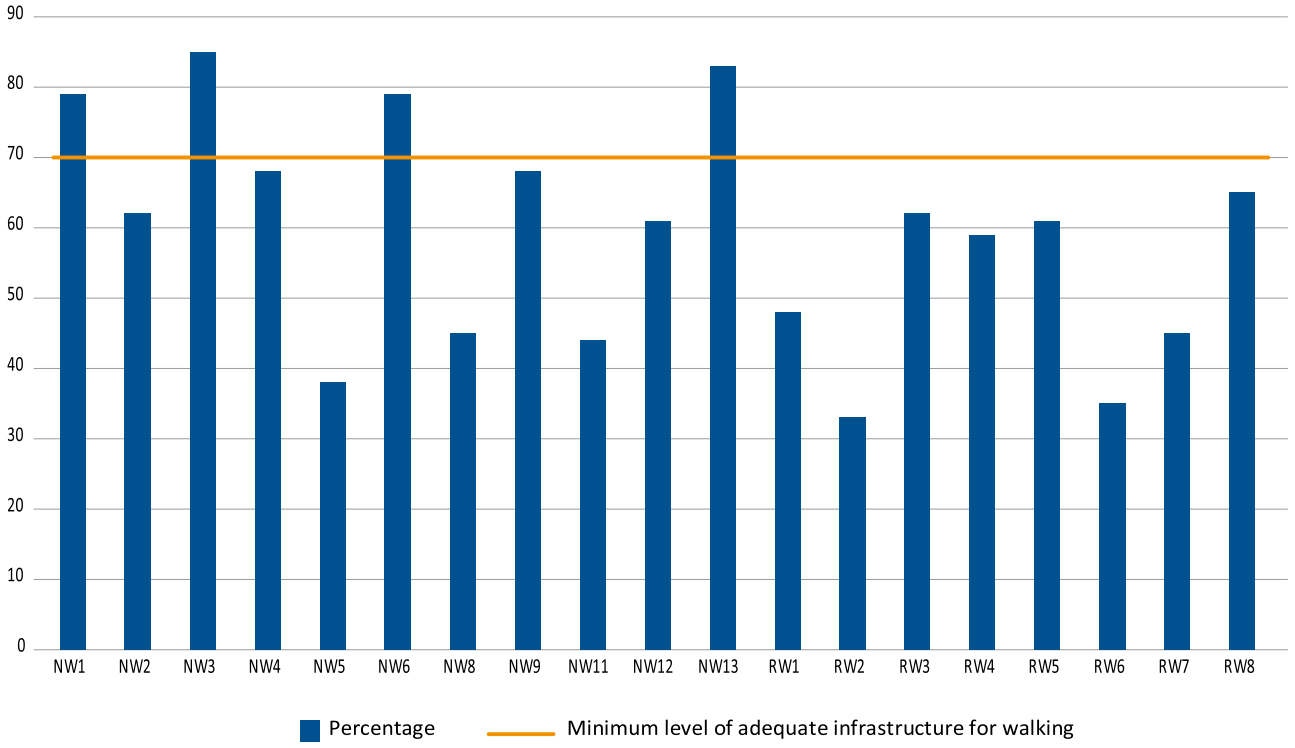
The criteria and scored using the following scale:

- 0 for poor provision;
- 1 for provision which is adequate but should be improved if possible;
- 2 for good quality provision.

WRAT scores are presented below. Note that not all routes have all features in the scoring matrix (for example, controlled crossings) so the maximum possible score for each route varies, so percentages of maximum give a more realistic benchmark.



**WRAT audit scoring**




A summary of the walking routes is identified below:

| Route | Route Name | Score | Maximum | Percentage Score (%) |
|---|---|---|---|---|
| NW1 | Halberry Lane to Newport Quay | 27 | 34 | 79 |
| NW2 | Wellesley Way (Pan) to Coppins Bridge | 21 | 43 | 63 |
| NW3 | Furrlongs to St George's Way | 29 | 34 | 85 |
| NW4 | St John's Rd to Medina Ave | 23 | 34 | 68 |
| NW5 | Carisbrooke Rd to town centre | 15 | 40 | 38 |
| NW6 | Mountbatten Drive to Sainsbury's / Mill St | 27 | 34 | 79 |

| Route | Route Name | Score | Maximum | Percentage Score (%) |
|---|---|---|---|---|
| NW8 | Dodnor Lane/Monks Brook to B&Q roundabout (junction with NW7) | 16 | 36 | 44 |
| NW9 | Fairlee Rd/Medina College to Newport Quay | 23 | 34 | 68 |
| NW10 | Cross Medina Route | | | |
| NW11 | Little London | 15 | 34 | 44 |
| NW12 | Riverway | 22 | 36 | 61 |
| NW13 | Wellington Road | 30 | 36 | 83 |
| RW1 | RW1: Tesco to Appley Road | 19 | 40 | 48 |
| RW2 | Appley to top of High Street | 13 | 40 | 33 |
| RW3 | Monkton St to Esplanade | 21 | 34 | 62 |
| RW4 | Smallbrook Lane to St John's Rd | 20 | 34 | 59 |
| RW5 | Upton Rd to south end of High Street | 23 | 38 | 61 |
| RW6 | Binstead Hill to Ryde town centre | 14 | 40 | 35 |
| RW7 | Binstead estate to Ryde town centre | 18 | 40 | 45 |
| RW8 | Pellhurst Rd to Ryde Golf Club | 26 | 40 | 65 |

The DfT LCWIP guidance states that where routes score less than 70 per cent, interventions should be identified to improve the pedestrian environment. The following chart shows which routes fall below 70 per cent and this assessment has helped us identify appropriate interventions on the walking network.

These interventions are described in the text below with further details in the Appendix F.

## Newport walking routes

The walking routes which are to be taken forward for prioritisation are shown in the figure below and discussed in this section, the accompanying maps and intervention costs in Appendix D.

## Route summary

**NW1: Halberry Lane to Newport Quay**

This route connects a large area of existing housing in north east Newport with the town centre. There are also housing developments planned on the edge of north east Newport that would be connected by this route. It connects with the proposed NW10 Cross Medina walking route for access to large employment areas on the west side of the Medina River. Other amenities that are linked by it are Medina Leisure Centre and Theatre, Medina College (secondary school) and Mountbatten Hospice. The route largely follows an existing traffic free pathway (an old railway track) and will benefit from improved surfacing and lighting, which constitute the main proposals for its upgrade.

**NW2: Wellesley Way (Pan) to Coppins Bridge**

Route NW2 links residential areas to the east of the town centre with the main pedestrian crossing

point into the core walking zone. Key services and destinations along the route are Barton Primary School and early years/ community centre, a playing field, parade of local shops and the post office. A mixture of schemes are proposed, ranging from improved crossings over side roads and footway widening to two key junction redesigns. The larger of these at the Furrlongs/Royal Exchange junction will entail the creation of a pedestrian plaza in front of the shops, rationalise parking arrangements and street clutter and improve crossing facilities to the school/community centre. **NW3: Furrlongs to St George's Way**

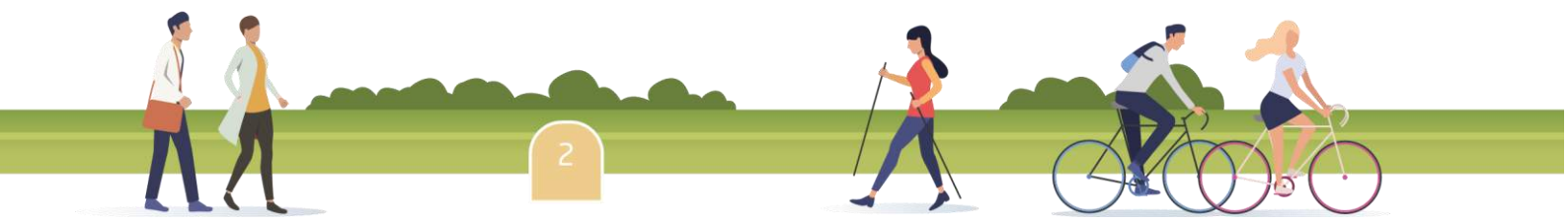
In addition to NW2, this route forms the other main walking artery into Newport town centre from housing estates on the east of the town, including the new and expanding Pan Meadows development. Numerous pedestrian alleyways and paths feed into this route from either side and the route crosses NW2 at the junction of Furrlongs/Royal Exchange mentioned above. It enters Newport town centre at the site of a retail/leisure complex. The main challenges at present are to do with poor pedestrian priority when crossing side roads along the length of the route. Many side roads are relatively minor, so the implementation of numerous continuous footways and raised tables is proposed. Where the route meets the edge of the core walking zone at St George's Way, a junction re-design is required to make the crossing of this busy road safe, convenient and comfortable.

**NW4: St John's Road to Medina Avenue**

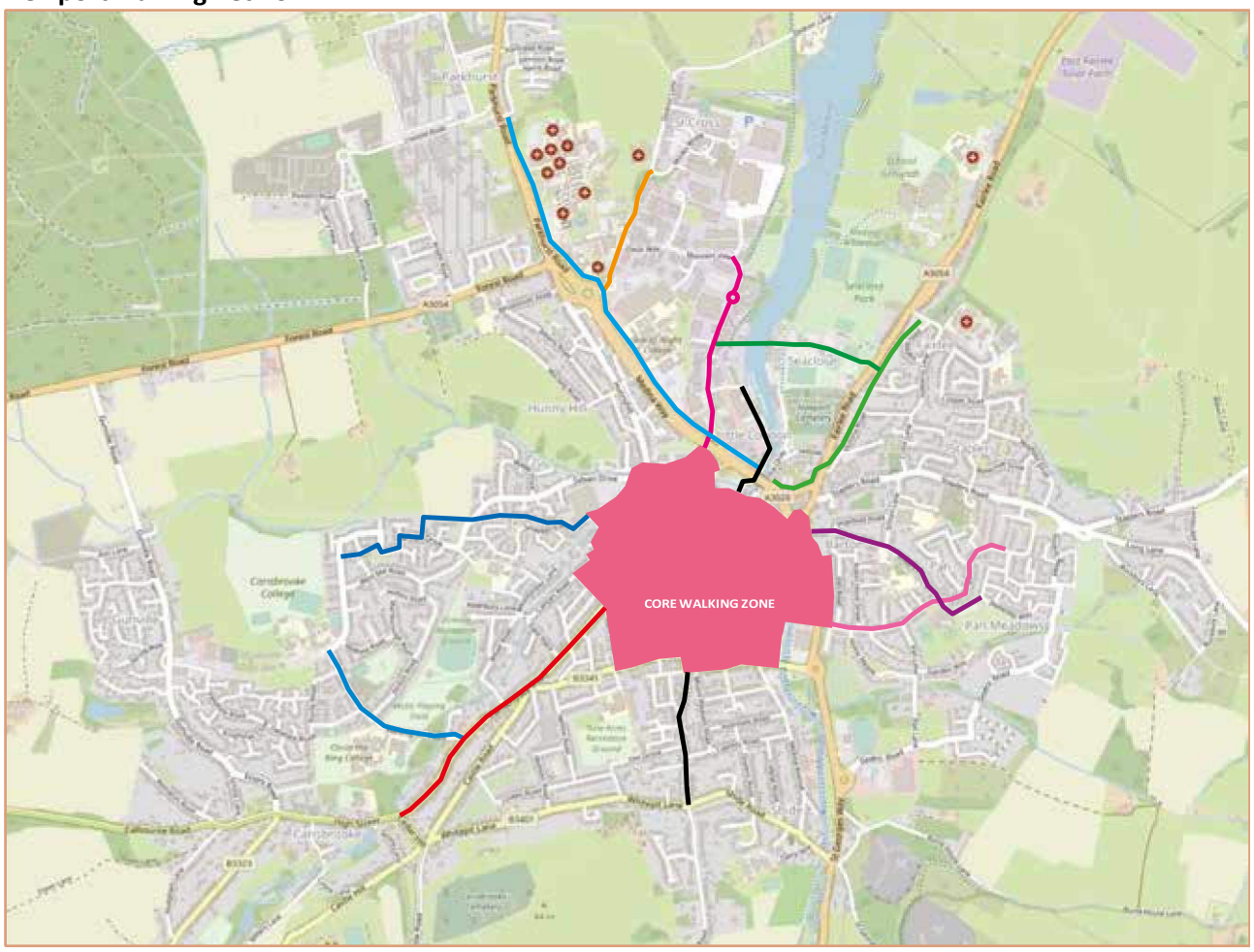
This short route has been chosen because it represents the most direct line into the core walking zone from the south of the town. Other surrounding residential streets do not afford straight line access into the town centre and so feed into this route, which culminates on the edge of the retail area, at the Island Innovation Sixth Form College and a short walk from the bus station. It runs through an older residential part of the town and so suffers from absent/narrow footways in places and some stretches that are an impediment to people with restricted mobility. Proposals include footway widening and levelling out some steep inclines, as well as improved pedestrian priority through raised tables, tighter junction geometry and continuous footways at side roads.

**NW5: Carisbrooke Road to Newport town centre**

This route follows the alignment of the busy B3323 road. It is the most direct route into the town centre from Carisbrooke and pedestrians from surrounding streets funnel into it. Coupled with the spur route of NW13 (see below) this route connects large residential areas, two secondary schools (Carisbrooke and Christ the King), two primary schools (Carisbrooke Church of England and St Thomas of Canterbury) and



**Newport walking network**






a doctors' surgery. Traffic dominates this route and conditions for pedestrians are poor. Existing junction designs at the principal junctions on the route are geared towards speed of entry/ exit for motorists and make for dangerous and intimidating crossing conditions. Major re-designs of these have been proposed, along with smaller schemes to improve priority across more minor roads and widen footways where possible.

**NW6: Mountbatten Drive to Sainsburys/ Mill Street**

This route links a series of modern housing estates in the west of Newport with the town centre. The planned route uses a combination of an existing unsurfaced rural footpath, lightly trafficked and often traffic-calmed roads, as well as some traffic-free pathways that run between housing developments. The main improvements required along the route involve upgrading the rural public footpath; prioritising pedestrians over vehicles at side roads and at entrances to driveways by installing continuous footways and uncontrolled crossings; improving some pathway widths and providing lighting along pathways with low levels of natural surveillance.

**NW7: Parkhurst to Newport town centre**

This route runs from the northern outskirts of Newport to the town centre. It has potential to be a major active travel corridor as it links a series of large employers and trip generators: the prison, existing housing, proposed new housing at Camphill, St Mary's Hospital, numerous employers at the nearby industrial estates, the

Isle of Wight College, the Wakes retail park and the Newport Harbour regeneration area. Upgrading this route will provide much needed pedestrian connectivity between these sites and the town centre, helping to reduce traffic congestion in the area. The route runs next to busy roads and crosses a number of side roads and two major junctions. A high-quality shared use route is proposed along its length and is possible given the available verge space. A three metre wide route is proposed, along with safe, convenient crossings of the two major junctions, possibly including a new bridge over Riverway.

**NW8: Dodnor Lane/Monks Brook to B&Q roundabout**

This route connects St Cross Business Park, Dodnor Park Industrial Estate and the eastern side of the St Mary's Hospital site into route NW7 for travel onwards into the town centre. It has relatively high levels of vehicle traffic, especially at rush hour. It joins route NW7 by the B&Q store at what is currently a busy roundabout with very poor pedestrian crossing facilities and high vehicle approach speeds. Proposals for this route include redesigning the B&Q roundabout, installing a zebra crossing and a whole new section of footway adjacent to the hospital where there is currently none despite clear evidence of pedestrian desire lines where the grass verge is currently being used.

This figure on the previous page shows the proposed strategic routes for walking in Newport.

## Ryde walking routes

The walking routes which are to be taken forward for prioritisation are shown in the figure below and discussed in this section, the accompanying maps and intervention costs in Appendix E. The following information shows the proposed strategic routes for walking in Ryde.

## Route summary

**RW1: Tesco to Appley Road**

This route links Tesco, Westridge Business Park, existing residential areas at Elmfield and Bullen Village, the proposed Pennyfeathers and Hope Road housing developments and Oakfield School. It connects into RW2 for journeys towards the Esplanade, Ryde Transport Interchange (trains/ ferries/buses) and town centre. While traffic levels restrict the attractiveness of this route, it provides a direct option for utility journeys. Proposals iinclude modification of junctions at Westridge Cross and Appley Road to provide safe crossings and provision of continuous footways across all minor road junctions to provide pedestrian priority for much of the route. Localised widening would ensure adequate footway width is provided for the whole length, some sections of which are well below standard.

**RW2: Appley to top of High Street**

While this route is unlikely to be walked in its entirety, it is heavily used for shorter sections linking other routes and a range of local amenities (Oakfield School, local shops, Ryde St John's rail station) and the southern end town centre. The road has a significant severance effect, with heavy traffic volumes creating a barrier to north-south pedestrian movements. Proposed improvements include: footway widening around Oakfield School to accommodate high peak footfall and provide a safer environment; modifications to major junctions to reduce vehicle speeds and reduce crossing distance; continuous footway across many of the minor road junctions to improve pedestrian priority; creation of new crossings of the main road and introduction of a 20mph limit on part of the route to reduce the severance effect.

**RW3: Monkton Street to Ryde Esplanade**

This route is the most direct conduit for pedestrian traffic between the south of the town and the seafront, other than through the central walking zone. It connects into route RW2 and links large areas of housing, Ryde

St John's rail station, the Esplanade and Ryde Transport Interchange (trains/ferries/buses). It carries substantial vehicular through-traffic and a frequent bus service. It is characterised by substandard pavement widths in places and poor pedestrian priority over minor side roads, hence proposals for localised footway widening and a series of continuous footways. At its northern end a small areas of shops/cafes/pubs has potential to become a neighbourhood focal point. Proposals are included for streetscape improvements that would foster a sense of place and diminish the impact of through traffic.

**RW4: Smallbrook Lane to St John's Road**

This route serves existing housing at Oakfield, St John's rail station and the Nicholson Road Industrial Estate. There are also a number of proposed new developments that would be connected by the route, namely new light industrial units/offices, a doctors surgery, and housing at Rosemary Vineyard and Pennyfeathers. Construction of almost 1km of paved route and street lighting along an existing bridleway is proposed, along with home zone and shared space-style schemes on a short stretch of the residential Meaders Road at the north end of the route.

**RW5: Upton Road to south end of High Street**

Upton Road is a radial route linking large areas of housing on both sides of it with the town centre. School children from two local schools, Haylands Primary and Ryde Academy (Secondary), use part of the route in large numbers. Ryde Medical Centre is also on the route. There is footway on only one side along large sections as well as sub-standard pavements widths and junction geometry that hinders safe crossing. Proposals include extensive footway widening, continuous footways, raised tables, footway 'build outs' to create pedestrian passing places/traffic calming features. At the northern end where a parade of shops is located the proposal is to remove some on street parking and create more space for pedestrians to encourage a sense of place and dwell time for shopping.

**RW6: Binstead Hill to Ryde town centre**

This route connects large areas of housing in west Ryde and Binstead with the town centre, the Esplanade and Ryde Transport Interchange (trains/ferries/buses). Ryde School (secondary) is also located on the route. Part of the route follows the Coastal Path, an important recreational facility for local residents and visitors. The westerly section of the route follows the busy A3054 road. Opportunities for footway widening are limited so many proposed interventions focus on pedestrian priority at side roads. Major schemes include junction remodelling and signalling at Binstead Rd/Ringwood Rd mini-roundabout and 300 metres of carriageway realignment to enable footway widening.

**RW7: Binstead estate to Ryde town centre**

At its western end is the large area of housing on Binstead Estate. From there the route connects with one local primary school (Greenmount) and two secondary schools (Ryde Academy and Ryde School) and continues on to the town centre. Narrow footways and poor junction geometry hinder pedestrian movement, but space exists to widen footways and re-design junctions to prioritise pedestrians. Existing mini-roundabouts encourage traffic to cross junctions at speed so new T-junctions and raised tables are proposed. At the east end of the route two major junction remodelling schemes are proposed at Queens Road/Mayfield Road and at Queens Road/West Street. Removal of guard railing, narrowing of traffic lanes, shortening of pedestrian crossing points and improved pedestrian desire lines are all proposed.

**RW8: Pellhurst Rd to Ryde Golf Club**

This route is the only one in Ryde that doesn't link directly with the core walking zone, but it provides a connector function to three other routes (RW5, RW6 and RW7) that do. As well as its connecting function to those routes, it was selected for treatment because it carries large numbers of school children to Ryde Academy, the main secondary school in the town. It also passes

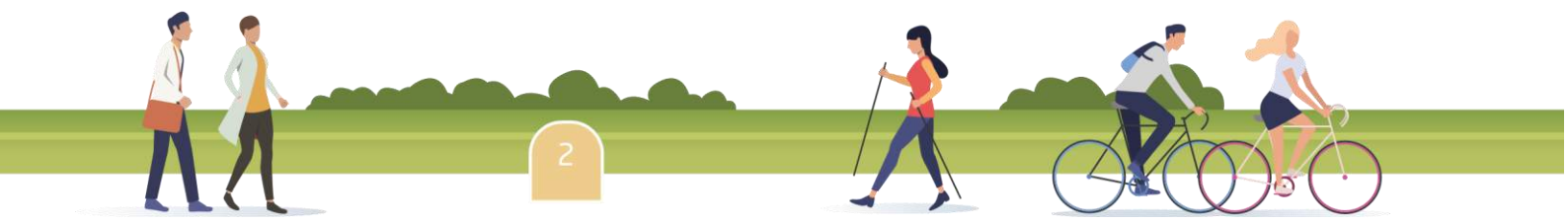
through housing on either side and connects Ryde Medical Centre. In general, existing footways are of adequate width. The main challenge is to make the crossing of side roads safer and more convenient and so the main recommendations involve a series of continuous footways and raised tables being introduced. Proposed changes to the major junction at Queens Road/Mayfield Road is addressed under route RW7.

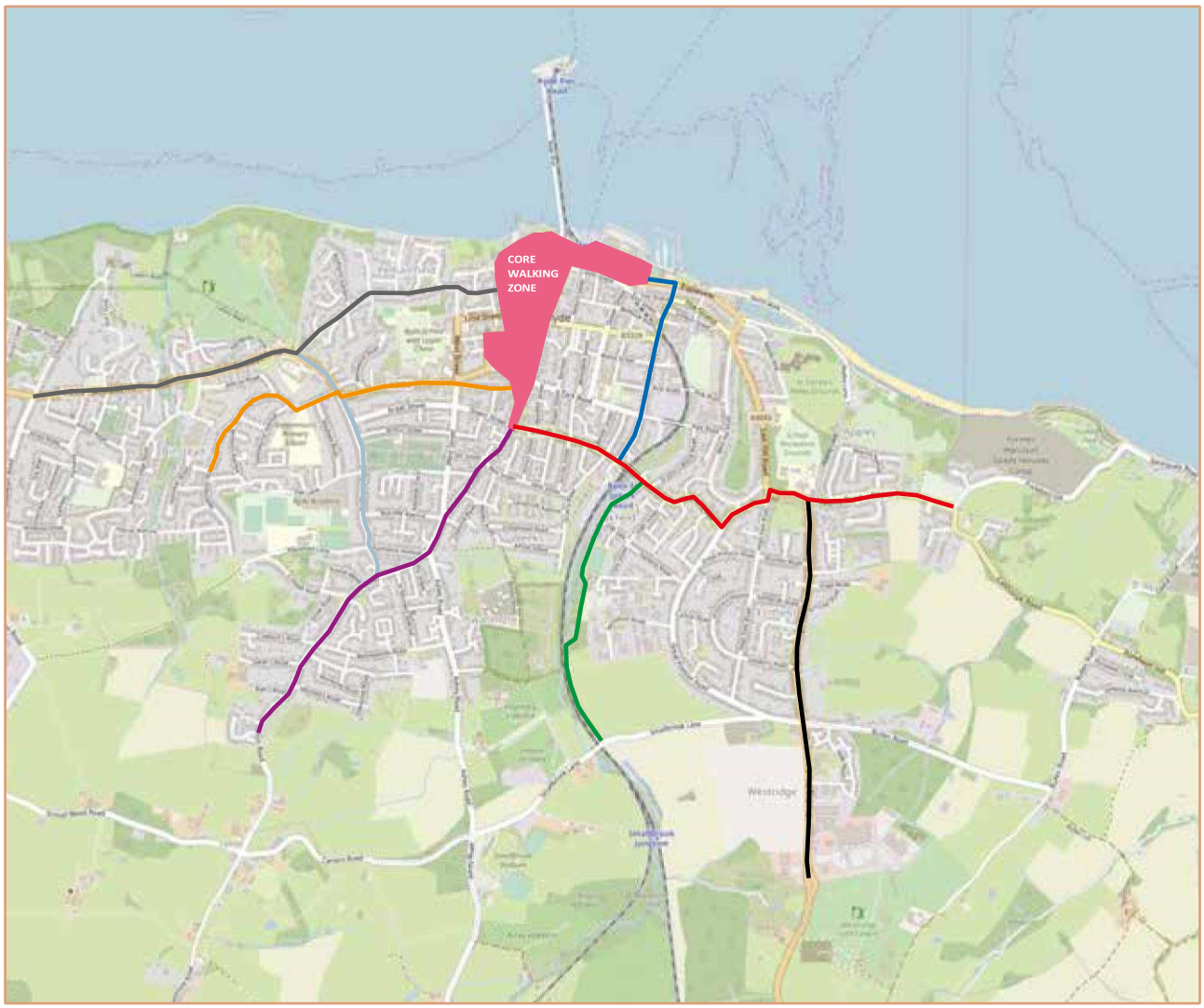
**Ryde central walking zone (CWZ)**

This area encompasses the main town centre retail area, cinema, library, public transport interchange (bus, train, ferries) and town centre car parks.

**Ryde walking network**

Recommendations for improvements to streets in the CWZ includes footway widening, removal of through traffic in some streets, use of continuous footway in numerous locations to provide pedestrian priority at minor junctions and new formal crossings. Improvements to the pedestrian zone around the High Street are recommended, as is a comprehensive approach to improving Union Street to make it a more attractive place to spend time and reduce the dominance of parked cars on the historic streetscape.








# Stage 5 – action plan

The plan's objectives are to:

- Create and maintain fully connected walking and cycling networks in Ryde and Newport;
- Supporting the application and delivery of the Transforming Cities Bid, Ryde;
- Increase cycling activity, where cycling activity is measured;
- Increase walking activity, where walking activity is measured;
- Increase the percentage of children aged five to ten that usually walk to school;
- Support appropriate training of young people, eg, Bikeability to primary schools;
- To increase the percentage of children and young people using active travel modes;

- Ensuring future infrastructure designs support the development of healthy and active communities;
- To promote the Island as walking and cycling destination supporting an increase in sustainable transport, green tourism and regional and national events.

A detailed action plans for cycling and walking routes has been developed (appendix H and G).

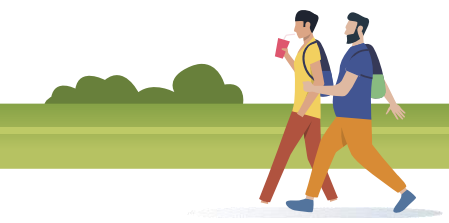
# Stage 6 – alignment to local policy and strategies

| Policy or strategy | Isle of Wight local cycling and walking infrastructure plan objectives |
|---|---|
| **Local Transport Plan 3** (2011-2038)<br><br>The Isle of Wight Local Transport Plan is known as the Island Transport Plan (ITP). Formally adopted by the Isle of Wight Council on 15 June 2011, it covers the years 2011-2038. | The Local Transport Plan recognises that:<br>• for short trips, cycling and walking can achieve journey time reduction over equivalent trips by private car;<br>• the Island has an extensive rights of way network including some excellent cycleways linking some of our major towns;<br>• there are considerable health benefits associated with walking and cycling and, on an Island where every day journeys are often less than 5km, journeys can be quicker and more conveniently made by cycle or foot.<br><br>Relevant objectives in the ITP include:<br>• Objective B – Maintain and improve journey time reliability and predictability for all road users.<br>• Objective C – Protect and enhance the environment and quality of life.<br>• Objective D –Improve road safety and health.<br>• Objective F – Promote travel choice. |
| **Rights of Way Improvement Plan** (2018-2028)<br>Isle of Wight Council<br><br>A statutory plan which sets out how improvements made to the public rights of way network. | The Isle of Wight Council recognises the importance of maintaining and improving the network of public rights of way, and the publication of its first Rights of Way Improvement Plan in 2018 has been authoritative in decisions taken over the last ten years. A thoroughly researched document, the 2018 plan provides a detailed analysis of issues relating to the network and the needs of different types of users.<br><br>Emerging policies in the plan include:<br>• Policy A: Maintaining a high-quality rights of way network.<br>• Policy B: Making improvements to the existing network.<br>• Policy C: Creating new access.<br>• Policy D: Promotion.<br>• Supporting the new coastal path when it is introduced across the Island. |

| Policy or strategy | Isle of Wight local cycling and walking infrastructure plan objectives |
|---|---|
| **Island Plan Core Strategy** (2014-2027)<br><br>The Island Plan Core Strategy, the spatial vision for the Island 2027. | DM18: Sustainable travel – the council will support proposals that increase travel choice and provide alternative means of travel to the car. Development proposals will be expected to contribute to meeting the aims and objectives of the Isle of Wight Local Transport Plan. |
| **Isle of Wight Council Corporate Plan** (2019-2022)<br><br>The corporate plan, the priorities it sets and the outcomes it seeks are designed to achieve the council's vision. | The council's corporate plan (2019-2022) has recently been updated to put wellbeing being at the heart of the council's agenda.<br><br>Relevant outcomes include:<br>• people have healthy lifestyles that avoid the need for service intervention;<br>• an improved planning framework that promotes business growth;<br>• a well-connected transport system. |
| **Health and Wellbeing Strategy** (2018-2021)<br>Isle of Wight Council<br><br>Sets out the key priorities and focus of work for the organisation's involved in the health and wellbeing board. Walking and cycling to improve health and wellbeing is a critical benefit when designing new and improved routes. The recently produced report 'Spatial Planning for Health' by Public Health England highlights the importance of resource planning and design to create healthier communities.<br><br>**Climate and Environment Strategy** (2020-2030) | Data from the Sport England 2017/18 Active Lives survey shows that almost two out of three (62.3 per cent) adults on the Isle of Wight are classified as overweight or obese with 16.1 per cent classified as 'physically inactive'. This is in line with our comparator authorities.<br><br>Cycling and walking have been linked to many health benefits both physical (reduced risk of coronary heart disease, cancer, stroke and Type 2 Diabetes) and mental (improved concentration, better memory function, reduction in anxiety, stress and depression). National Institute for Health and Care Excellence (NICE) guidance suggests that active travel can help boost mental wellbeing, with those who travel on foot or cycle benefitting from improved mental wellbeing in comparison with those who travelled by car.<br><br>• **People make healthy choices for healthy lifestyles.**<br><br>• **The Isle of Wight is a better place to live:** The Isle of Wight is well known for the quality of its environment with extensive<br><br>network providing access to the countryside by bike and on foot.<br><br>• **Encouraging people to be more active** and structure places to be more conducive to activity through cycling and walking. |
| The Climate Change and Environment Strategy sets out undertakings to reduce the Isle of | Actions to protect and enhance the Island natural environment by managing land sustainably and connecting people with the environment. |
| Wight Council's carbon footprint. road and public rights of way | Reduction of transport emissions (25 per cent) by promoting cycling and walking. |

| Policy or strategy | Isle of Wight local cycling and walking infrastructure plan objectives |

| | |
|---|---|
| **Transport Investment Plan**<br>(May 2016)<br>Solent LEP<br><br>Investment framework for planning and delivery of strategic transport across all modes in the Solent. | Recognises that there are a number of transport issues on the Isle of Wight which affect its economic performance, including cross Solent connectivity and congestion in and on approach to Newport. **There is also recognition that support for active modes schemes form a key part of local transport initiatives.** |
| **CycleWight Cycling Strategy**<br>(2017)<br>CycleWight | The draft cycling strategy includes a section on improving cycling infrastructure and presents the following principles:<br><br>**Principle 1**<br>A network of high quality routes will be completed throughout the Island, providing convenient and safe access for utility and leisure cycling.<br><br>**Principle 2**<br>Wherever possible measures will be provided which give people who cycle priority over motorised traffic in terms of accessibility and journey time. |
| **Isle of Wight Council Regeneration Strategy** | The 2019-2030 Regeneration Strategy for the Isle of Wight sets out how the council is leading the agenda to ensure the economic future of the Island and create the Island that is a great place to grow up, live, work and visit. The strategy sets out the actions and activities we believe will enable the vision for the future to be realised.<br><br>Specific links to the LCWIP include the Transforming Cities programme in Ryde, Nicholson Road development in Ryde and Newport Harbour regeneration proposals have been made |
| **Shaping Newport** | A collaboration between the Isle of Wight Council, Newport Parish Council and Newport Business Association, set out to ask the people of the county town for their experiences and opinions of the place, its positives and negatives. |



# Local cycling and walking infrastructure plan

## Isle of Wight (Newport and Ryde) 2020-2030

If you have difficulty understanding this document, please contact us on 01983 821000 and we will do our best to help you.

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APPENDIX A

Network Planning Maps

# Local cycling and walking infrastructure plan

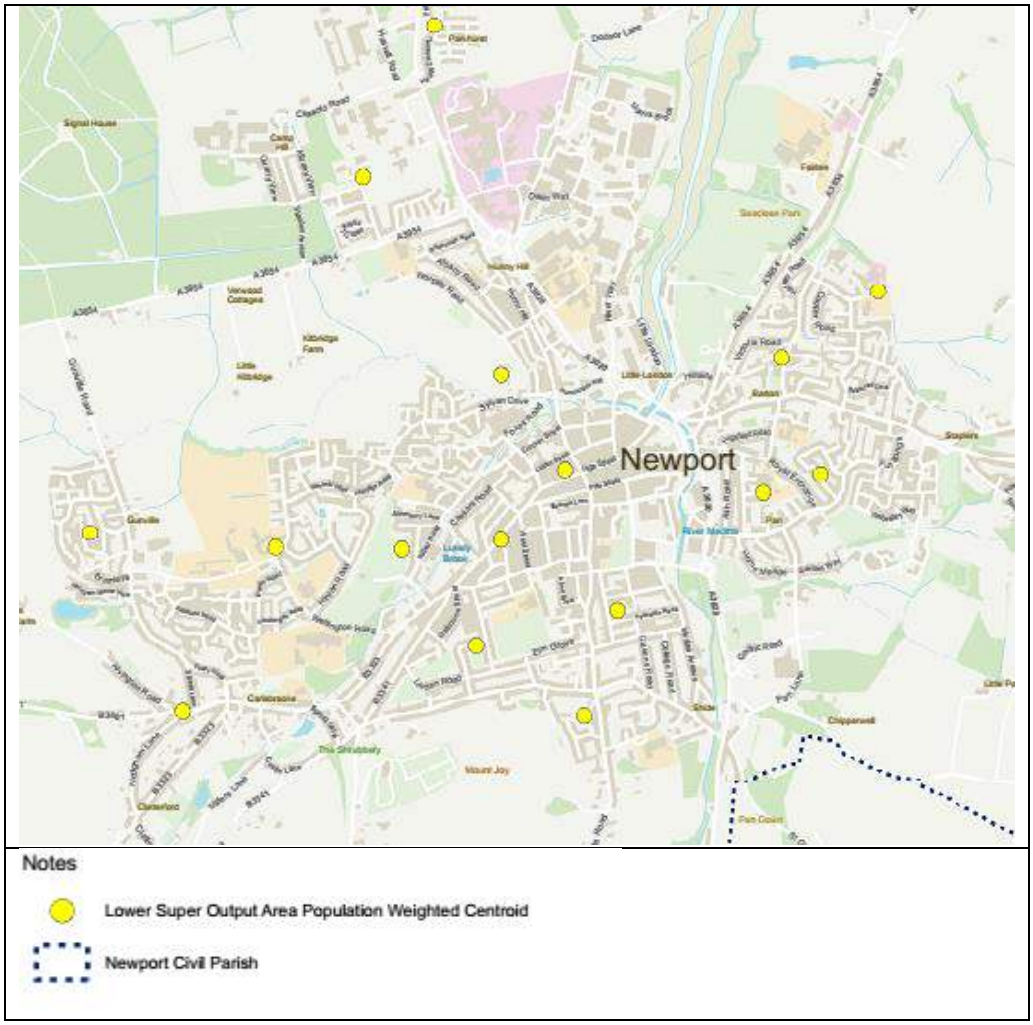
## Isle of Wight (Newport and Ryde) 2020-2030

# Supporting Network Planning Maps

The range of data maps contained within this appendix helped identify the key cycling and walking routes

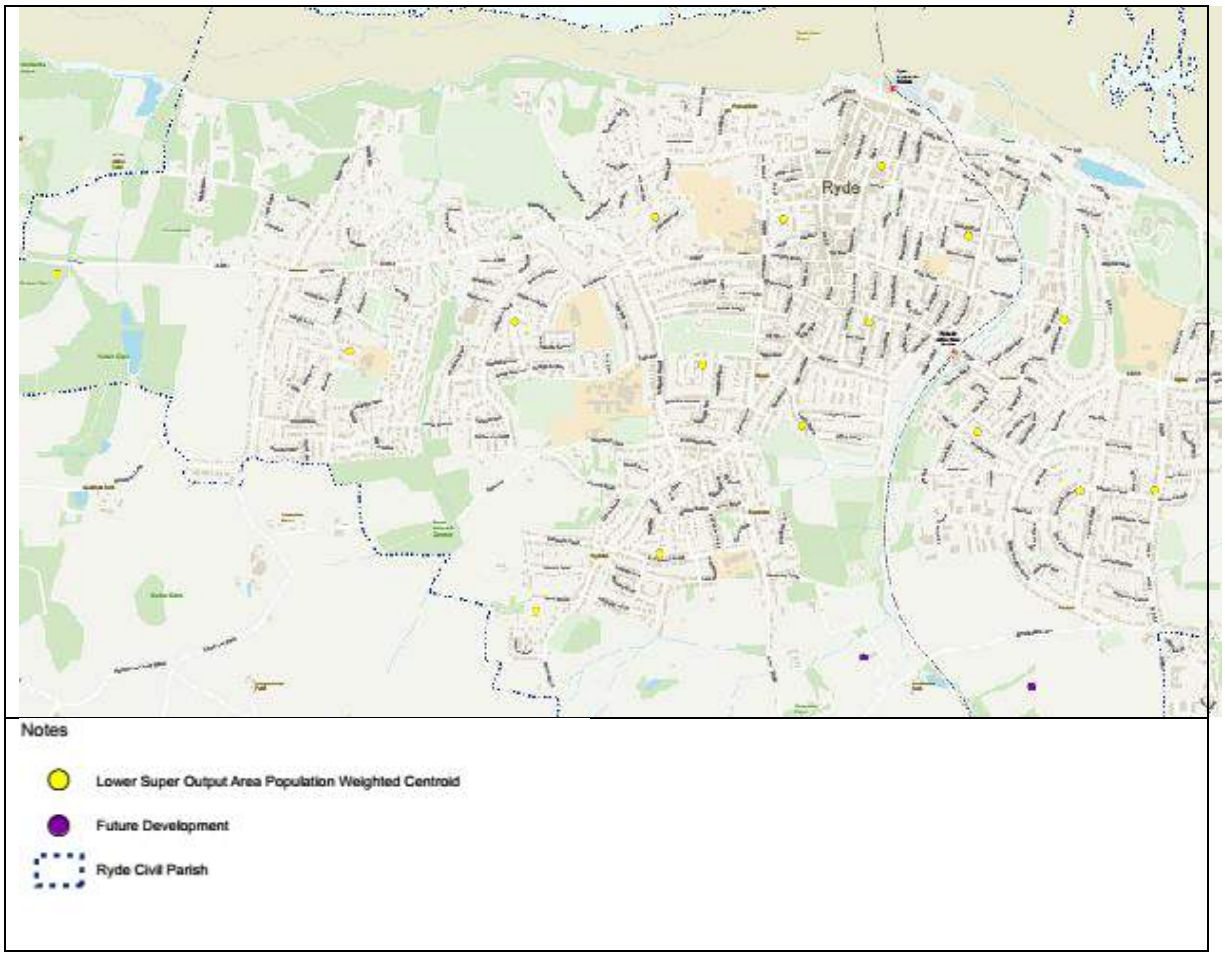
**Newport Origins by Type**:

The map displays the distribution of the origin points within a buffer of a radius of 5km from the town centre. This buffer considers a “cyclable” distance of 5km. The origins are represented by the LSOA Population Weighted Centroids and the future developments considered within the analysis (those of over 100 units in size only)



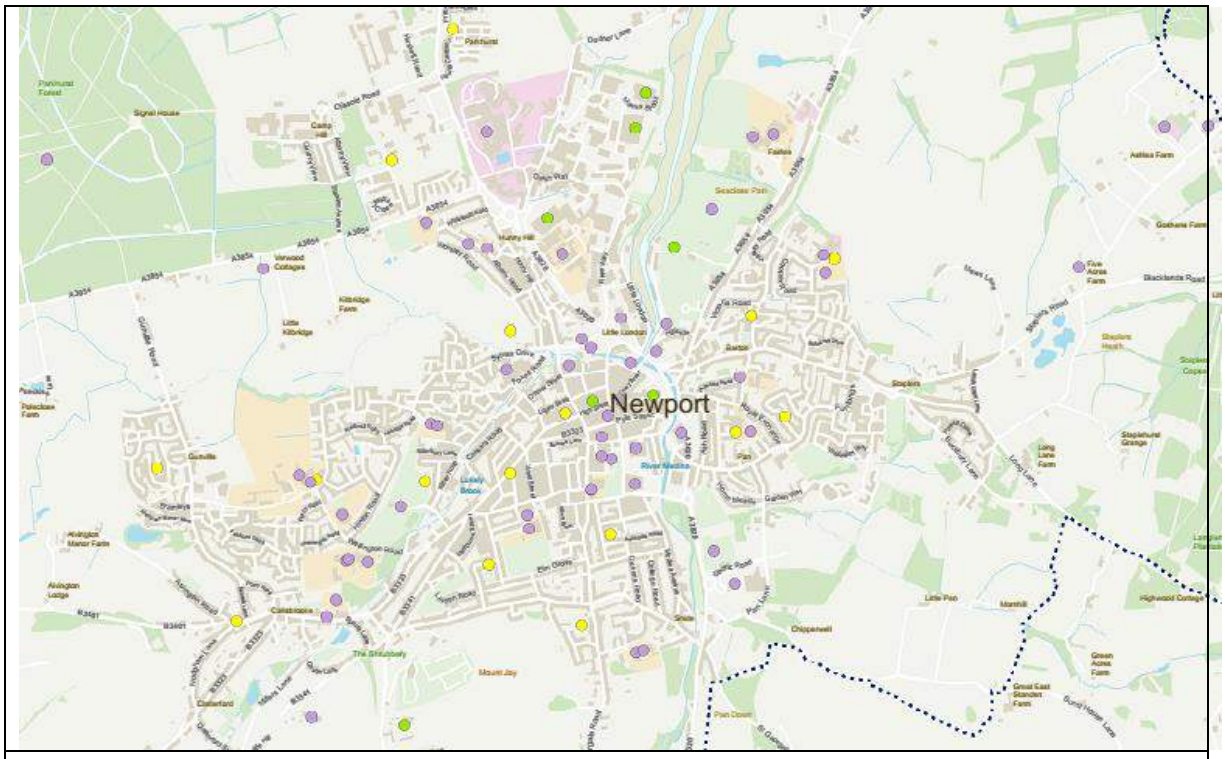

**Ryde Origins by Type**:

The map displays the distribution of the origin points within a buffer of a radius of 5km from the town centre. This buffer considers a “cyclable” distance of 5km. The origins are represented by the LSOA Population Weighted Centroids and the future developments considered within the analysis (those of over 100 units in size)




**Newport ODs**:

The map shows the different kinds of origins and destinations located within the study area. The origins are represented as a single group with a red dot, while the destinations are illustrated with an orange/yellow dot for Employment Areas and Town Centres, and a blue dot for all other destinations.




Notes

**Origins**

Origins - Lower Super Output Area Population Weighted Centroid

**Destinations**

Destinations - Employment Areas and Town Centres

Destinations - All Other Categories

Newport Civil Parish

**Newport and Ryde ODs and Weighted Desire Lines**:

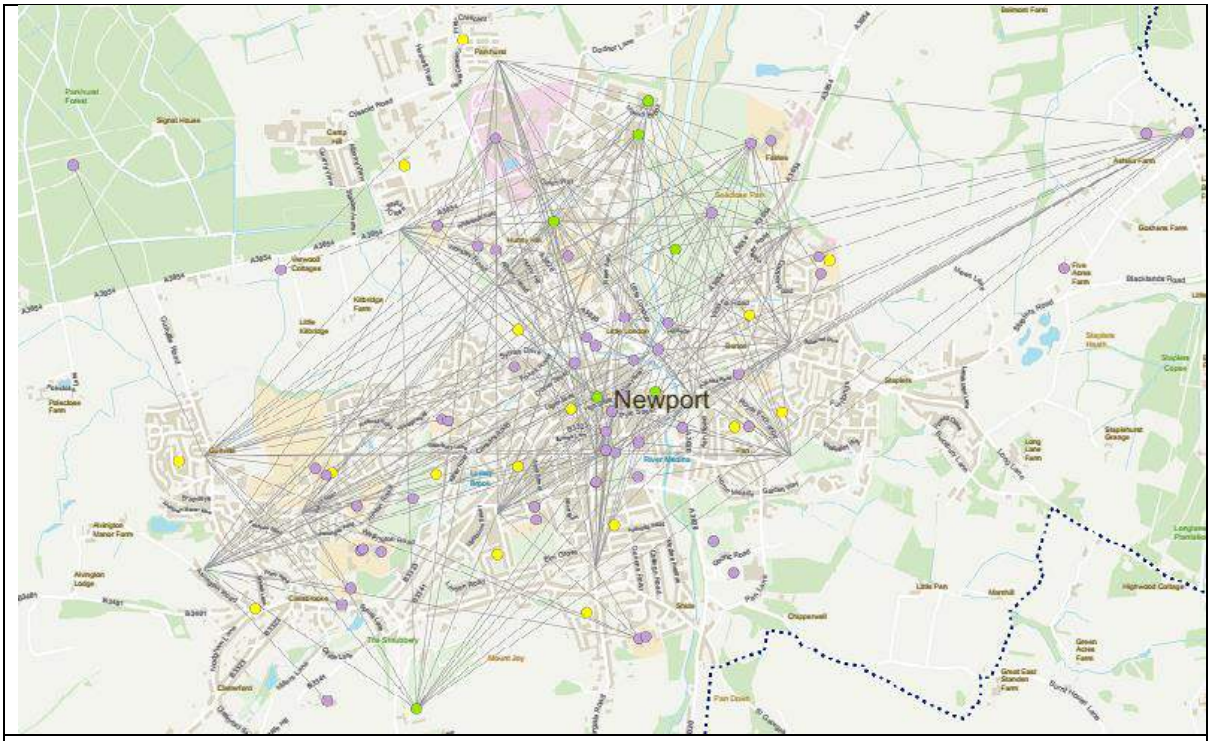
The map displays the origins and destinations represented in the previous map together with the Weighted Desire Lines. These lines illustrate the paths between the origins and destinations drawn as straight lines. The Desire Lines are drawn using the following parameters:

a) **Origins**: LSOA Population Weighted Centroids and future developments with 100+ dwellings were given a weight based on their estimated population. LSOA PWC population was obtained from the ONS 2016 estimates. Future development population was estimated by multiplying the number of units by 2.4 in line with ONS recommendations.

b) **Destinations**: destinations were given a weight based on their type.
   a. **Key employment areas** – the weight applied was based on the estimated number of jobs. This was calculated by halving the area of the building footprint to give an estimated usable floorspace. 1 job was assumed for every 30m$^2$.
   b. **Town centres** – each town centre was given a value from 1 – 10 representing its attractiveness, ie. a major town centre would be given a value of 10, a local or district centre would be given a lower value.
   c. All other types of destinations were treated equally.

c) For key employment areas and town centres, desire lines were drawn all to all, ie. from each origin point to each key employment area point and from each origin point to each town centre point. The desire line retains a weight based on how the weights of the point are distributed, which reflects theoretical trips. The assumption behind this is that people may not work in their closest employment area, and are likely to travel to different town and local centres depending on the facilities offered.

d) For all other destination types, a desire line was drawn from each origin to the closest of each type. The assumption behind this is that people are likely to only travel to their closest for example library or leisure centre.



Notes

**Origins**

Origins - Lower Super Output Area Population Weighted Centroid

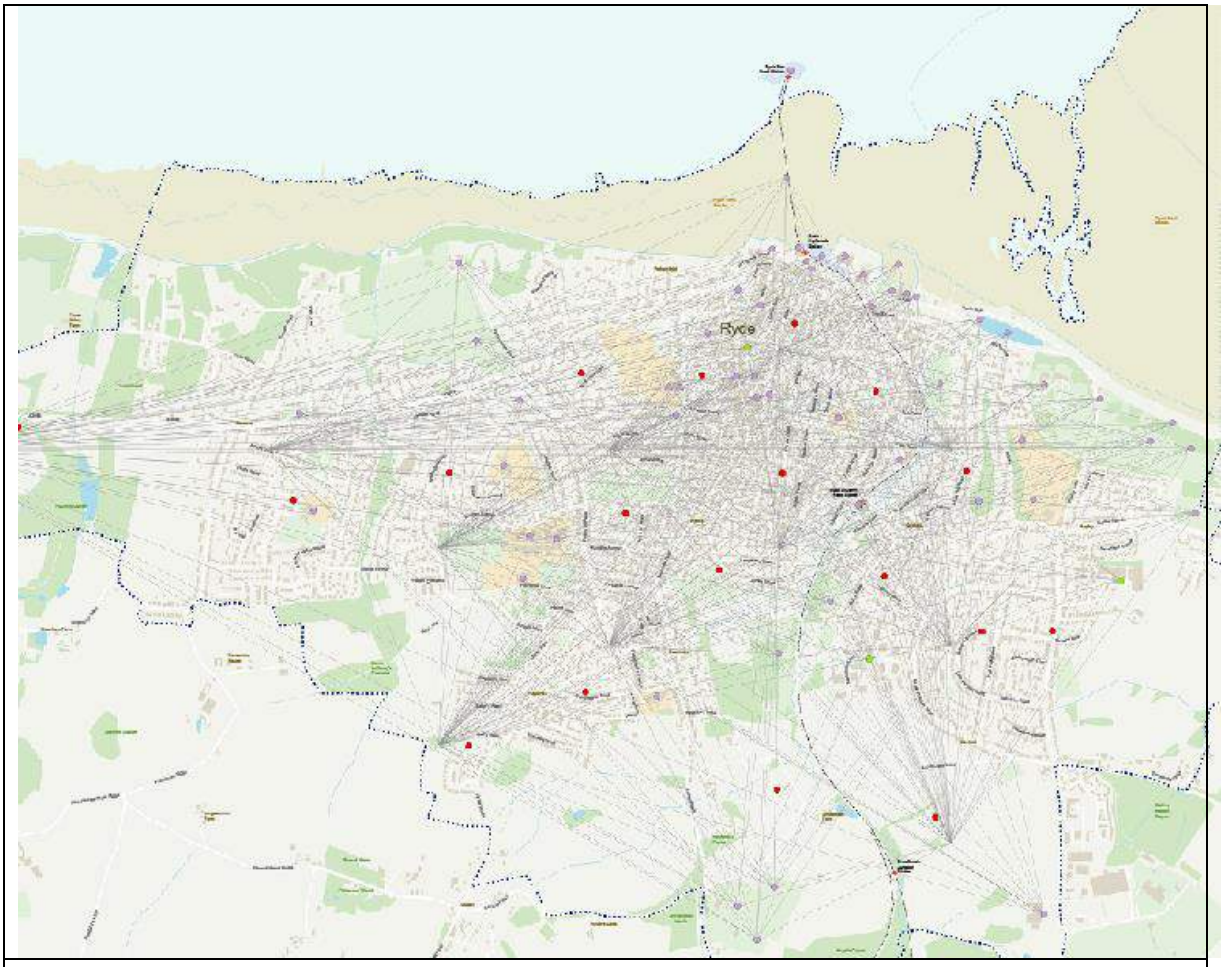
**Destinations**

Destinations - Employment Areas and Town Centres

Destinations - All Other Categories

Weighted Desire Lines

Newport Civil Parish




Notes

**Origins**

Origins - Lower Super Output Area Population Weighted Centroids and Future Developments

**Destinations**

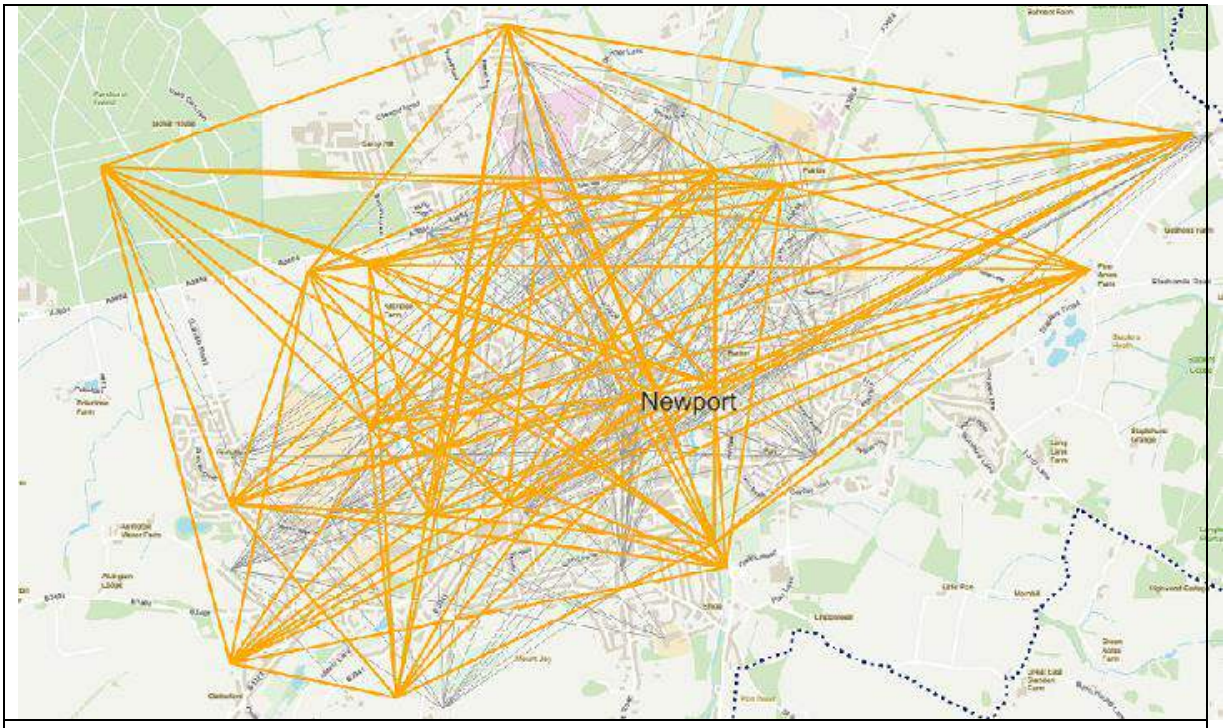
Destinations - Employment Areas and Town Centres

Destinations - All Other Categories

Weighted Desire Lines

Ryde Civil Parish

**Newport Weighted Desire Lines and Clustered Desire Lines**:
The map illustrates the Weighted Desire Lines together with the Clustered Desire Lines. The Clustered Desire Lines derive from the Weighted Desire Lines and represent the main potential cycling flow between origins and destinations (see Clustering LCWIPs document for further detail).




Notes

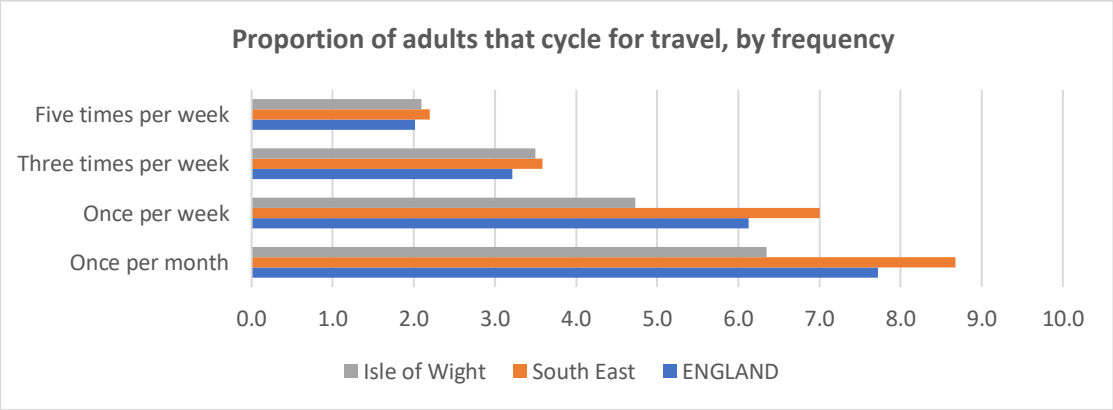
Clustered Desire Lines

Weighted Desire Lines

Newport Civil Parish

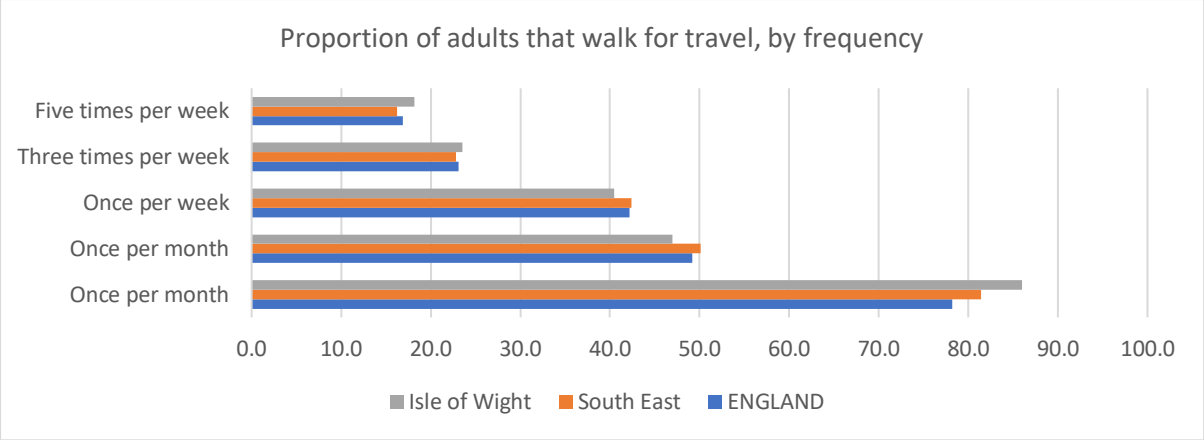
**Proportion of adults that cycle for travel, by frequency (2017-2018)**

The chart below shows the proportion of Isle of Wight adult residents which cycle for travel across four frequency criteria. Cycling for travel refers to cycling from place to place, e.g. from home to work. The chart shows that cycling five times per week, or three times per week, at 2.1% and 3.5% respectively, is higher than the data for England as a whole, but slightly slower than the data for the south east. The proportion of adults cycling less frequently, once a month or once a week, is lower than the equivalent data for both the south east and England as a whole.

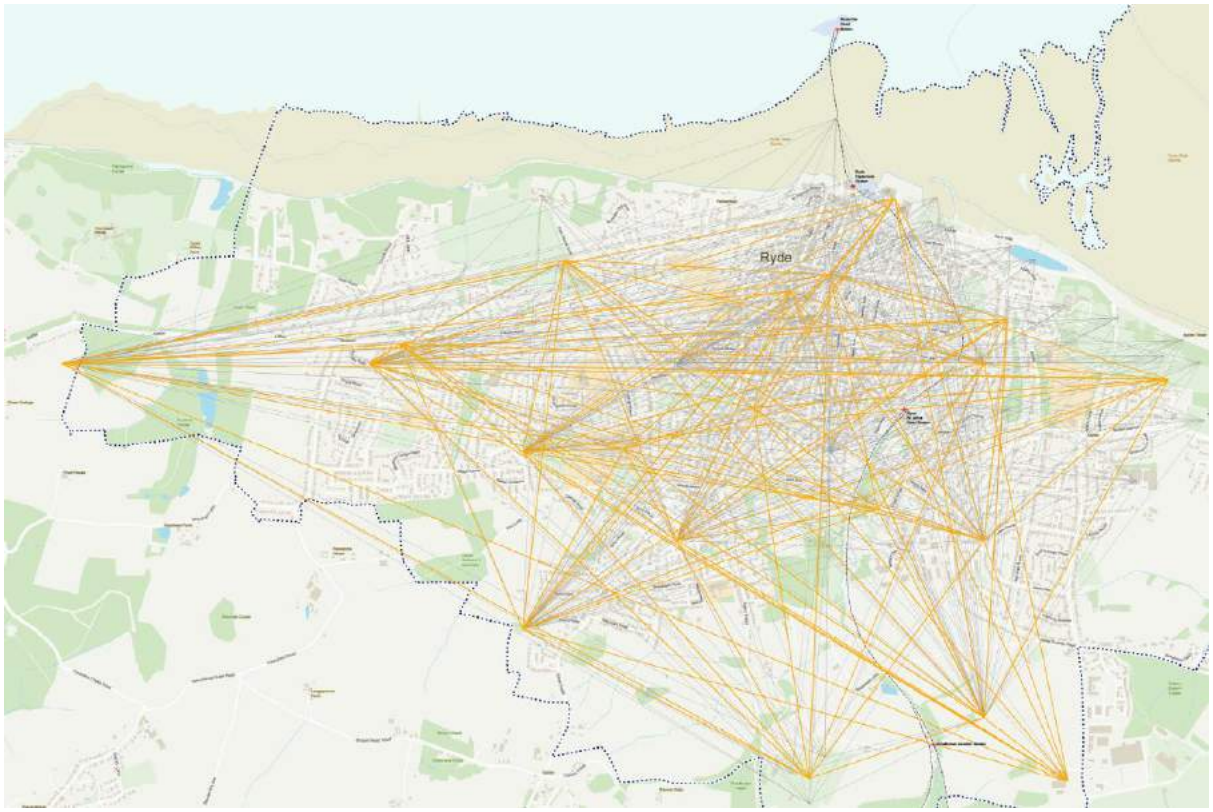



**Proportion of adults that walk for utility purposes, by frequency (2017-2018).**

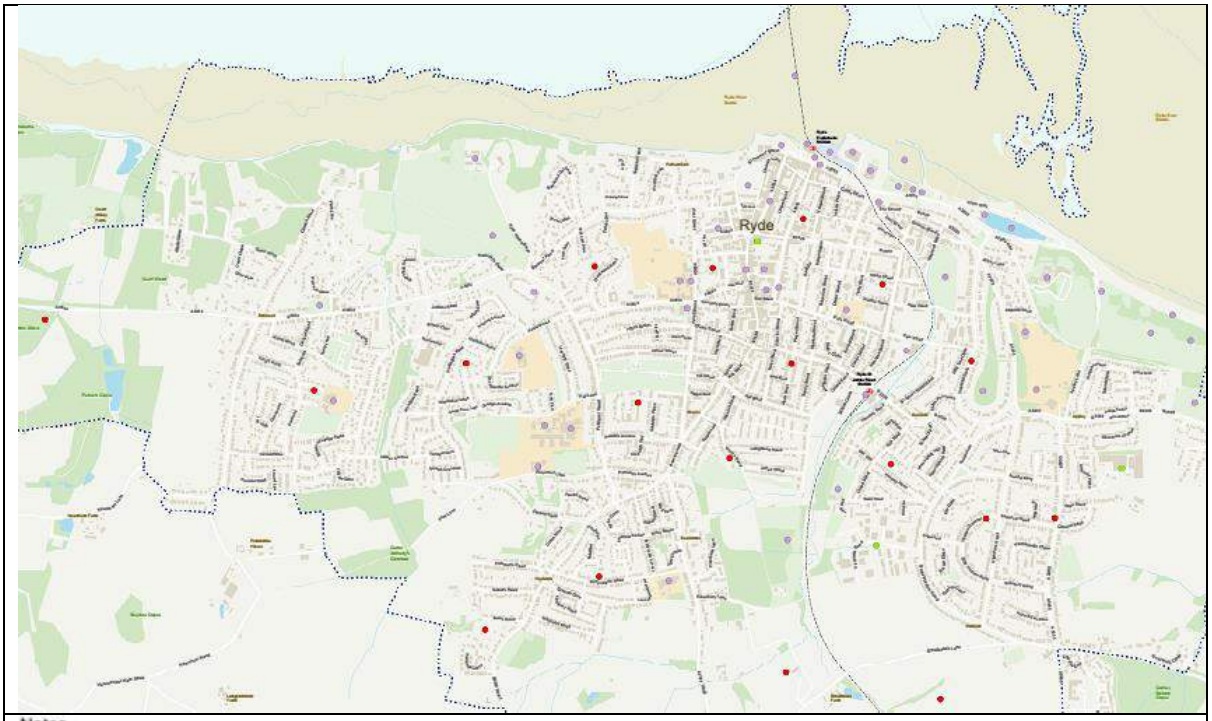
The chart below shows the proportion of Isle of Wight adult residents which walk across four frequency criteria. Walking for travel refers to walking from place to place, e.g. from home to a place of employment. The proportion of Isle of Wight residents walking five times a week (18.2%) or three times a week (23.6%) is higher than the both the south east and England as a whole. The proportion walking at least once a month (86%) is significantly higher than the equivalent frequency for the south east (81.5%) and England as a whole (78.2%).




**Ryde Weighted Desire Lines and Clustered Desire Lines**: the map illustrates the Weighted Desire Lines together with the Clustered Desire Lines. The Clustered Desire Lines derive from the Weighted Desire Lines and represent the main potential cycling flow between origins and destinations (see Clustering LCWIPs document for further detail).




**Ryde ODs**: the map shows the different kinds of origins and destinations located within the study area. The origins are represented as a single group with a red dot, while the destinations are illustrated with an orange/yellow dot for Employment Areas and Town Centres, and a blue dot for all other destinations




Notes

**Origins**

Lower Super Output Area Population Weighted Centroids and Future Developments

**Destinations**

Destinations - Employment Areas and Town Centres

Destinations - All Other Categories

Ryde Civil Parish

APPENDIX B

Network Cycling Routes

# Local cycling and walking infrastructure plan

## Isle of Wight (Newport and Ryde) 2020-2030

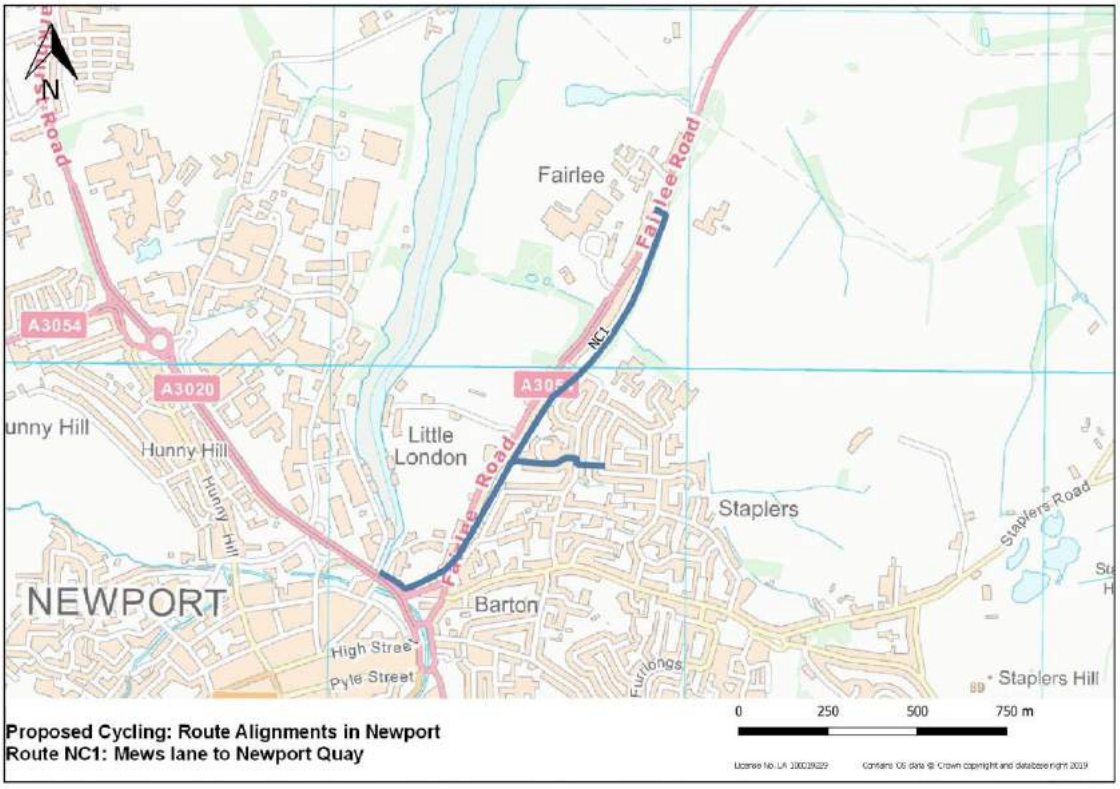
# Newport Cycling Network: Route Proposals

## NC1 Mews Lane to Newport Quay

**Route Description**

This route involves the Improvement of an existing sub-standard former railway line route to allow all-weather cycling, improve convenience and comfort and strengthen links with local residential areas. Improvements proposed include surfacing, widening and lighting of the route. It connects with the cycle route to Wootton/Ryde (NCN 22), existing and proposed housing, Medina College, Medina Leisure Centre, Orchards Hospital and Mountbatten Hospice. A spur links to Cooper Road providing connections to the quiet residential streets beyond. A short spur connects with NC9 and links Medina College directly to the route. Future extension of the route along the former railway line as far as Wootton Bridge would be desirable, creating a high-quality link between the two settlements and providing an improved route for NCN22.

**Route Map**

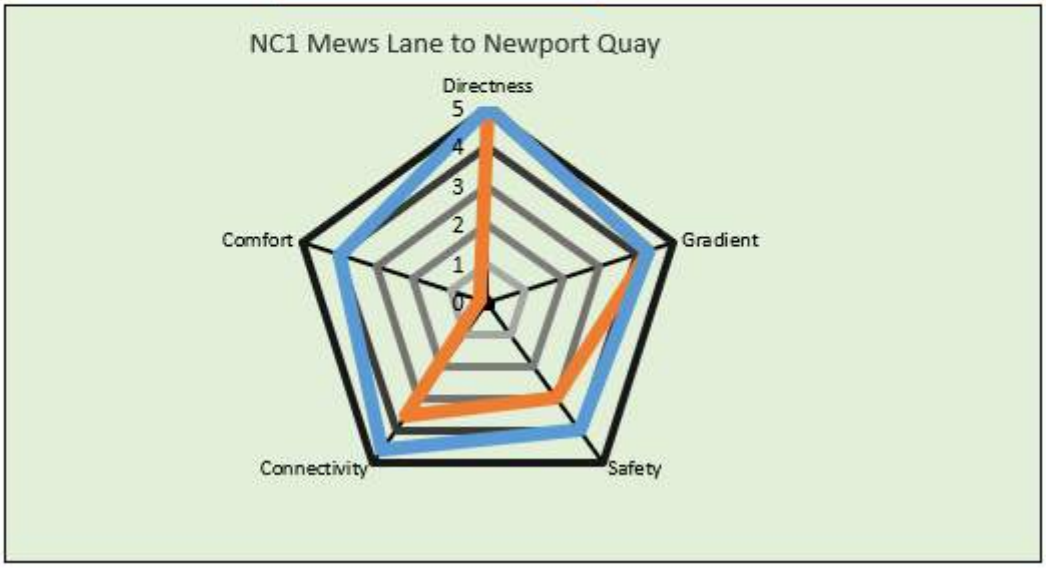


Former rail line parallel to Fairlee Road

Image X: Former rail line parallel to Fairlee Road

**Route Selection Tool Assessment**

| | Performance Scores | |
|---|---|---|
| Criterion | Existing | Potential |
| Directness | 5.00 | 5.00 |
| Gradient | 4.28 | 4.28 |
| Safety | 3.00 | 4.00 |
| Connectivity | 3.56 | 4.60 |
| Comfort | 0.24 | 4.00 |



**Infrastructure Improvements**

| | Scheme Type | Description | Location | Indicative Cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Improvement of existing shared-use track | 510m of new 3m wide, 2-way cycle track along old railway line route. Addition of lighting. | Mews Lane to Halberry Lane | £183,000 | 5 |
| 2 | New cycle track | 50m of 2.5m wide shared use route linking Fairlee Rd with old railway line route almost opposite Medina College entrance | Fairlee Rd/Medina College access road | £15,000 | 3 |
| 3 | New cycle crossing | Toucan crossing across Fairlee Rd linking the spur from the old railway line route with Medina College and leisure centre. | Fairlee Rd/Medina College access road | £62,000 | 4 |
| 4 | New cycle crossing | Raised table, uncontrolled crossing at junction of Halberry Lane. | Halberry Lane /old railway line jct | £15,000 | 5 |
| 5 | New cycle track | Removal of barriers at both ends of track and drop kerbs at either end of lane that is already 3m wide but currently peds only | Between Cooper rd and Halberry Lane. | £8,000 | 4 |
| 6 | On road improvements | 185m of Quietway treatment. Creation of seemless links to other portions of route | Length of Gordon Rd between Halberry Lane and old railway line route | £18,500 | 5 |
| 7 | Improvement of existing shared-use track | 580m of new 3m wide, 2 way cycle track along old railway line route. Addition of lighting. | From junction of Halberry Lane /old railway line to St Paul's View Rd | £210,000 | 5 |
| 8 | Improvement of existing shared-use track | Re-grading of slope and re-aligment of track on the approach to the old railway tunnel in order to reduce cyclists' speed and potential for pedestrian conflict | Slope down to old railway tunnel when approaching from east | £30,000 | 4 |
| 9 | Improvement of existing shared-use track | Removal of chicane barrier at entrance to tunnel | Old railway tunnel | £2,000 | 5 |
| 10 | Improvement of existing shared-use track | Upgrade lighting in the tunnel | Old railway tunnel | £15,000 | 5 |
| 11 | Improvement of existing shared-use track | 100m of new 3m wide, 2 way cycle track. Creation of seemless link to next portion of route. | West end of railway tunnel to Riverside Centre car park | £30,000 | 5 |
| 12 | On road improvements | 100m of Quietway treatment. Creation of seemless links to other portions of route | Riverside Centre car park to the quayside. | £10,000 | 0 |

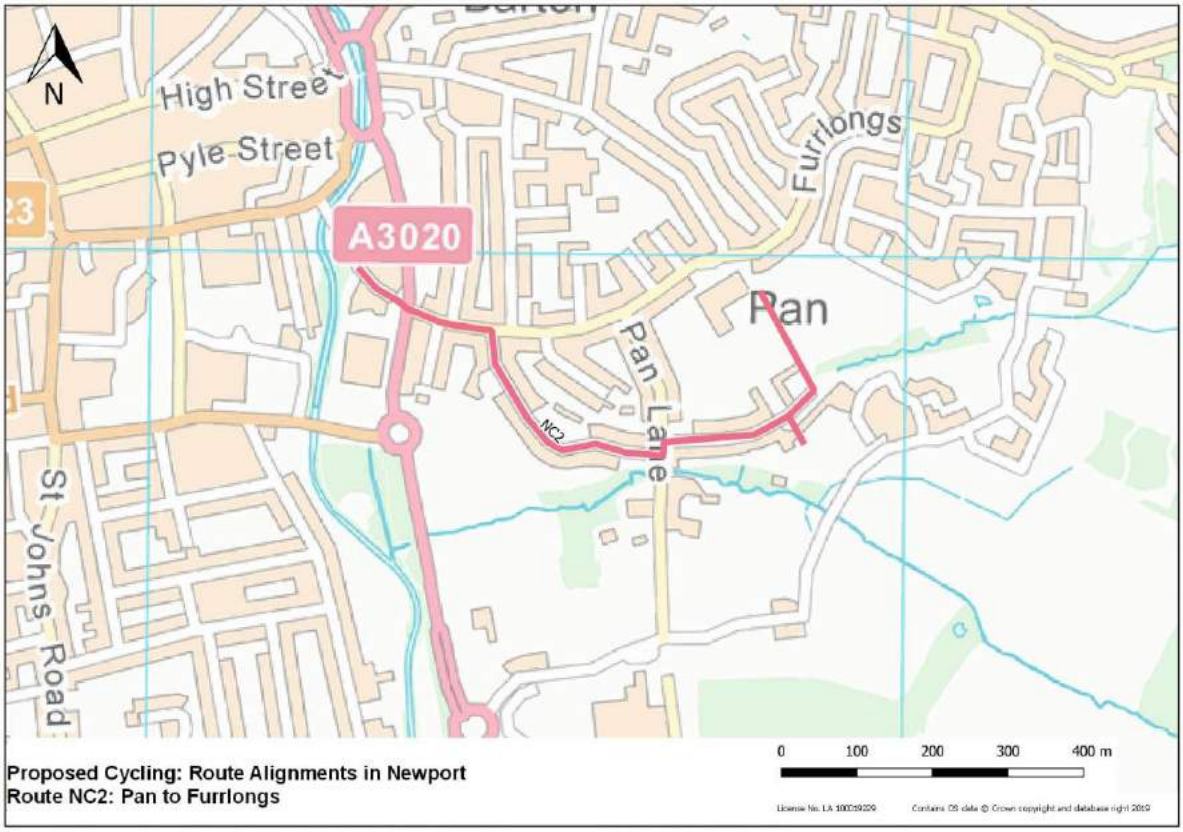
## NC2: Pan to Furrlongs

**Route Description:**

This route links the south and west of the Pan housing estate and the new housing development off Godric Road with Newport town centre and NCN 23. New cycle tracks through Isobel Park and alongside Home Mead and the western end of Furrlongs are proposed. These sections are linked via Garden Way, improved as a Quietway. Junction improvements at St George's Way provide a safe link

on to NC3 next to Matalan. A short spur links the route along Garden Way to the new housing development off Godric Road.

**Route Map**

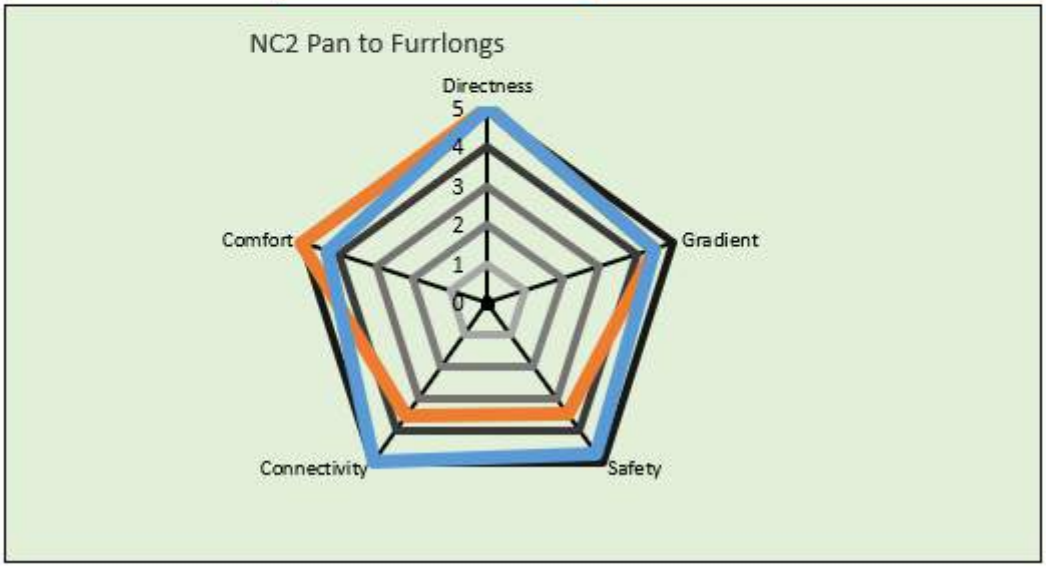


**Junction of Pan Lane and Home Mead**

**Looking west along Garden Way**

**Route Selection Tool Assessment**

| | Performance Scores | |
|---|---|---|
| **Criterion** | **Existing** | **Potential** |
| **Directness** | 5.00 | 5.00 |
| **Gradient** | 4.45 | 4.45 |
| **Safety** | 3.48 | 4.71 |
| **Connectivity** | 3.57 | 5.00 |
| **Comfort** | 5.00 | 4.29 |



**Infrastructure Improvements**

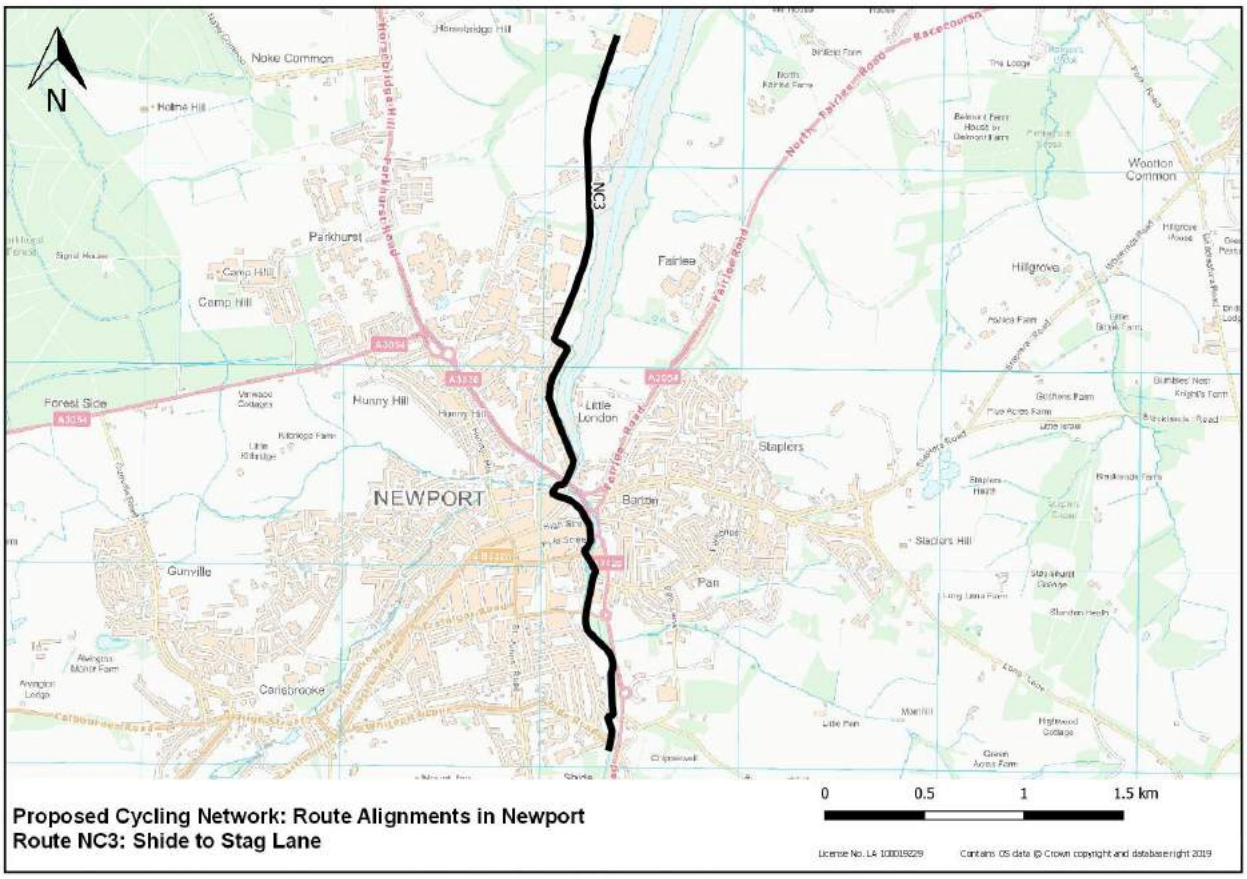
| | Scheme Type | Description | Location | Indicative Cost | Deliverability |
|---|---|---|---|---|---|
| 1 | New cycle track | 160m of new 3m wide, 2 way cycle track. Creation of seemless link to next portion of route. | West side of Isobel Park linking with Garden Way | £48,000 | 5 |
| 2 | On road improvements | 210m of Quietway treatment. Creation of seemless links to other portions of route | Garden Way to Pan Lane | £21,000 | 5 |
| 3 | New cycle track | 50m of new 3m wide, 2 way cycle track. Creation of seemless link to next portion of route. | Between Garden Way and new housing development off Godric Road | £15,000 | 5 |
| 4 | New cycle track | 440m of new 3m wide, 2 way cycle track using highway verge. Creation of seemless link to next portion of route. | From Pan Lane, using highway verge alongside Homemeade to Furrlongs and then down to St George's Way A3020. | £132,000 | 5 |
| 5 | Junction improvement | Remodelling of junction to give priority to people cycling and walking | Jct of Furrlongs and St George's Way | £200,000 | 4 |
| 6 | On road improvements | 75m of Quietway treatment. Creation of seemless links to other portions of route | Jct of Furrlongs and St George's Way to the jct of NC3 (aka NCN23) | £7,500 | 5 |

# NC3: Shide to Stag Lane

**Route Description**

An existing cycle route forming the main north-south route across Newport in need of improvement to reach the standards required to support growth in everyday cycling. Proposed improvements focus on removal of barriers and widening of narrow sections including several narrow bridges, new, safe road crossings and significant improvements to Little London to prioritise walking and cycling. This will make the route more attractive and accessible to ride and facilitate extended use of the route which will form a key link between other routes, connecting with NC1, NC2, NC4, NC5, NC7, NC8, NC9 and NC10. It also provides onward links to Cowes and Sandown.

**Route Map**

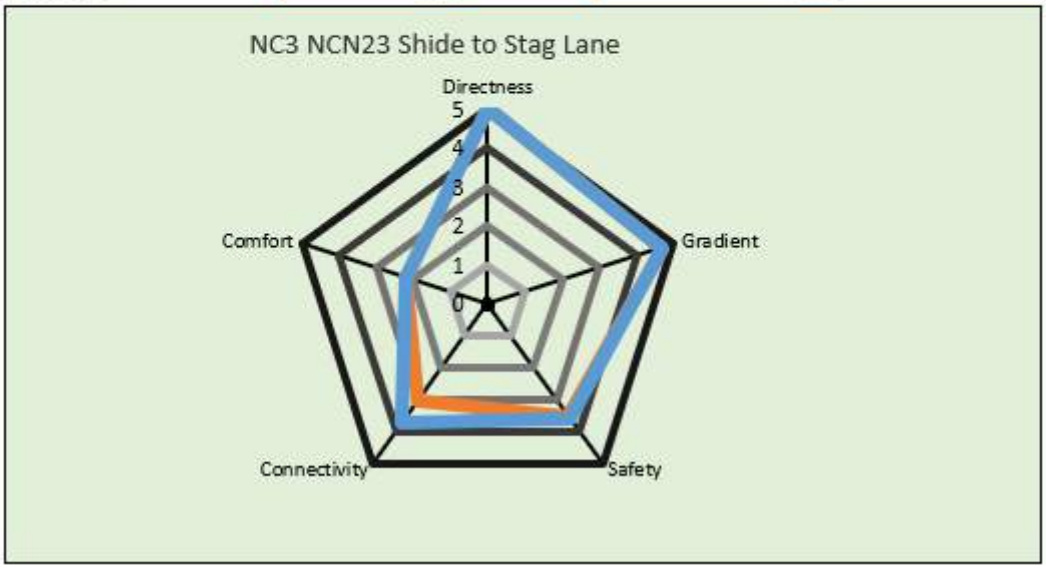


**Bridge at Pan Mill Meadows**

**Little London, looking north**

**Route Selection Tool Assessment**

| | Performance Scores | |
|---|---|---|
| **Criterion** | **Existing** | **Potential** |
| **Directness** | 5.00 | 5.00 |
| **Gradient** | 4.66 | 4.66 |
| **Safety** | 3.52 | 3.60 |
| **Connectivity** | 3.04 | 3.71 |
| **Comfort** | 2.21 | 2.21 |



**Infrastructure Improvements**

| | Scheme Type | Description | Location | Indicative Cost | Deliverability |
|---|---|---|---|---|---|
| 1 | New cycle crossing | Install parallel zebra crossing across Shide Rd | Shide Rd and NCN23 | £30,000 | 5 |
| 2 | Improvement of existing shared-use track | Removal of bollards at entrance to Shide Path. Drop kerb installed. | Shide Path/Shide Lane jct. | £4,000 | 5 |
| 3 | Improvement of existing shared-use track | Removal of staggered barriers on Shide Path. | Shide Path | £2,000 | 5 |
| 4 | New cycle bridge | Installation of 3m wide bridge to replace the existing 1.5m wide bridge | Where NCN23 crosses River Medina in Shide | £15,000 | 3 |
| 5 | Improvement of existing shared-use track | Removal of guard railing where NCN23 meets St George's Way opposite Newport Football Club. | Where NCN23 meets St George's Way opposite Newport Football Club. | £2,000 | 5 |
| 6 | New cycle bridge | Installation of 3m wide bridge to replace the existing narrow bridge. | Where NCN23 crosses Pan Stream | £15,000 | 3 |
| 7 | New cycle track | 50m of new 3m wide, 2 way cycle track creating a link from NCN23 to St George's Approach up the embankment. | Jct NCN23 and St George's Approach | £15,000 | 4 |
| 8 | Improvement of existing shared-use track | New cantilevered cycle track decking under bridge to provide 3m width | Under bridge at St George's Approach | £30,000 | 3 |
| 9 | Improvement of existing shared-use track | Installation of flush kerb for cyclists and peds and improved shared use signage | At jct of NCN23 and Matalan access road | £3,000 | 5 |
| 10 | New cycle track | 50m of new 3m wide, 2 way cycle track using verge alongside Matalan access road and ending just barriers the barriers that crosses the access road. | Matalan access road | £15,000 | 3 |
| 11 | On road improvements | 190m of Quietway treatment along Matalan access road and then final stretch of Furrlongs leading to East Street, B3323, creation of seemless links to other portions of route | Matalan access road, Furrongs | £19,000 | 5 |
| 12 | On road improvements | Creation of raised table mini roundabout junction to slow traffic and increase cycle safety. | Jct of East St and Furrlongs | £35,000 | 5 |
| 13 | New cycle track | 65m of new 3m wide, 2 way cycle track using edge of development site between East St and Pyle St. | Between Furrlongs and Pyle Street alongside East St. | £19,500 | 1 |
| 14 | New cycle crossing | Install parallel zebra crossing across Pyle Street | Pyle St jct with East St | £30,000 | 4 |
| 15 | Adjustment to existing | Re-work the the controlled crossing across High St so that cyclists and peds get a green when High Street traffic is held. | High St/Coppins Bridge jct | £0 | 5 |

| | | | | | |
|---|---|---|---|---|---|
| | controlled crossing | | | | |
| 16 | On road improvements | 210m of Quietway treatment, creation of seemless links to other portions of route | From junction of Sea St/High St along to jct of Sea St/Little London | £21,000 | 5 |
| 17 | On road improvements | Remove redundant barrier apparatus in middle of road on entrance to County Hall car parking area on Sea St. | Sea St | £2,000 | 5 |
| 18 | Conversion of carriageway to cycle track | Prohibit motorised traffic along Little London from the Bargeman's Rest to Sea St. Install a turning head at south end of Bargemen's Rest, with filtered permeability towards Sea St. Create 115m of 4m, 2 way cycle track along the part of Little London no longer open to traffic. | Little London | £20,000 | 3 |
| 19 | On road improvements | 470m of Quietway treatment, creation of seemless links to other portions of route | Along Little London from Bargeman's Rest to Blackhouse Quay/start of footpath N29 | £47,000 | 5 |
| 20 | Junction improvement | Re-work geometry of junction between Hurstake Rd and Little London to reduce vehicle speeds. Change priority so that users of the cycle route have priority over those travelling along Hurstake Rd. | Jct Hurstake Rd/Little London | £10,000 | 5 |
| 21 | Improvement of existing shared-use track | Removal of chicane barriers. | Junction of cycle track and Blackhouse Quay. | £2,000 | 5 |
| 22 | Improvement of existing shared-use track | Replace bollards with single bollard inset into track (away from turning point) | Cycle track junction with Riverway. | £2,000 | 5 |
| 23 | Improvement of existing shared-use track | Improved identification of cycle route status especially across car park entrance. Parking controls to stop parking on track. | Cycle track next to Riverside Park car park. | £10,000 | 5 |
| 24 | Improvement of existing shared-use track | Rearrange gated access to cycle track to provide cycle gaps of minimum 1.5m | Start of former railway line track | £2,000 | 5 |
| 25 | Improvement of existing shared-use track | Widen 250m long narrow concrete sections to minimum 2.5m | Between Riverway and Dodnor Lane. | £18,750 | 5 |
| 26 | Improvement of existing shared-use track | Raise ground height either side of cycle track level with track. | Between Riverway and Dodnor Lane. | £5,000 | 5 |
| 27 | Junction improvement | Remove barriers, parking controls to stop parking on track/junction, priority for cycle track across junction, traffic calming on approach. | Cycletrack junction with Dodnor Lane | £15,000 | 5 |

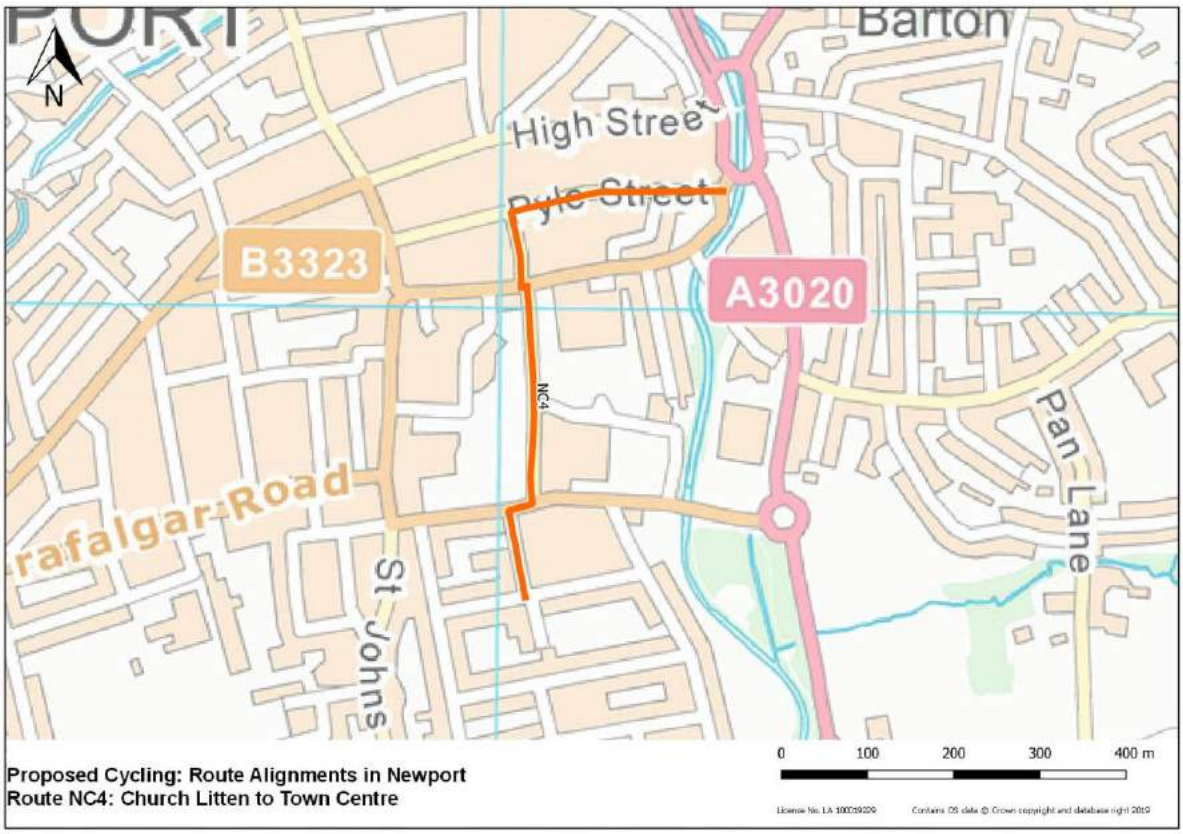
| | | | | | |
|---|---|---|---|---|---|
| 28 | Improvement of existing shared-use track | Replace bollards on bridge with single bollard either end, create smooth transition between bridge deck and track. | Ddonor Creek bridge | £5,000 | 5 |
| 29 | Junction improvement | Reduce offset to create smooth curves to crossing point, revert to cycle track priority over minor road. Remove all bollards. | Cycltrack junction with Stag Lane | £25,000 | 5 |
| 30 | Lighting improvement | Add lighting to all unlit sections of route | Whole route | £150,000 | 5 |

## NC4: Church Litten to Town Centre

**Route Description**

A new route providing safe access to the town centre from areas of housing on the south side of Newport, improving connectivity between NC3 and the town centre and increasing the permeability of the town centre by bike. A new cycle track is proposed alongside Church Litten, with improvements to junctions at Medina Avenue and South Street. A contraflow cycle track along Town Lane allows for two-way cycling in this section, and the east end of Pyle Street is proposed to be converted to a Quietway. Supporting measures to reduce traffic and improve permeability on surrounding streets would maximise the impact of this route.

**Route Map**



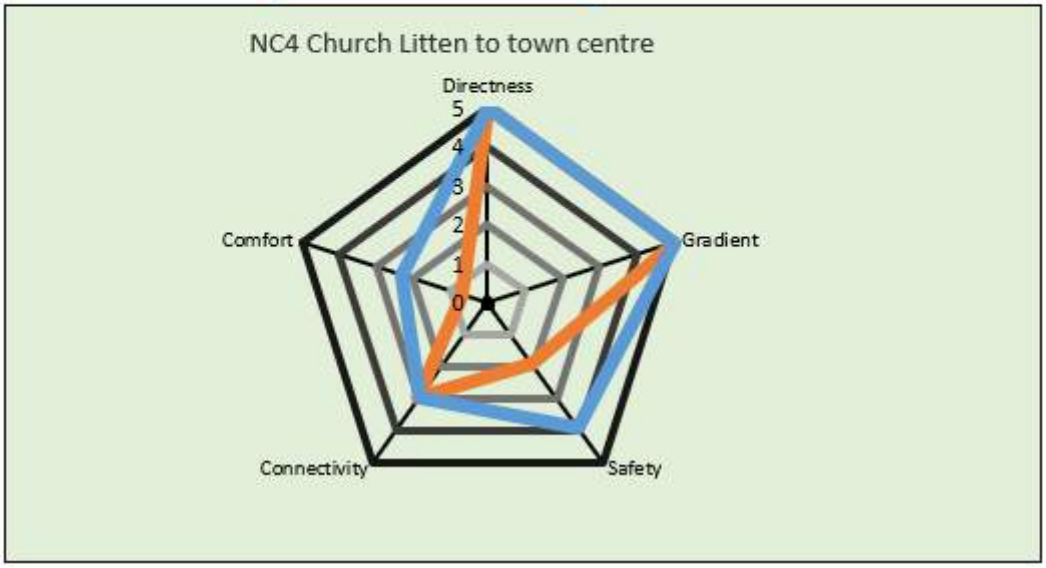
Proposed Cycling: Route Alignments in Newport
Route NC4: Church Litten to Town Centre

**Church Litten, looking south**

**Junction of Church Litten/South Street/Town Lane**

**Route Selection Tool Assessment**

| | Performance Scores | |
|---|---|---|
| Criterion | Existing | Potential |
| Directness | 5.00 | 5.00 |
| Gradient | 5.00 | 5.00 |
| Safety | 1.89 | 3.94 |
| Connectivity | 3.00 | 3.00 |
| Comfort | 0.71 | 2.31 |




**Infrastructure Improvements**

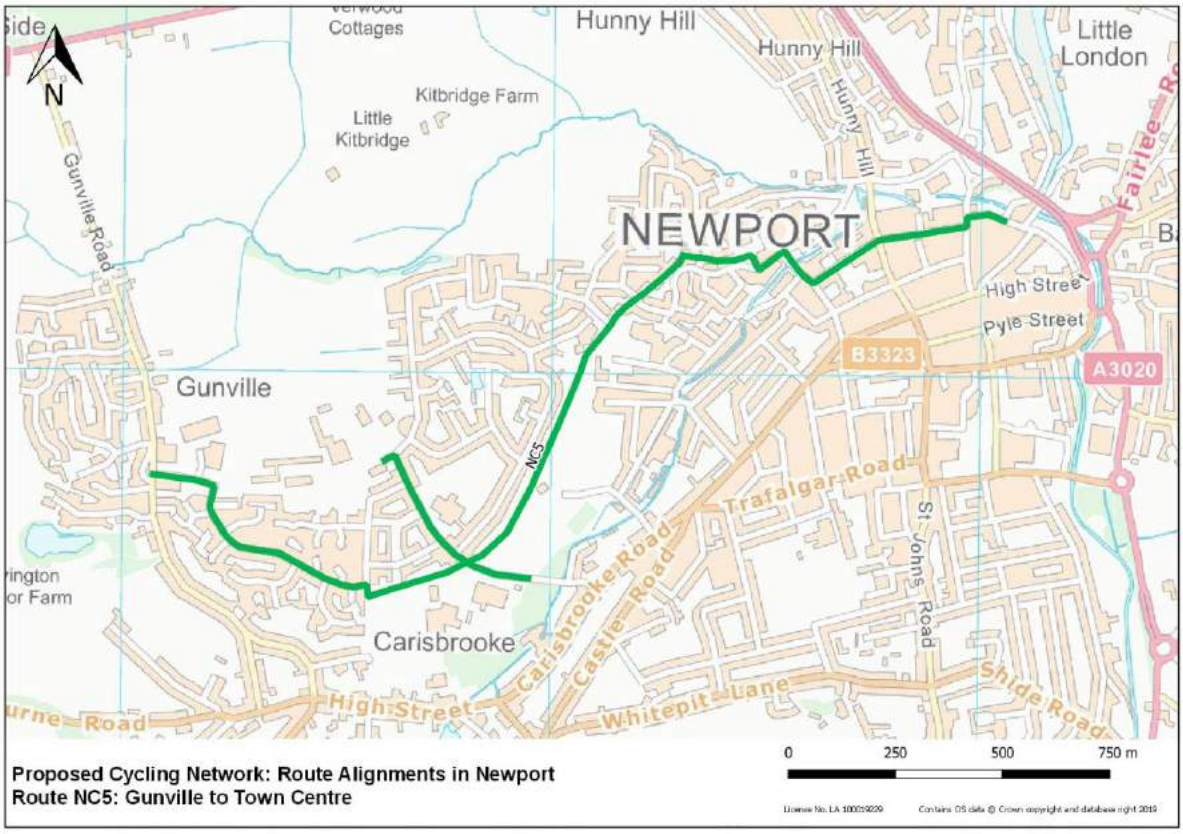
| | Scheme Type | Description | Location | Indicative Cost | Deliverability |
|---|---|---|---|---|---|
| 1 | On road improvements | 95m of Quietway treatment, creation of seemless links to other portions of route | York Rd | £9,500 | 5 |
| 2 | Junction improvement | Remodelling of junction to give priority to people cycling and walking | Jct York Rd and Medina Ave | £100,000 | 4 |
| 3 | New cycle track | 260m of new 3m wide, 2 way cycle track using combination of footway and carriageway on west side of Church Litten (road). | Church Litten | £156,000 | 4 |
| 4 | Junction improvement | Remodelling of junction to give priority to people cycling and walking. | Jct of Church Litten/ South Street/Town Lane | £300,000 | 3 |
| 5 | New cycle track | 80m of contraflow, 1 way cycle cycle track (1.5m wide) | Along whole length of Town Lane | £25,000 | 3 |
| 6 | On road improvements | 240m of Quietway treatment, creation of seemless links to other portions of route | Pyle St from Town Lane to Coppins Bridge junction | £24,000 | 5 |

# NC5 Gunville to Town Centre

**Route Description**

This provides a link between Gunville (residential areas and retail developments) and the town centre. This route would utilise Quietway treatment on Fieldfare Road, then a new dedicated cycle track from Purdy Road to Hazel Close, improved existing shared-use path to Foxes Road then Quietway treatment to Newport Harbour, including contraflow cycle track/lane on Crocker Street. A spur alongside Wellington Road provides access to the schools in this area. This route links five schools, multiple residential estates and the town centre. It also connects into NC3 at Newport harbour for onward links on the existing and proposed cycle network.

**Route Map**

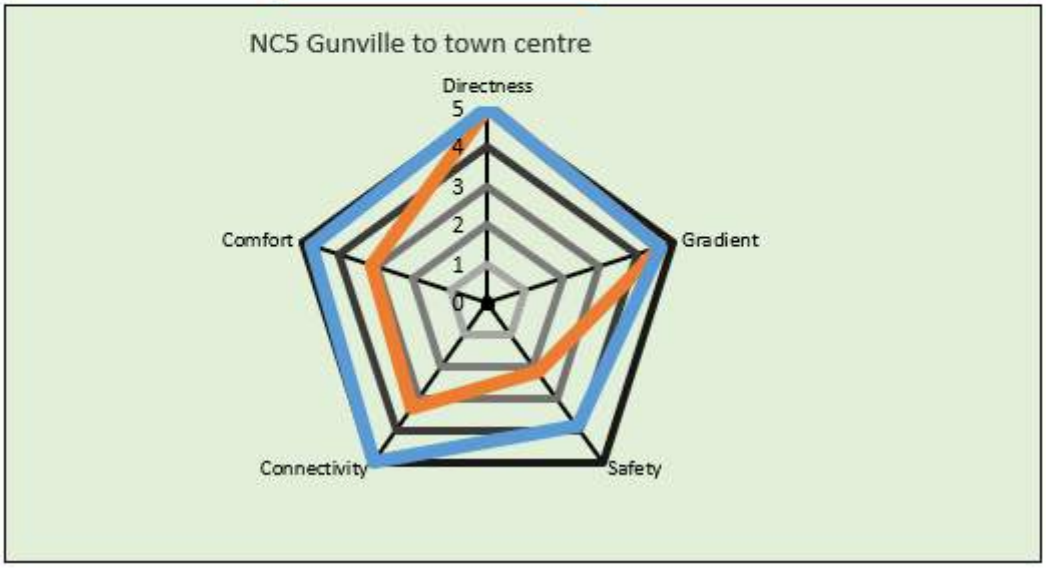


Victoria Recreation Ground, looking south

Wellington Road, looking east

**Route Selection Tool Assessment**

| | Performance Scores | |
|---|---|---|
| Criterion | Existing | Potential |
| Directness | 5.00 | 5.00 |
| Gradient | 4.61 | 4.61 |
| Safety | 2.17 | 3.88 |
| Connectivity | 3.30 | 5.00 |
| Comfort | 3.13 | 4.74 |



**Infrastructure Improvements**

| | Scheme Type | Description | Location | Indicative Cost | Deliverability |
|---|---|---|---|---|---|
| 1 | On road improvements | 650m of Quietway treatment, creation of seemless links to other portions of route | Starting at jct of Gunville Rd with Taylor Rd, running along Taylor Rd, Fieldfare Rd until junction with Purdy Rd | £65,000 | 5 |
| 2 | New cycle track | 240m of new 3m wide, 2 way cycle track running along northern edge of school playing field/grounds | Christ the King school playing fields and grounds, from Purdy Rd to Wellington Rd | £72,000 | 2 |
| 3 | New cycle crossing | Replace existing zebra crossing with a parallel zebra crossing | In front of Christ the King school on Wellington Rd | £30,000 | 5 |
| 4 | New cycle track | 465m of new 3m wide, 2 way cycle track using combination of existing verge, footway and carriageway. | From Carisbrooke School entrance to footpath N58 near eastern end of Wellington Rd | £279,000 | 4 |
| 5 | New cycle track | 650m of new 3m wide, 2 way cycle track running through playing fields and agreed access through primary school. | Through Vectis Playing Fields and Victoria Recreation Ground and along edge of Newport Primary School land. | £195,000 | 4 |
| 6 | New cycle crossing | Install parallel zebra crossing where cycle track crosses Snowberry Lane | Jct of Snowberry Rd and shared use track | £30,000 | 5 |
| 7 | Improvement of existing shared-use track | Remove bollards | Jct of shared use track with Petticoat Lane | £2,000 | 5 |
| 8 | Improvement of existing shared-use track | Improved route identity treatment on non-trafficked section for 100m. | Where shared use track approaches Foxes Rd at the back of Sainsbury's | £5,000 | 5 |
| 9 | On road improvements | 165m of Quietway treatment, creation of seemless links to other portions of route | From Foxes Rd (back of Sainsbury's) to Mill Street, along Mill St to Crocker St | £16,500 | 5 |
| 10 | New cycle track | 390m of 1.5m contraflow cycle lane with light segregation | Whole length of Crocker St, from Mill St to Holyrood St | £78,000 | 3 |
| 11 | Junction improvement | Raised table junction and re-work geometry to slow traffic | Jct of Crocker St and St James St | £45,000 | 5 |

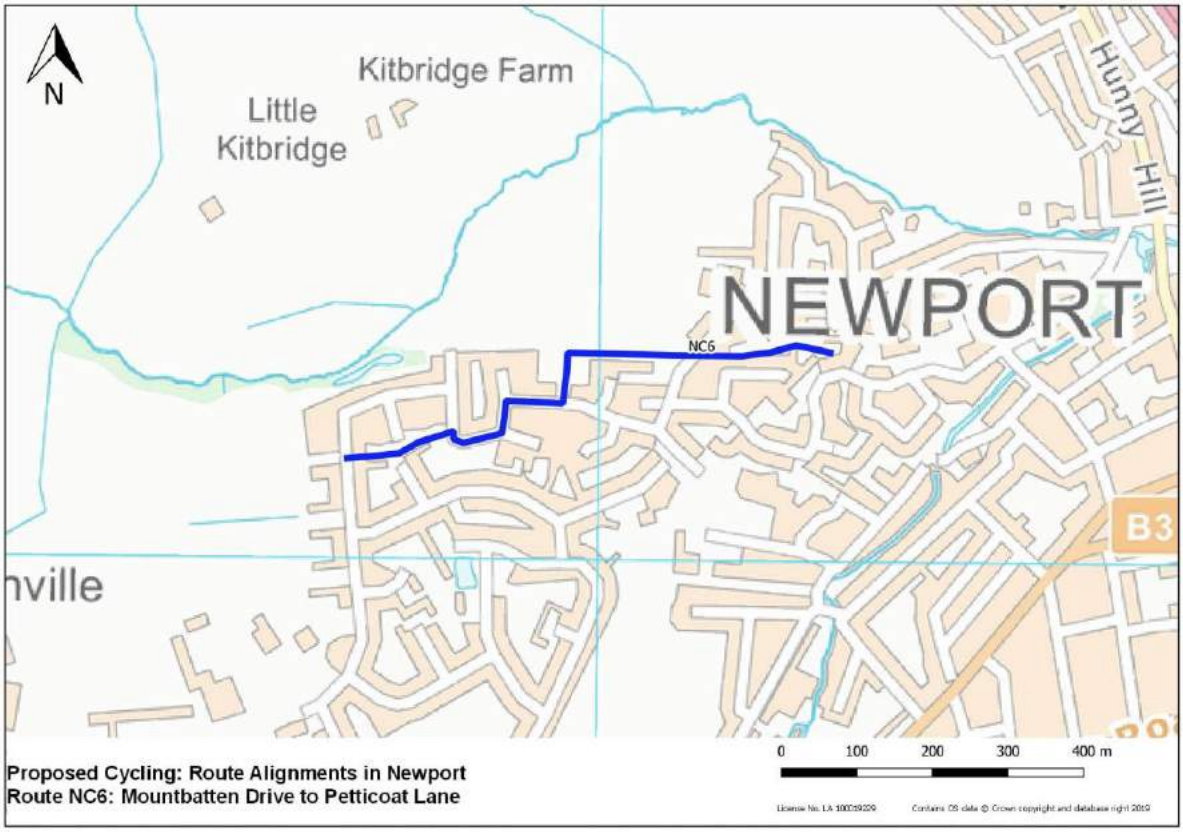
| | | | | | |
|---|---|---|---|---|---|
| 12 | On road improvements | 115m of Quietway treatment, creation of seemless links to other portions of route | Short section of Holyrood St and then western section of Sea St to junction with Little London | £11,500 | 5 |

# NC6 Mountbatten Drive to Petticoat Lane

**Route Description**

This proposal is for the improvement and completion of an existing link between a large housing estate and Petticoat Lane, for onward connections to the town centre via NC5. Widening and improvement of existing dedicated and shared use route sections, addition of priority crossings where the route meets roads and a new cycle track to fill in a missing section between St Augustine's Road and the Petticoat Lane/Sylvan Drive junction are proposed. This route links housing with a local primary school and the wider existing and proposed cycle network.

**Route Map**

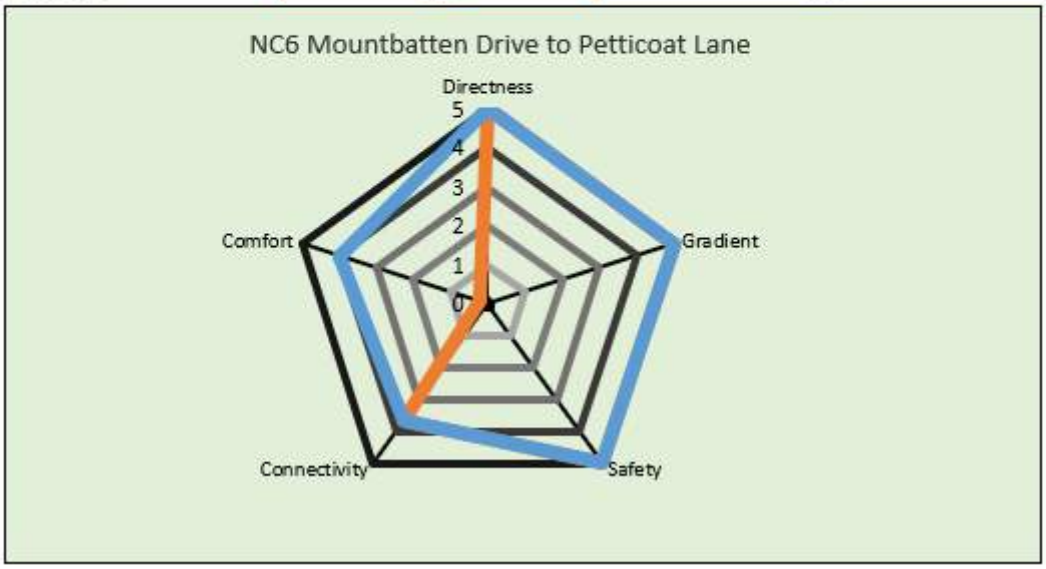


**Shared use path off Ward Close**

**Junction of Sylvan Drive and Petticoat Lane**

**Route Selection Tool Assessment**

| | Performance Scores | |
|---|---|---|
| **Criterion** | **Existing** | **Potential** |
| **Directness** | 5.00 | 5.00 |
| **Gradient** | 5.00 | 5.00 |
| **Safety** | 5.00 | 5.00 |
| **Connectivity** | 3.66 | 3.66 |
| **Comfort** | 0.24 | 4.00 |



**Infrastructure Improvements**

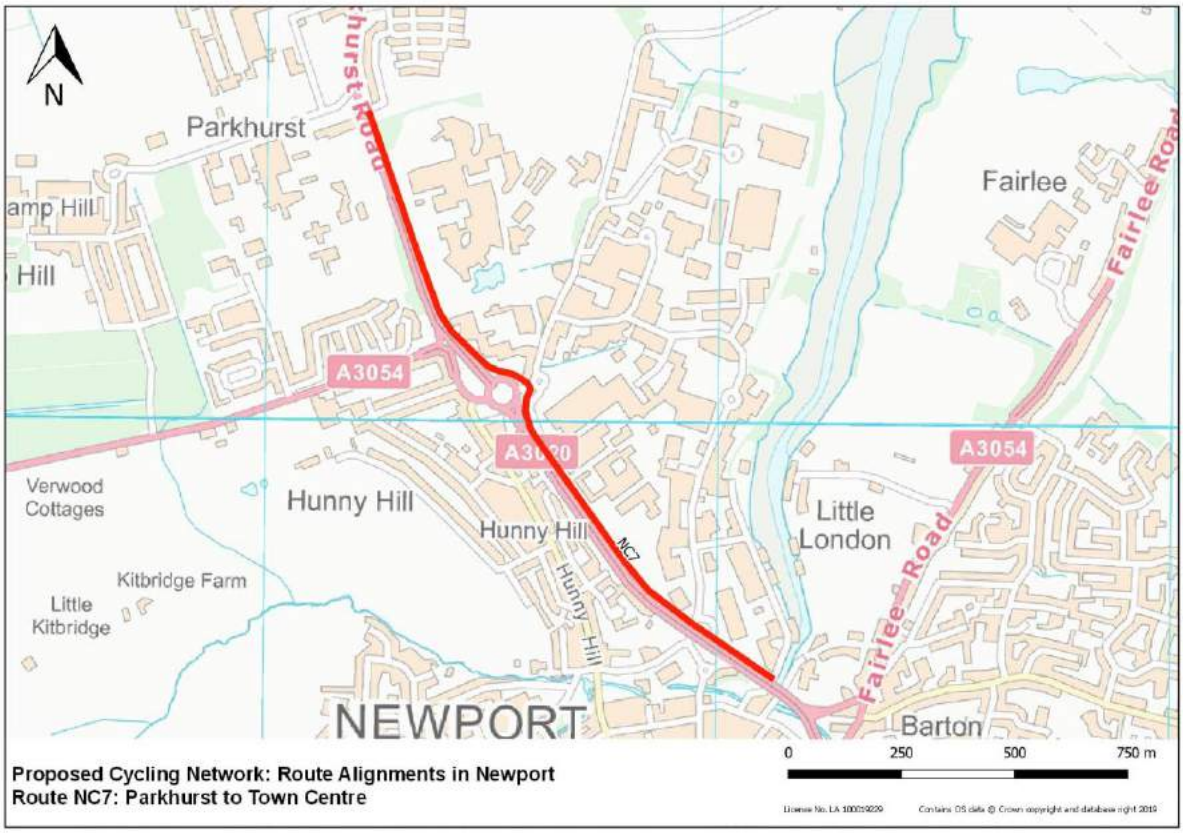
| | Scheme Type | Description | Location | Indicative Cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Improvement of existing shared-use track | Widening of 130m narrow sections of shared/partially segregated tracks, improved identification of cycle route status. | Mountbatten Drive to Sylvan Drive | £26,000 | 5 |
| 2 | New cycle crossing | Install parallel zebra crossing where cycle track crosses Sylvan Drive | Sylvan Drive | £30,000 | 5 |
| 3 | Improvement of existing shared-use track | Re-lay shared use track to ensure it remains level, with drive crossover level changes within buffer zone between track and carriageway. Distance of 220m. Continuous footway/cycleway across Juniper Close. | From Sylvan Drive crossing to St Augustines Road | £44,000 | 5 |
| 4 | New cycle track | 200m of new 3m wide, 2 way cycle track joining existing cycle track that runs next to Sylvan Drive with Petticoat Lane. Installation of lighting. | St Augustines Road - Petticoat Lane - Sylvan Drive | £72,000 | 2 |
| 5 | New cycle crossing | Install parallel zebra crossing where cycle track crosses Sylvan Drive | Crossing of Petticoat Lane and Sylvan Drive | £30,000 | 5 |
| 6 | Improvement of existing shared-use track | Improved route identity treatment on non-trafficked section for 175m. Install lighting | From crossing of Petticoat Lane and Sylvan Drive to junction with NC5. | £20,000 | 5 |

# NC7: Parkhurst to Town Centre

**Route Description**

This route will provide a high-quality route linking existing and planned housing at Parkhurst; St Mary's Hospital; employment areas at Riverway and Dodnor; Isle of Wight College and Wakes retail park with the town centre, Newport Harbour regeneration area and other cycle routes. The route would require new track alongside Medina Way, possibly within hospital land, a safe, convenient crossing of the link between St Mary's junction and the B&Q roundabout, a new track alongside Medina Way between the IW college and Little London, with a safe, convenient crossing of Riverway, possibly in the form of a new bridge and controlled crossing. This route could also provide a key connection to proposed new housing on the Camp Hill site.

**Route Map**

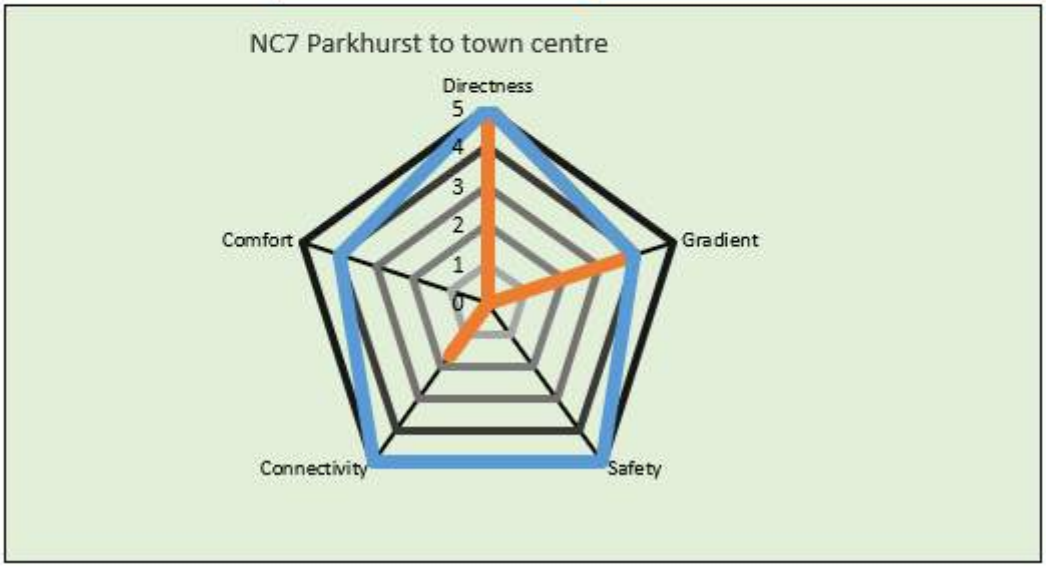



**Medina Way, looking south**

**Footpath alongside Medina Way approaching the Isle of Wight College**

**Route Selection Tool Assessment**

| | Performance Scores | |
|---|---|---|
| Criterion | Existing | Potential |
| Directness | 5.00 | 5.00 |
| Gradient | 3.91 | 3.91 |
| Safety | 0.00 | 5.00 |
| Connectivity | 1.63 | 5.00 |
| Comfort | 0.00 | 4.00 |




**Infrastructure Improvements**

| | Scheme Type | Description | Location | Indicative Cost | Deliverability |
|---|---|---|---|---|---|
| 1 | New cycle track | 710m of new 3m wide, 2 way cycle track running along east side of Medina Way in front of hospital and using existing verge. 2 new raised table crossings across access roads to St Mary's Hospital. | From Hewitt Crescent to jct with Dodnor Lane | £426,000 | 3 |
| 2 | New cycle crossing | Install parallel zebra crossing where cycle track crosses Dodnor Lane between St Mary's roundabout and B&Q roundabout. Note: planned junction changes may mean an alternative crossing type is more appropriate. | Dodnor Lane between St Mary's roundabout and B&Q roundabout | £30,000 | 3 |
| 3 | New cycle track | 880m of new 3m wide, 2 way cycle track running along east side of the dual carriageway (Medina Way) using existing verge and | From Dodnor Lane to Little London | £764,000 | 3 |

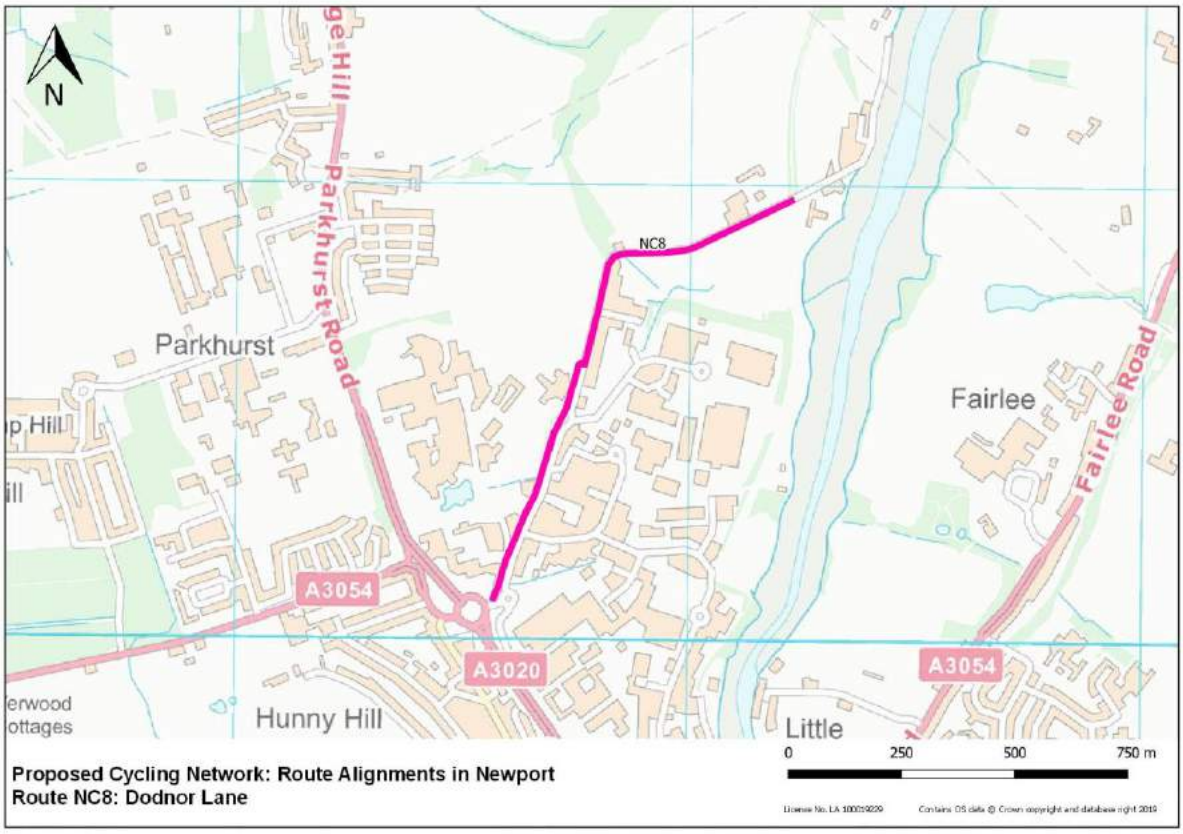
| | | | | | |
|---|---|---|---|---|---|
| | | incorporating new bridge over Riverway and signal crossing of Medina Way slip road. | | | |

# NC8: Dodnor Lane (North to South)

**Route Description**

Part of this route involves the creation of a cycle priority route on a lightly trafficked lane (a rural Quietway) connecting the existing Cowes-Newport cycle track to the Dodnor and Riverway industrial estates. The second part involves the construction of a new cycle track along the west side of the more heavily trafficked part of Dodnor Lane between Sevenacres and the B&Q roundabout. This route offers a high-quality link between St Mary's Hospital and the Cowes-Newport cycle track and provide key connectivity between routes NC3 and NC7 and various parts of the employment area. It also connects housing to the north of Newport to Cowes and ferry services to the mainland.

**Route Map**

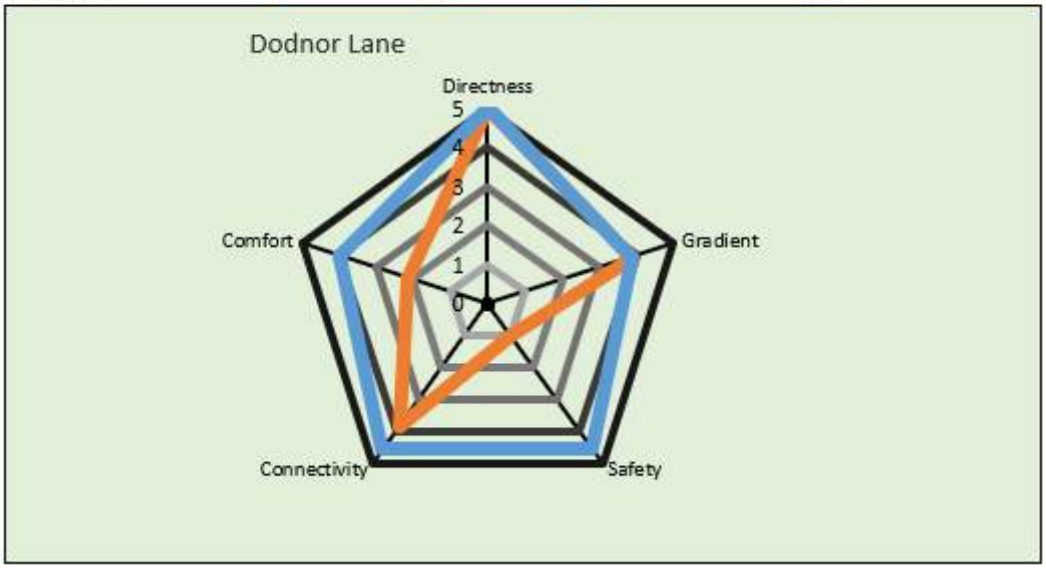


Dodnor Lane, looking west

Dodnor Lane, looking south

**Route Selection Tool Assessment**

| | Performance Scores | |
|---|---|---|
| Criterion | Existing | Potential |
| Directness | 5.00 | 5.00 |
| Gradient | 3.87 | 3.87 |
| Safety | 1.00 | 4.57 |
| Connectivity | 3.87 | 4.57 |
| Comfort | 2.17 | 4.00 |



**Infrastructure Improvements**

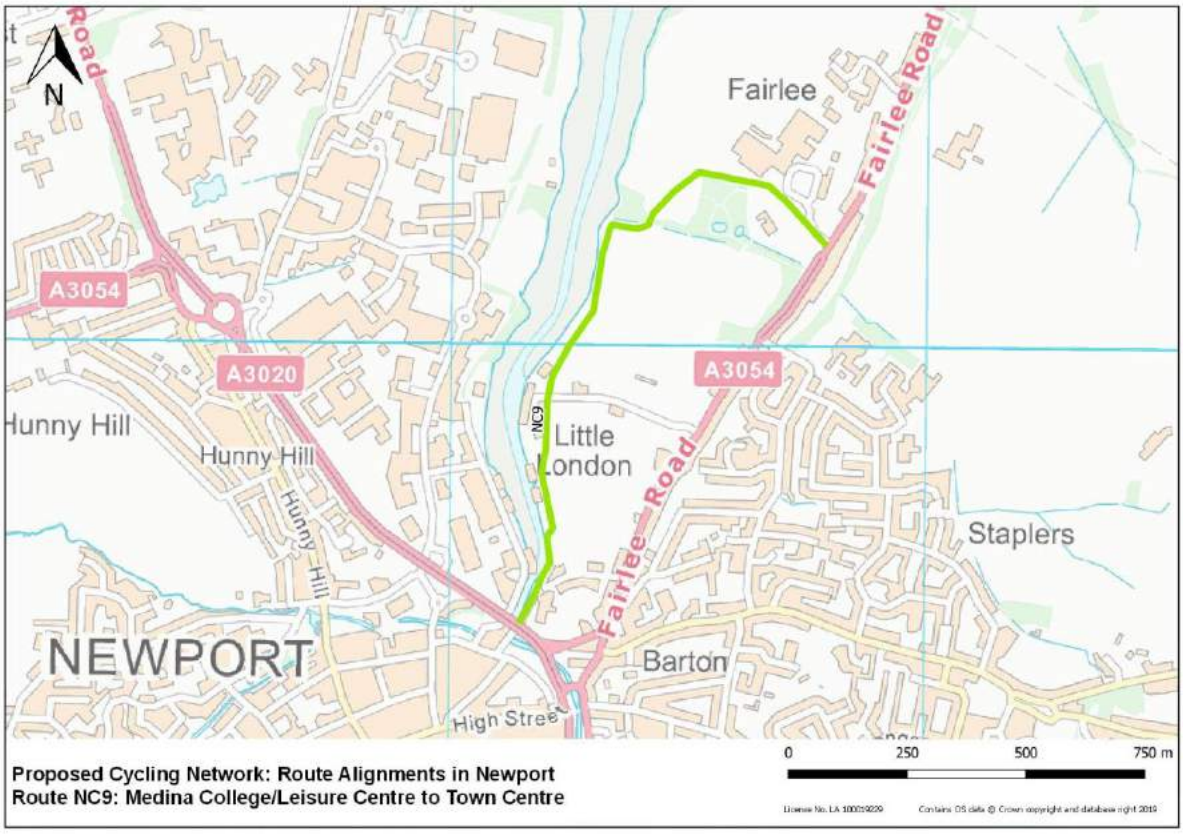
| | Scheme Type | Description | Location | Indicative Cost | Deliverability |
|---|---|---|---|---|---|
| 1 | On road improvements | 670m of cycle and pedestrian priority treatment on lightly trafficked lane. Reduction of speed limit to 20mph. High visual priority for cycling and pedestrians. Addition of street lighting. | From jct of Dodnor Lane and NCN23 to rear entrance to Seven Acres unit at St Mary's Hospital. | £140,000 | 4 |
| 2 | New cycle track | 575m of new 3m wide, 2 way cycle track with street lighting running along west side of Dodnor Lane and using hospital land. | From rear entrance to Seven Acres unit at St Mary's Hospital to B&Q roundabout. | £380,000 | 2 |

# NC9: Medina College/Leisure Centre to town centre

**Route Description**

Improvements to this sub-standard cycle route are proposed to include widening, surfacing and improved crossings and creation of a Quietway section along Newport Quay. This would be accompanied by a short extension to provide a safe onward link to Fairlee Road and NC1 using a combination of new two-way cycle track and improvements to the car park access road including a contraflow cycle track. This route provides a key link between the town and Medina College (secondary school) and Medina Leisure Centre, improved sustainable access to Seaclose Park and connectivity to the Newport Harbour regeneration area. It also forms part of the link to Island Harbour (proposed to continue to East Cowes in the future).

**Route Map**

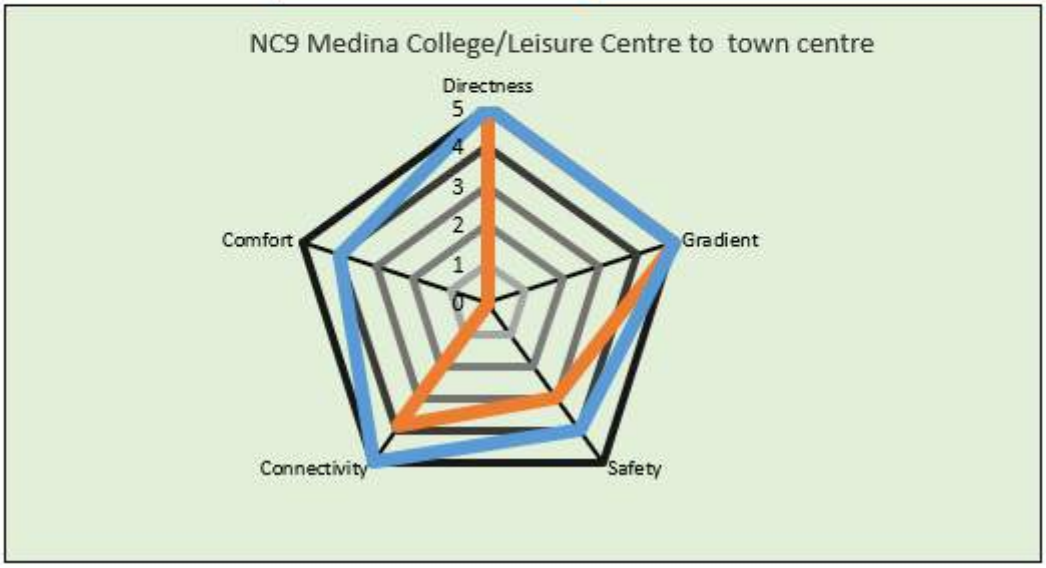


**Medina College access road**

**Shared use route south of Medina Leisure Centre**

**Route Selection Tool Assessment**

| | Performance Scores | |
|---|---|---|
| **Criterion** | **Existing** | **Potential** |
| **Directness** | 5.00 | 5.00 |
| **Gradient** | 5.00 | 5.00 |
| **Safety** | 3.00 | 4.00 |
| **Connectivity** | 3.88 | 5.00 |
| **Comfort** | 0.00 | 4.00 |



**Infrastructure Improvements**

| | Scheme Type | Description | Location | Indicative Cost | Deliverability |
|---|---|---|---|---|---|
| 1 | New cycle track | 60m of new 3m wide, 2 way cycle track | From Fairlee Rd to the access road to Medina College across area of verge to the north of Medina College entry road | £18,000 | 5 |
| 2 | On road improvements | Installation of 80m of 1.5m contraflow cycle track along Medina College access road | Medina College access road | £10,000 | 5 |
| 3 | Junction improvement | Create greater sense of priority for cycling and install traffic calming | At jct of Medina Leisure Centre car park egress road and cycle track (outside Medina Theatre entrance) | £10,000 | 5 |
| 4 | Improvement of existing shared-use track | Widen to 3m and re-surface 720m of existing shared use track from Medina Theatre to Seaclose access road (running alongside Seaclose playing fields), addition of lighting. | Medina Theatre to Seaclose | £188,000 | 5 |
| 5 | Junction improvement | Install parallel zebra crossing where cycle track crosses Seaclose access road. | Jct of Seaclose access road and cycle track | £30,000 | 5 |
| 6 | New cycle track | 180m of new 3m wide, 2 way cycle track using space on playing fields and running parallel to footpath N120, addition of lighting. | On playing fields between Seaclose access road and Newport quay. | £60,000 | 4 |
| 7 | On road improvements | 400m of Quietway treatment, creation of seamless links to other portions of route | Quayside to Sea Street junction | 40000+C125:F131 | 5 |

# NC10: Cross Medina Route

**Route Description**

This ambitious new route offers a valuable new connection across the River Medina providing key east-west connectivity and linking NC1, NC9 and NC10. The route involves improvements to the Seaclose/Fairleee Road junction to provide a safe cycle crossing, creation of a two-way cycle track alongside the Seaclose access road, construction of a new walking/cycling bridge across the Medina and improvement of the existing cycle link between NC3 and Riverway to create a link to the employment area here and Isle of Wight College. It also links the two National Cycling Network routes NCN 22 and NCN 23.

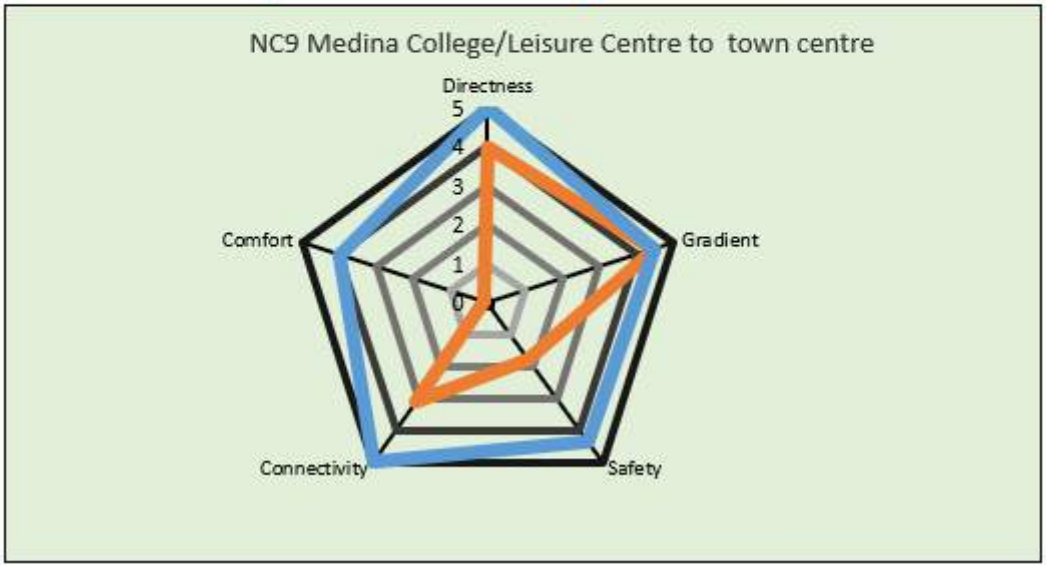
**Route Map**

Fairlee Road/Seaclose Park

Seaclose Park looking west

**Routes Selection Tool Assessment**

| | Performance Scores | |
|---|---|---|
| **Criterion** | **Existing** | **Potential** |
| **Directness** | 4.00 | 5.00 |
| **Gradient** | 4.46 | 4.46 |
| **Safety** | 1.76 | 4.38 |
| **Connectivity** | 3.11 | 5.00 |
| **Comfort** | 0.08 | 4.00 |



**Infrastructure Improvements**

| | Scheme Type | Description | Location | Indicative Cost | Deliverability |
|---|---|---|---|---|---|
| 1 | New cycle track | 25m of 3m, 2 way cycle track joining old railway line route (NC1) with Fairlee Rd at the junction of Fairlee Rd and Seaclose. | Along urban footpath that runs down the south side of Exotic Pets shop. | £7,500 | 3 |
| 2 | Junction improvement | Remodelling of junction to give priority to people cycling and walking. | Fairlee Rd/Seaclose access road junction | £200,000 | 3 |
| 3 | New cycle track | 330m of new 3m wide, 2 way cycle track running parallel to Seaclose access road | Seaclose | £99,000 | 4 |
| 4 | New cycle bridge | Cycle and pedestrian bridge spanning River Medina for approx 200m from Seaclose to Blackhouse Quay | Seaclose to Blackhouse Quay | £5,000,000 | 2 |
| 5 | Improvement of existing shared-use track | 60m of new 3m wide, 2 way cycle track creating a spur linking into Riverway Ind Est. | Along public footpath N29 from Riverway to Blackhouse Quay | £180,000 | 1 |

APPENDIX C

Ryde Cycling Routes

# Local cycling and walking infrastructure plan

## Isle of Wight (Newport and Ryde) 2020-2030

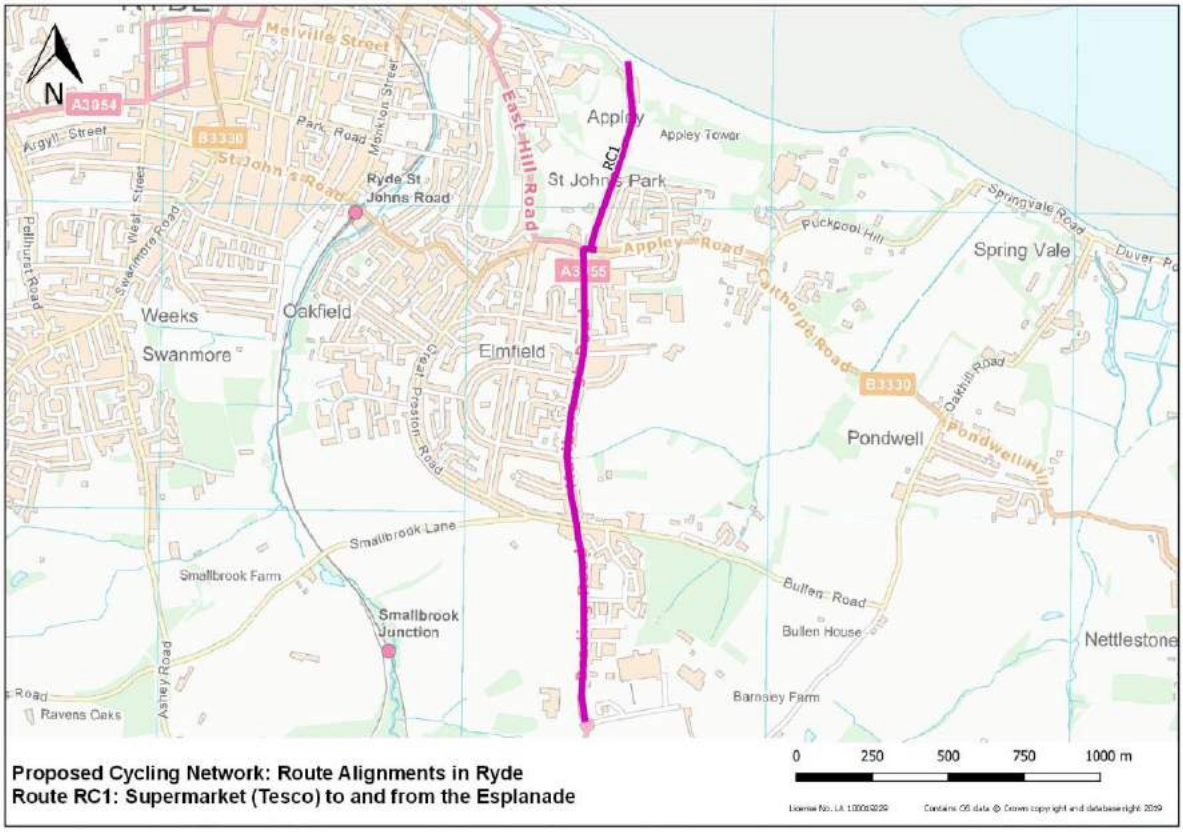
# Ryde Cycling Network: Route Proposals

## RC1: Tesco to Esplanade

### Route Description

This route links Ryde Esplanade with large areas of housing at Elmfield and Bullen Village, Westridge Business Park and Tesco. It also provides connectivity to the proposed Pennyfeathers and Hope Road housing developments. The route requires a new two-way cycle track along Brading Road, and a shared use route alongside Marlborough Road where available width is restricted. Junction remodelling is required at Westridge Cross and the Appley Road mini-roundabout. From Appley Road the route would use the existing traffic-free link to the Esplanade, upgraded as required. The route then joins RC3 for onward connection to Ryde Transport interchange (trains/ferries/buses) and town centre.

### Route Map



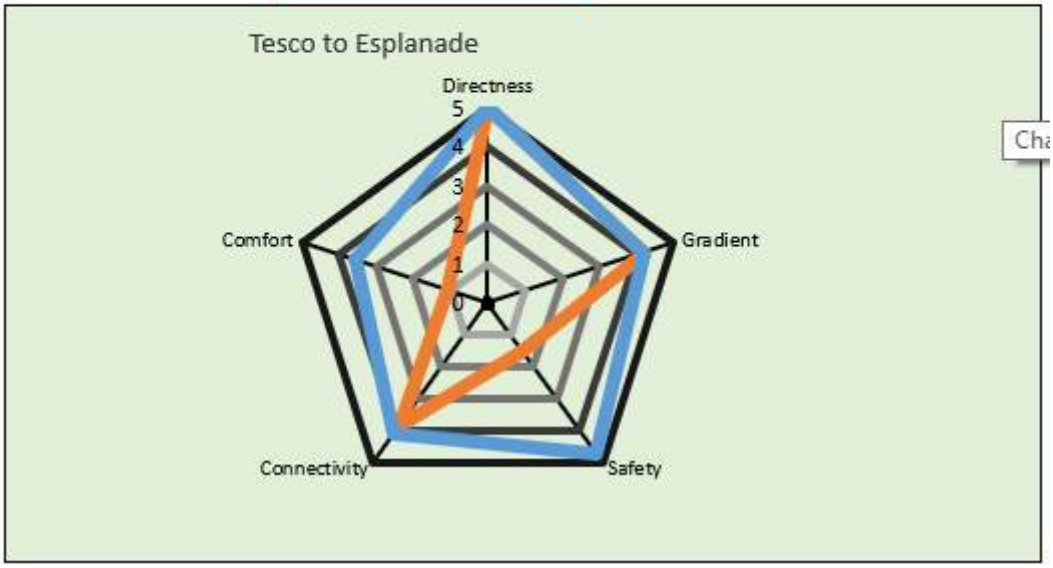
Proposed Cycling Network: Route Alignments in Ryde
Route RC1: Supermarket (Tesco) to and from the Esplanade

Marlborough Road, looking north

Brading Road, looking north

**Route Selection Tool Assessment**

| | Performance Scores | |
|---|---|---|
| Criterion | Existing | Potential |
| Directness | 5.00 | 5.00 |
| Gradient | 4.18 | 4.18 |
| Safety | 1.52 | 4.73 |
| Connectivity | 3.84 | 4.11 |
| Comfort | 1.09 | 3.57 |




**Infrastructure Improvements**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | New cycle track | 640m 3m wide 2 way cycle track along west side of Brading Rd. | Tesco to Westridge Cross | £192,000 | 1 |
| 2 | Junction improvement | Remodelling of junction to give prioirity to people cycling and walking | Westridge Cross | £200,000 | 1 |
| 3 | New shared-use track | 900m 2.5-3 wide shared-use cycle track along west side of Marlborough Rd. | Westridge Cross to Appley Rd | £540,000 | 3 |

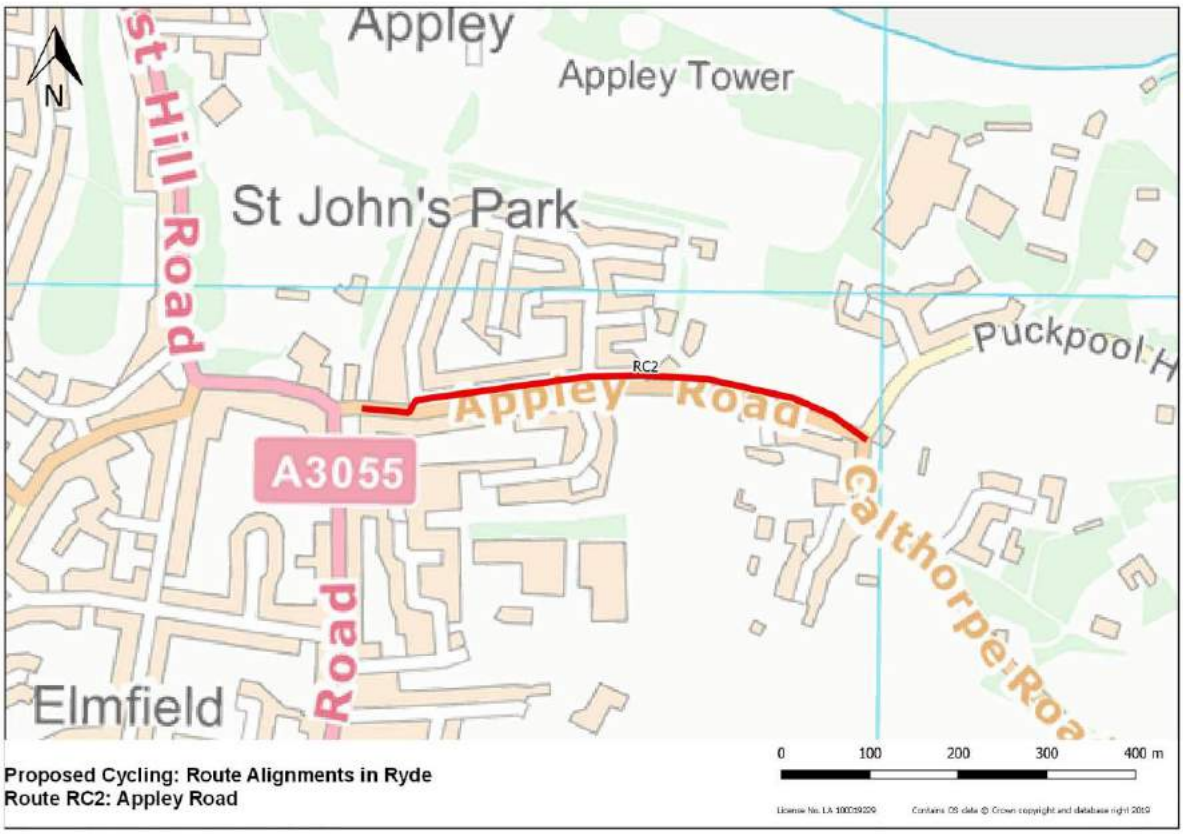
| | | | | | |
|---|---|---|---|---|---|
| 4 | Junction improvement | Remodelling of junction to give priority to people cycling | Appley Rd mini-roundabout | £200,000 | 3 |
| 5 | Improvement of existing shared-use track | Removal of two barriers. 575m of street-lighting. Quietway treatment. | Appley Rd to Esplanade | £92,000 | 5 |
| 6 | New cycle route junction | New transition to Esplanade cycle route | Esplanade | £15,000 | 5 |

# RC2: Appley Road

**Route Description**

This short route connects residential estates to the east of Ryde into RC1 for onward trips towards Tesco or the Esplanade and provides a safe route to Oakfield primary school. The route runs adjacent to various areas of proposed future housing development. It requires creation of new sections of shared use route linked by a Quietway along Seldon Avenue. The links between the shared use sections and quietway will need to ensure a seamless connection and avoid cyclists being interrupted by side roads that cross the route.

**Route Map**

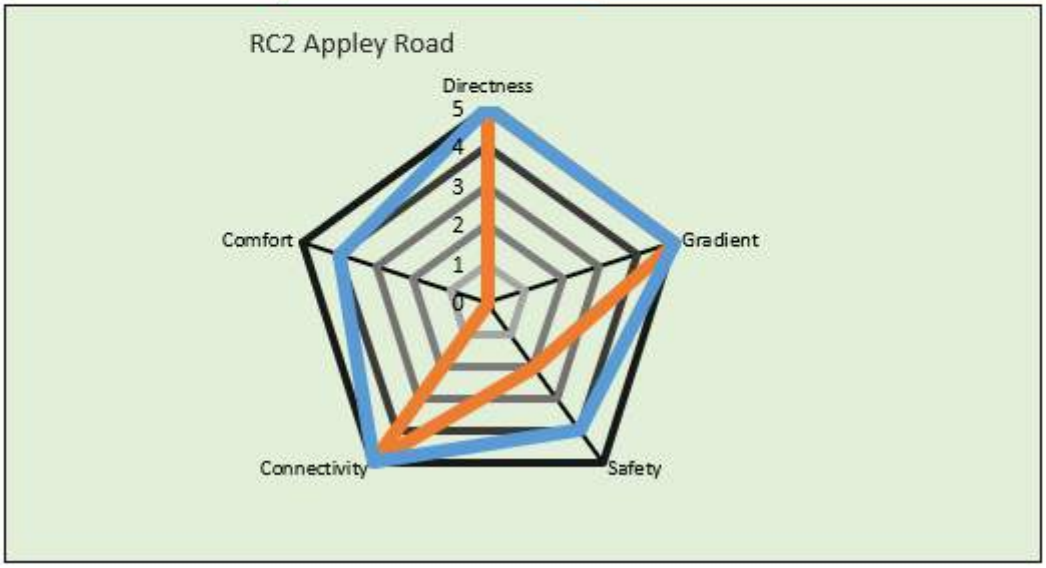


**Appley Road, looking west**

**Seldon Avenue, looking west**

**Route Selection Tool Assessment**

| | Performance Scores | |
|---|---|---|
| **Criterion** | **Existing** | **Potential** |
| **Directness** | 5.00 | 5.00 |
| **Gradient** | 5.00 | 5.00 |
| **Safety** | 2.00 | 4.00 |
| **Connectivity** | 5.00 | 5.00 |
| **Comfort** | 0.00 | 4.00 |



**Infrastructure Improvements**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | New cycle track | 270m 2.5-3 wide shared-use cycle track on north side of Appley Rd | Puckpool Hill to Seldon Ave | £81,000 | 3 |
| 2 | On road improvements | 250m of Quietway treatment, creation of seemless links to other portions of route | Seldon Ave | £25,000 | 5 |
| 3 | New cycle track | 70m 2.5-3 wide shared-use cycle track on north side of Appley Rd | Alongside Appley Rd | £21,000 | 3 |

# RC3: Puckpool to Ryde Interchange

**Route Description**

This route follows the seafront and involves the improvement and extension of an existing route to provide a high-quality route from Puckpool to Ryde Transport Interchange (trains/ferries/buses) and town centre. This route plays an important role in interconnecting several other routes (RC1, RC4 and RC6), provides a route for people passing through Ryde, links with the interchange and forms part of an important tourist cycle route along the north coast. It lays the foundation for further extension to Seaview, St Helens and Bembridge. New cycle track takes the route through Puckpool Park onto the existing shared use route which will be improved with a particular focus on minimising conflict between people walking and cycling. From the end of the current route to the transport interchange a new cycle track is proposed using excess carriageway width.

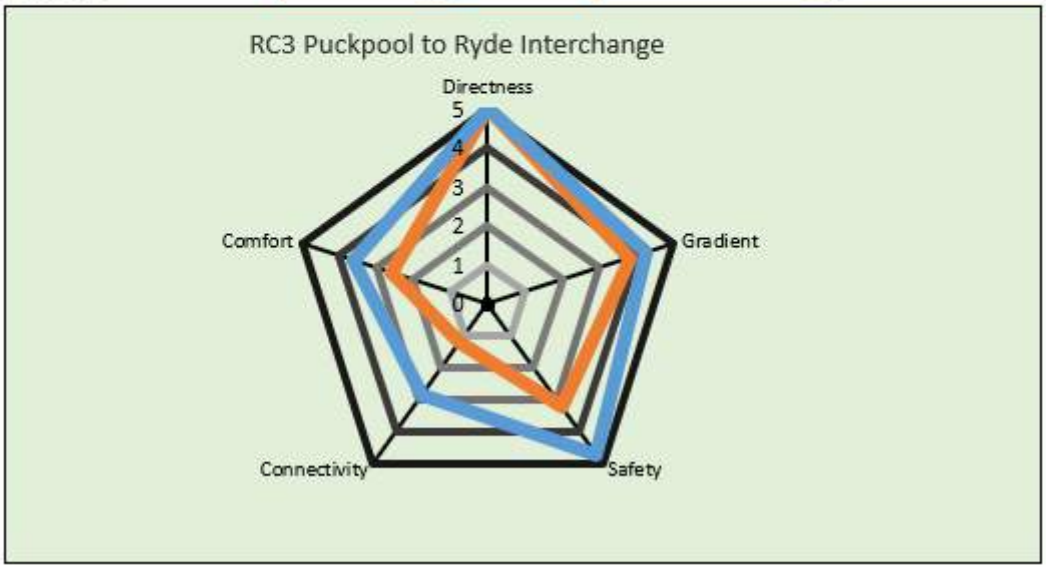
**Route Map**

Puckpool Park

Ryde Esplanade, looking west

**Route Selection Tool Assessment**

| | Performance Scores | |
|---|---|---|
| **Criterion** | **Existing** | **Potential** |
| **Directness** | 5.00 | 5.00 |
| **Gradient** | 3.80 | 4.25 |
| **Safety** | 3.25 | 4.72 |
| **Connectivity** | 1.20 | 2.86 |
| **Comfort** | 2.59 | 3.61 |



**Infrastructure Improvements**

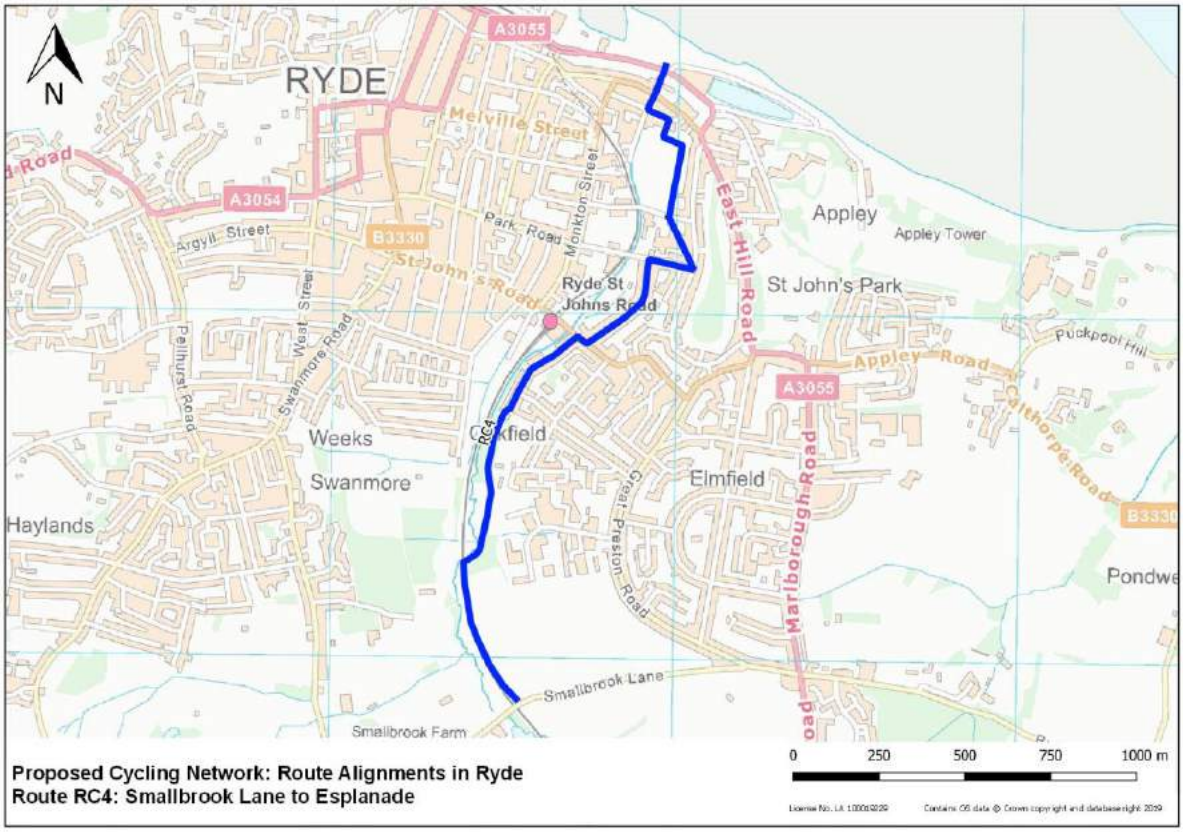
| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | New cycle track | 500m 3m wide 2 way cycle track on route of existing lower gravel path on northern side of Puckpool Park. | Through Puckpool Park from the Boathouse at bottom of Puckpool Hill to Dell Café on Appley Walk. | £150,000 | 4 |
| 2 | Improvement of existing shared-use track | Resurfacing of existing shared use route that runs next to beach for 840m. Widening where possible. Creation of seemless links to other portions of route. | From the Dell Café to Ryde Lifeboat | £168,000 | 5 |
| 3 | Improvement of existing shared-use track | Removal of barriers (gate) across route. | Jct of Garden Walk and Appley Walk | £2,000 | 5 |
| 4 | Improvement of existing shared-use track | Improved route identity treatment on non-trafficked section for 650m. Along shared use route by beach/boating lake. | Ryde Lifeboat to western end of North Walk/junction with A3055 | £32,500 | 5 |
| 5 | Improvement of existing shared-use track | Relocate poorly positioned street furniture (eg benches and shelter) to create clearer pathway | Various locations between Ryde Lifeboat to western end of North Walk/junction with A3055 | £10,000 | 5 |
| 6 | New cycle track | 540m of 3m wide 2 way cycle track using space from current carriageway on northern side of A3055. | North Walk/junction with A3055 along to bridge over railway to Hovertravel | £324,000 | 4 |
| 7 | New cycle track | Re-engineering of existing carriageway, taxi rank and bus station accesses to create a 175m long, 3m wide east-west cycle track to join with RC6 | From bridge over railway to Hovertravel through to Western Gardens | £1,000,000 | 2 |

# RC4: Smallbrook Lane to Esplanade

**Route Description**

A new route using a mixture of dedicated off-road routes and quiet streets. This route links the Esplanade with housing at Oakfield, St John's Station, Nicholson Road industrial estate, proposed housing at Rosemary Vineyard and Pennyfeathers and the Nicholson Road regeneration area. The southern section utilises an existing bridleway, which requires upgrading to allow all-weather cycling. Most of the remainder of the route is on local streets proposed for Quietway treatment. Ideally the route will pass through what is current a BT depot between Park Road and Rink Road; it may be possible to achieve this as part of a redevelopment of this area. Alternatively, a less direct and hillier route could be provided on existing roads. The route passes through Simeon Street Recreation Ground, where the existing path built alongside the flood containment wall requires widening to allow shared use.

**Route Map**

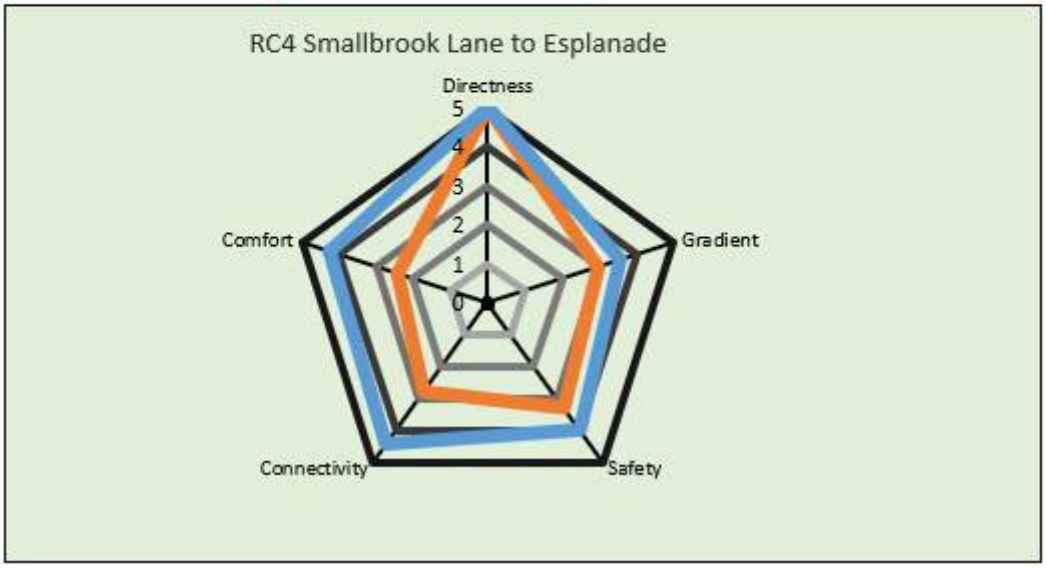


**Bridleway adjacent Nicholson Road industrial estate**

**Simeon Street Recreation Ground**

**Route Selection Tool Assessment**

| | Performance Scores | |
|---|---|---|
| **Criterion** | **Existing** | **Potential** |
| **Directness** | 5.00 | 5.00 |
| **Gradient** | 2.95 | 3.56 |
| **Safety** | 3.31 | 3.99 |
| **Connectivity** | 2.80 | 4.43 |
| **Comfort** | 2.42 | 4.26 |



**Infrastructure Improvements**

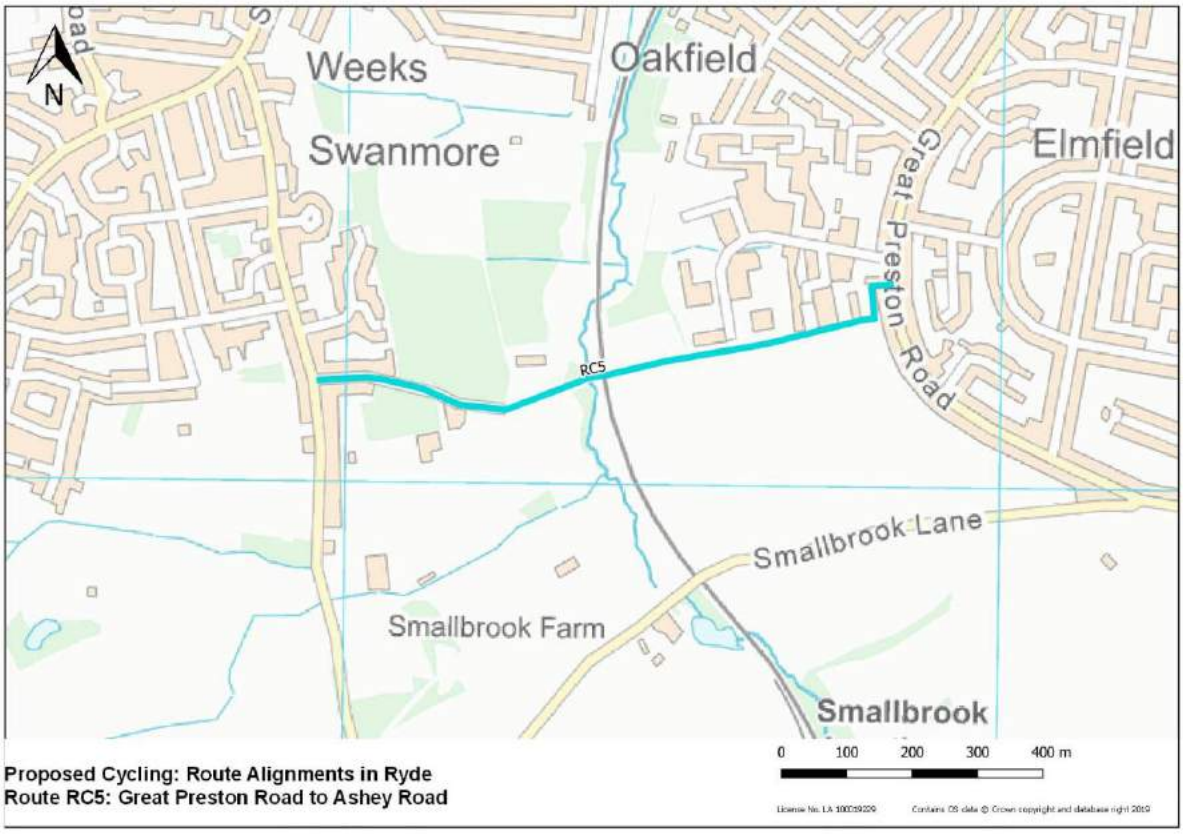
| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | New cycle track | Construction of 900m of 3m wide, 2 way cycle track constructed over existing bridleway and permissive path that runs to the east side of the railway line. Addition of street lighting. | From Smallbrook Lane (next to railway bridge) to the Oakvale Estate | £270,000 | 4 |
| 2 | New cycle bridge | New 3m wide bridge to replace existing narrow footbridge at southern entrance to Oakvale Estate | Southern entrance to Oakvale Estate | £20,000 | 3 |
| 3 | On road improvements | 160m of Quietway treatment, creation of seemless links to other portions of route | Through Oakvale Estate | £16,000 | 3 |
| 4 | New cycle ramp | Creation of a cycleable ramp linking Oakvale Est with Meaders Rd | Northern end of Oakvale Estate | £30,000 | 3 |
| 5 | On road improvements | 150m of quietway along the length of Meaders Rd, identification of cycle route status, creation of seamless links to other portions of route | Meaders Rd | £15,000 | 5 |
| 6 | On road improvements | Carriageway improvements to calm traffic, highlight cycle route and improve cycle safety on short 40m main road section. | Linking Meaders Rd to St John's Wood Rd | £15,000 | 5 |
| 7 | On road improvements | 320m of quietway along the length of St John's Wood Rd, identification of cycle route status, creation of seemless links to other portions of route | St John's Wood Rd | £32,000 | 5 |
| 8 | New cycle track | 130m of new 3m wide, 2 way cycle track using some of the land that is currently occupied by the BT depot between Park Rd and Rink Rd | BT depot between Park Rd and Rink Rd | £39,000 | 1 |
| 9 | New cycle track | For 275m, widen existing 1.8m concrete path to create a 3m wide, 2 way cycle track. Creation of seemless links to other portions of route | Through Simeon Park (south to north) to link with Simeon Street | £41,250 | 5 |
| 10 | On road improvements | 190m of Quietway treatment along Simeon Street and then Cromwell Street, creation of seemless links to other portions of route | Short section of Simeon St and then Cromwell St to junction of A3055. | £19,000 | 5 |
| 11 | New cycle crossing | Install parallel zebra crossing across A3055 to join with RC3 | Junction of Cromwell St and A3055 | £30,000 | 3 |

# RC5: Great Preston Road to Ashey Road

**Route Description**

This route provides an important orbital link for the cycle network and will reduce community severance caused by the railway line. It requires the upgrade of an existing lane and bridleway to create an all-weather route providing an east-west link to the south of Ryde. It opens up new cycling possibilities between residential areas, employment opportunities and schools either side of the railway line. The route directly links into the planned Nicholson Road regeneration area. Surfacing upgrades are needed along the length of the route along with a bridge over the railway line to replace the current open level-crossing.

**Route Map:**

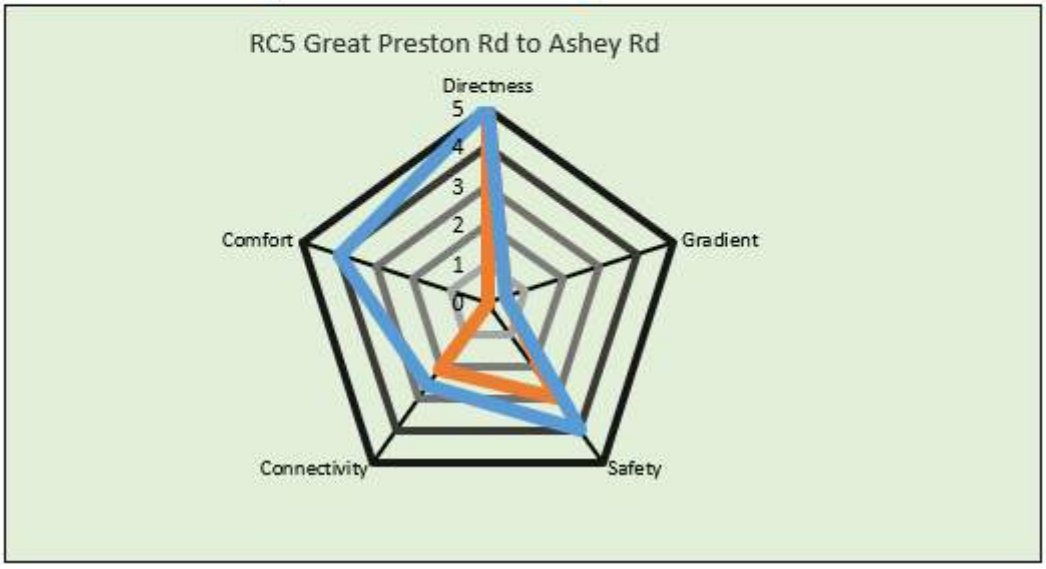


**Bridleway south of Nicholson Road industrial estate**

**Level crossing looking towards Rosemary lane.**

**Route Selection Tool Assessment**

| | Performance Scores | |
|---|---|---|
| **Criterion** | **Existing** | **Potential** |
| **Directness** | 5.00 | 5.00 |
| **Gradient** | 0.48 | 0.48 |
| **Safety** | 3.00 | 4.00 |
| **Connectivity** | 2.08 | 2.60 |
| **Comfort** | 0.00 | 4.00 |



**Infrastructure Improvements**

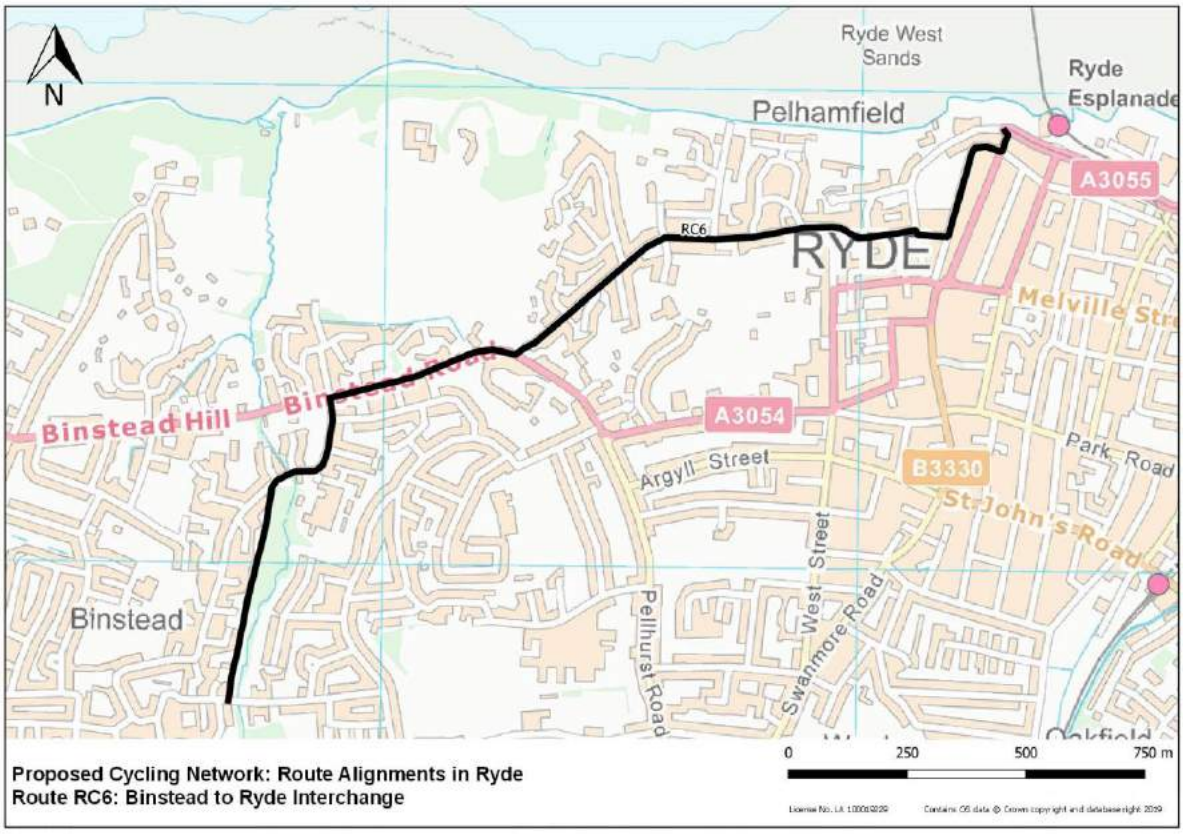
| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Improvement of existing shared-use track | Widening and resurfacing of 460m of existing shared use route. Addition of street lighting. Creation of seemless links to other portions of route and spurs into surrounding industrial estate. | Great Preston Rd to cycle route RC4/adjacent to level crossing of railway | £92,000 | 5 |
| 2 | New cycle bridge | New 70m cycle bridge spanning the railway and enabling cycle route to continue seemlessly east-west. Bridge will also mitigate gradient issues. | At level crossing over railway | £2,500,000 | 3 |
| 3 | New cycle track | 460m of new 3m wide, 2 way cycle track along Rosemary Lane to link with new bridge and Ashey Rd | Rosemary Lane | £138,000 | 3 |

# RC6: Binstead to Ryde Interchange

**Route Description**

Part of this route is already recognised as NCN 22 but requires upgrading. The rest of the route requires the construction of new cycle tracks. The route links the large Binstead residential estates with the town centre and Ryde Transport Interchange (trains/ferries/buses). It provides safe links to several schools near the route. The western end of the route is proposed be created on an existing bridleway and highway verges. Binstead Road (the A3054) requires realignment to allow creation of a cycle track alongside, and a safe crossing of the main road is also proposed. From Spencer Road to the town centre the route follows lightly trafficked roads where a Quietway is recommended.

**Route Map**

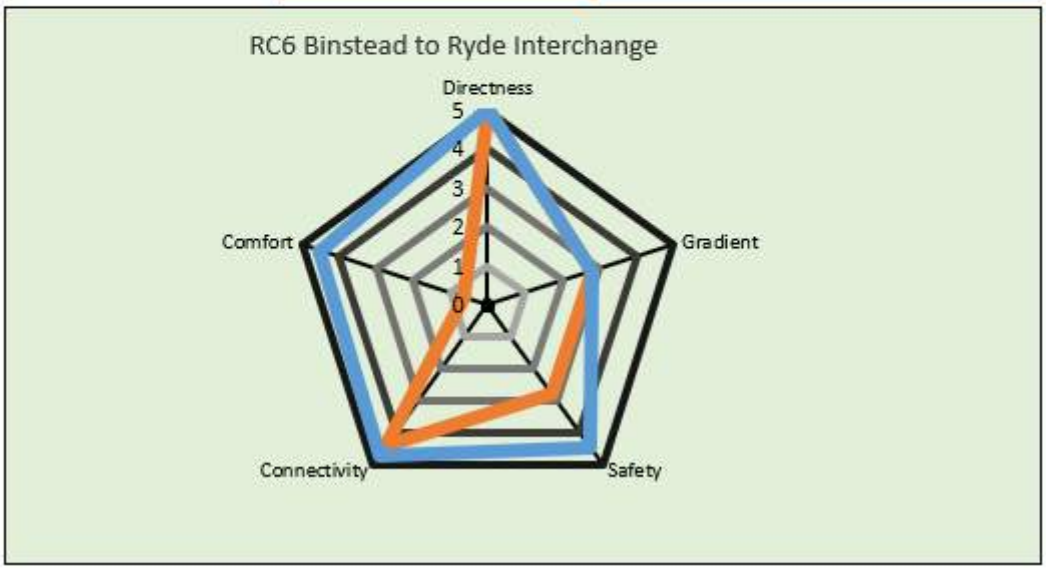


Binstead Road, looking east

Spencer Road, looking north-east

**Route Selection Tool Assessment**

| | Performance Scores | |
|---|---|---|
| Criterion | Existing | Potential |
| Directness | 5.00 | 5.00 |
| Gradient | 2.79 | 2.79 |
| Safety | 2.80 | 4.46 |
| Connectivity | 4.40 | 4.73 |
| Comfort | 0.67 | 4.54 |



**Infrastructure Improvements**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | New cycle crossing | Raised table, uncontrolled crossing at junction of Hillrise Ave and bridleway to Dame Anthony's Common | Hillrise Ave and bridleway to Dame Anthony's Common | £15,000 | 5 |
| 2 | Improvement of existing shared-use track | Widening and resurfacing of 480m of existing shared use route. Addition of street lighting. Creation of seemless links to other portions of route. | From Hillrise Ave to Binstead Lodge Rd along existing bridleway | £125,000 | 5 |
| 3 | New cycle track and bridge | Creation of spur from main new cycle route onto Hamilton Rd, which entails a new 3m bridge across a stream and the widening of approx 60m of what is currently urban footpath | Hamilton Rd to bridleway | £27,000 | 3 |
| 4 | On road improvements | Carriageway improvements to calm traffic, highlight cycle route and improve cycle safety on short 60m road section. | Binstead Lodge Rd | £21,000 | 5 |
| 5 | New cycle track | 180m of new 3m wide, 2 way cycle track alongside the west side of Ringwood Rd within highway verge. | Ringwood Rd | £54,000 | 5 |
| 6 | New cycle crossing | Parallel zebra crossing (east-west) of Ringwood Rd next to Binstead Rd junction | Ringwood Rd/Binstead Rd junction | £30,000 | 5 |
| 7 | New cycle track | 245m of new 3m wide, 2 way cycle track alongside the southern side of Binstead Rd A3054 using highway verge. | Ringwood Rd/Binstead Rd junction to point 70m west of Stonepitts Close | £73,500 | 5 |
| 8 | New cycle crossing | Toucan crossing taking cycle track users across from south side to north side of Binstead Rd A3054. | Point approx 70m west of Stonepitts Close | £62,000 | 4 |
| 9 | New cycle track | 180m of new 2.5-3m wide, 2 way cycle track alongside the north side of Binstead Rd A3054 using highway verge and partial realignment of carriageway. May require small land acquistion from Ryde Golf Club. | Point approx 70m west of Stonepitts Close to junction Ladies Walk/Ryde House Drive | £154,000 | 2 |
| 10 | Improvement of existing shared-use track | Removal of chicane barrier at access to Spencer Rd | Spencer Rd/Ryde House Drive | £2,000 | 4 |
| 11 | Improvement of existing shared-use track | Resurfacing of 200m of existing shared use route from start of Spencer Rd to Beech Grove junction. Currently surface is gravel and uneven concrete. | Spencer Rd to Beech Grove junction. | £40,000 | 4 |
| 12 | On road improvements | 1km of Quietway treatment along Spencer Rd, junction with St Thomas's St and along Yelf's Rd. | From junction of Beech Rd and Spencer Rd to junction Yelf's Rd and Church Lane. | £100,000 | 5 |
| 13 | On road improvements | Prohibition of motor vehicles except for access. Quietway treatment along Church Lane for 250m. | Along length of Church Lane from Yelf's Rd to junction of Union St. | £30,000 | 4 |

| | | | | | |
|---|---|---|---|---|---|
| 14 | New cycle track | 50m of new 3m wide, 2 way cycle track along eastern side of Union Street using existing, excess carriageway width. | From junction of Church Lane and Union St to bottom of Union St/jct with Esplanade. | £30,000 | 5 |
| 15 | New cycle crossing | Remove existing sub standard crossing that crosses Esplanade towards bus station and replace with toucan crossing that will link RC6 and RC3. | Esplanade, opposite entrance to pier. | £62,000 | 5 |

APPENDIX D

Newport Walking Routes

# Local cycling and walking infrastructure plan

## Isle of Wight (Newport and Ryde) 2020-2030

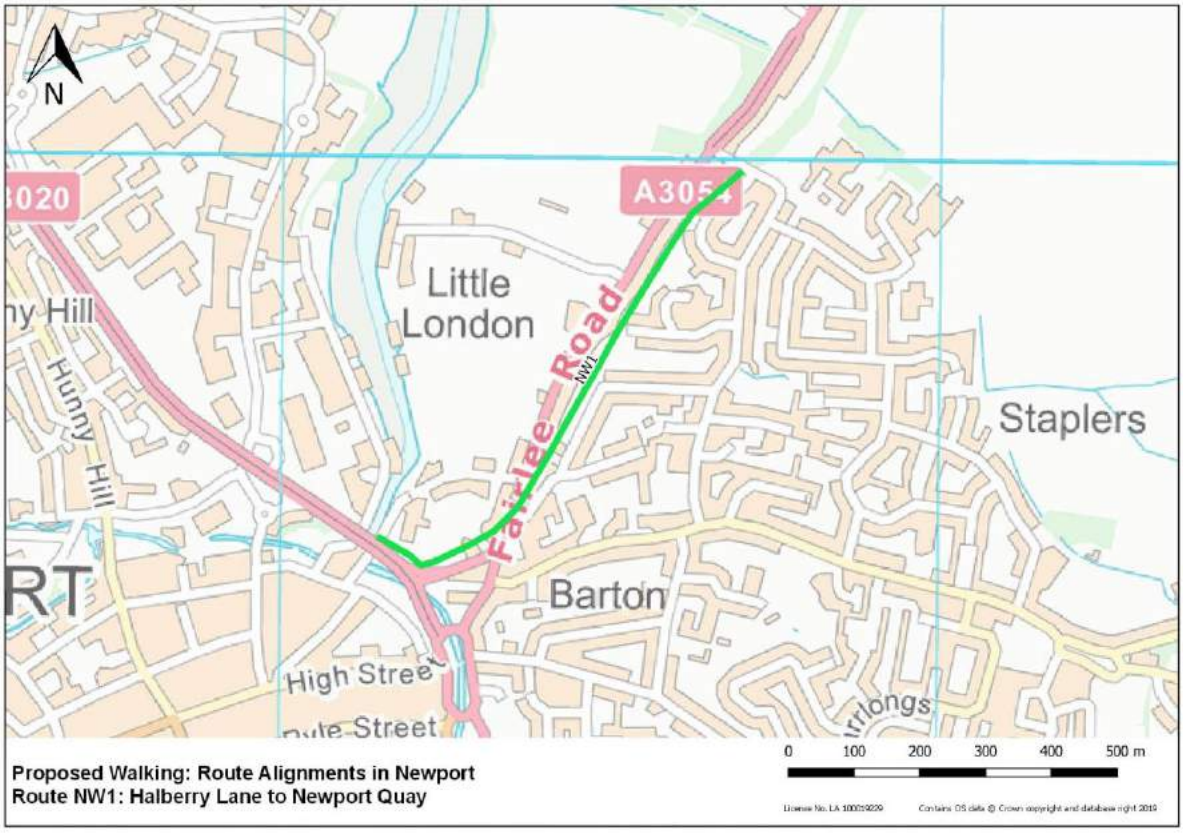
# Newport Walking Network: Route Proposals

## NW1: Halberry Lane to Newport Quay

### Route Description

This route connects a large area of existing housing in north east Newport with the town centre. There are also housing developments planned on the edge of north east Newport that would be connected by this route. It connects with the proposed NW10 Cross Medina walking route for access to large employment areas on the west side of the Medina River. Other amenities that are linked by it are Medina Leisure Centre and Theatre, Medina College (secondary school) and Mountbatten Hospice. The route largely follows an existing traffic free pathway (an old railway track) and will benefit from improved surfacing and lighting, which constitute the main proposals for its upgrade.

### Route Map



**Former railway line adjacent Victoria Road**

**Tunnel under Fairlee Road**

**Walking Route Audit Tool Assessment**

| Criterion | Performance Scores |
|---|---|
| Attractiveness | 5 |
| Comfort | 6 |
| Directness | 8 |
| Safety | 6 |
| Coherence | 2 |
| Total | 27 |

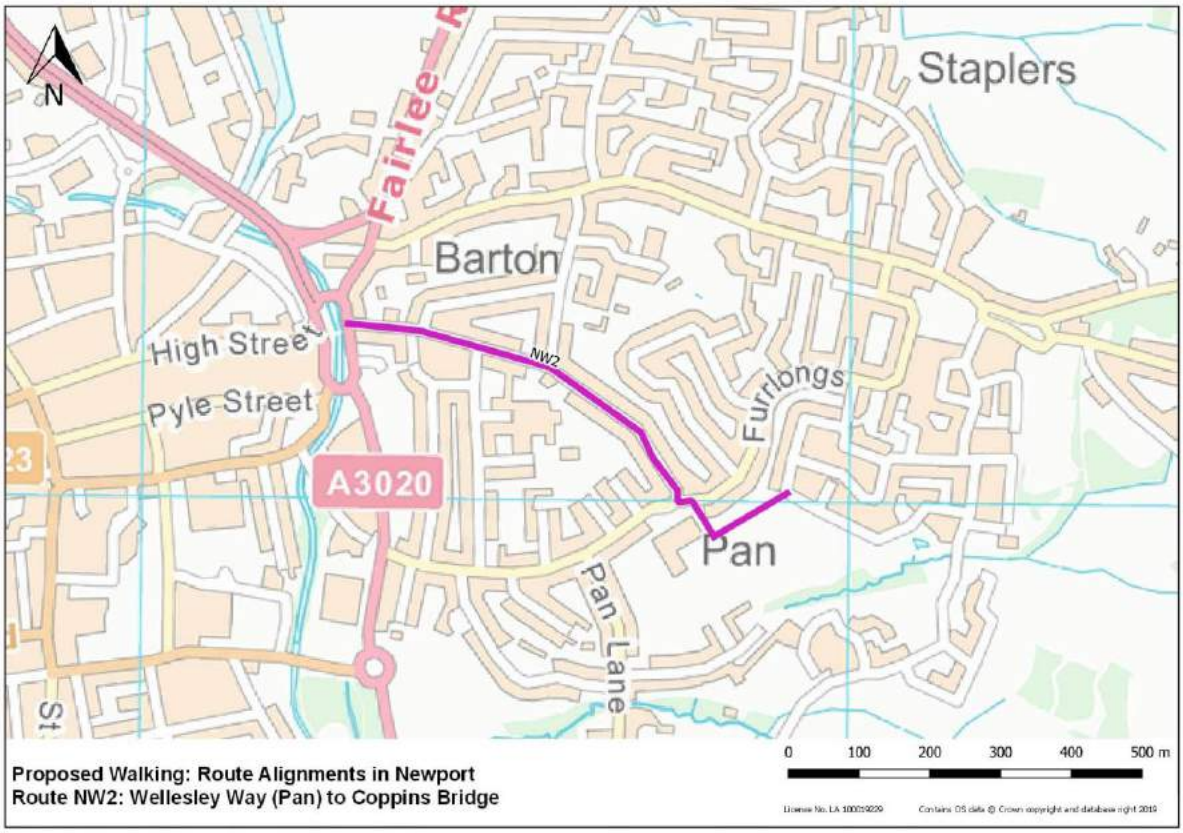
**Infrastructure Improvements**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Footway creation | Surface current unmade shared use path to a width of 3m. Addition of lighting. Over length of 620m. | Halberry Lane to old railway tunnel, including short links to side roads | £223,000 | 5 |
| 2 | Lighting | Improve lighting through old railway tunnel | Length of old railway tunnel | £15,000 | 5 |
| 3 | Footway widening | Widen shared use path to 3.0m over length of 80m. | From western end of old railway tunnel to Riverside Centre car park | £15,000 | 5 |
| 4 | Footway widening | Widen footway to 2.5m over length of 90m. | Along west side of Riverside Centre car park | £17,000 | 5 |

# NW2: Wellesley Way (Pan) to Coppins Bridge

Route NW2 links residential areas to the east of the town centre with the main pedestrian crossing point into the core walking zone. Key services and destinations along the route are Barton Primary School and Early Years/Community Centre, a playing field, parade of local shops and the post office. A mixture of schemes are proposed, ranging from improved crossings over side roads and footway widening to two key junction re-designs. The larger of these at the Furrlongs/Royal Exchange junction will entail the creation of a pedestrian plaza in front of the shops, rationalise parking arrangements and street clutter and improve crossing facilities to the school/community centre.

**Route Map**




Proposed Walking: Route Alignments in Newport
Route NW2: Wellesley Way (Pan) to Coppins Bridge

**Junction of Barton Road/School Lane/Royal Exchange**

**Junction of Royal Exchange and Furrlongs**

### Walking Route Audit Tool Assessment

| Criterion | Performance Scores |
|---|---|
| Attractiveness | 4 |
| Comfort | 7 |
| Directness | 5 |
| Safety | 5 |
| Coherence | 0 |
| Total | 21 |

### Infrastructure Improvements

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Street furniture changes | Remove guard railings and soften curves of path | Entrance to Isobel Park from Wellesley Rd | £4,000 | 5 |
| 2 | New/modified crossing | Uncontrolled crossing | Across Wellesley Rd to link to path into Isobel Park. | £2,000 | 5 |
| 3 | Lighting | Addition of street lighting over 115m | In Isobel Park. | £7,000 | 5 |
| 4 | Streetscape improvement scheme | Comprehensive scheme required to improve pedestrian movement and ability to follow desire lines; create increased footway space and safe crossing points; rationalise parking arrangements and street clutter. | Junction of Furrlongs and Royal Exchange by local shops/Barton Primary School | £100,000 | 4 |
| 5 | New/modified crossing | Uncontrolled crossing on raised table | On Royal Exchange just to west of public footpath N42 | £17,000 | 5 |
| 6 | Street furniture changes | Bollard removal | Next to footpath to Manor Cres/outide 65 Royal Exchange | £2,000 | 5 |
| 7 | Footway widening | Widen footway to 2.0m on one side of road over length of 150m | On north side of road, from 65 Royal Exchange to junction with School Lane | £28,500 | 5 |

| | | | | | |
|---|---|---|---|---|---|
| 8 | Junction improvements | Major alterations required to this junction, to include: widening of footways and changes to geometry to improve ped crossing safety and to deflect vehicles; remove guard railing; possibly turn mini roundabout into a T junction. | Junction of Royal Exchange and School Lane | £100,000 | 4 |
| 9 | Street furniture changes | Remove guard railing | Barton Rd next to footpath to Highfield Rd | £2,000 | 5 |
| 10 | Junction improvements | Raised table crossing and improved junction geometry | Across Robin Hood St | £25,000 | 5 |
| 11 | New/modified crossing | Uncontrolled crossings x 2 | Across Barton Rd either side of Robin Hood St | £4,000 | 5 |
| 12 | Footway widening | Widen footway to 2.0m on one side of road over length of 95m | South side of Barton Rd between Robin Hood St and Beech Rd | £18,000 | 5 |
| 13 | Junction improvements | Continuous footway; improved junction geometry. Possibility of road realignment of main road towards the north to slow traffic and allow for footway widening. | Junction with Barton Rd and Highfield Rd | £50,000 | 4 |

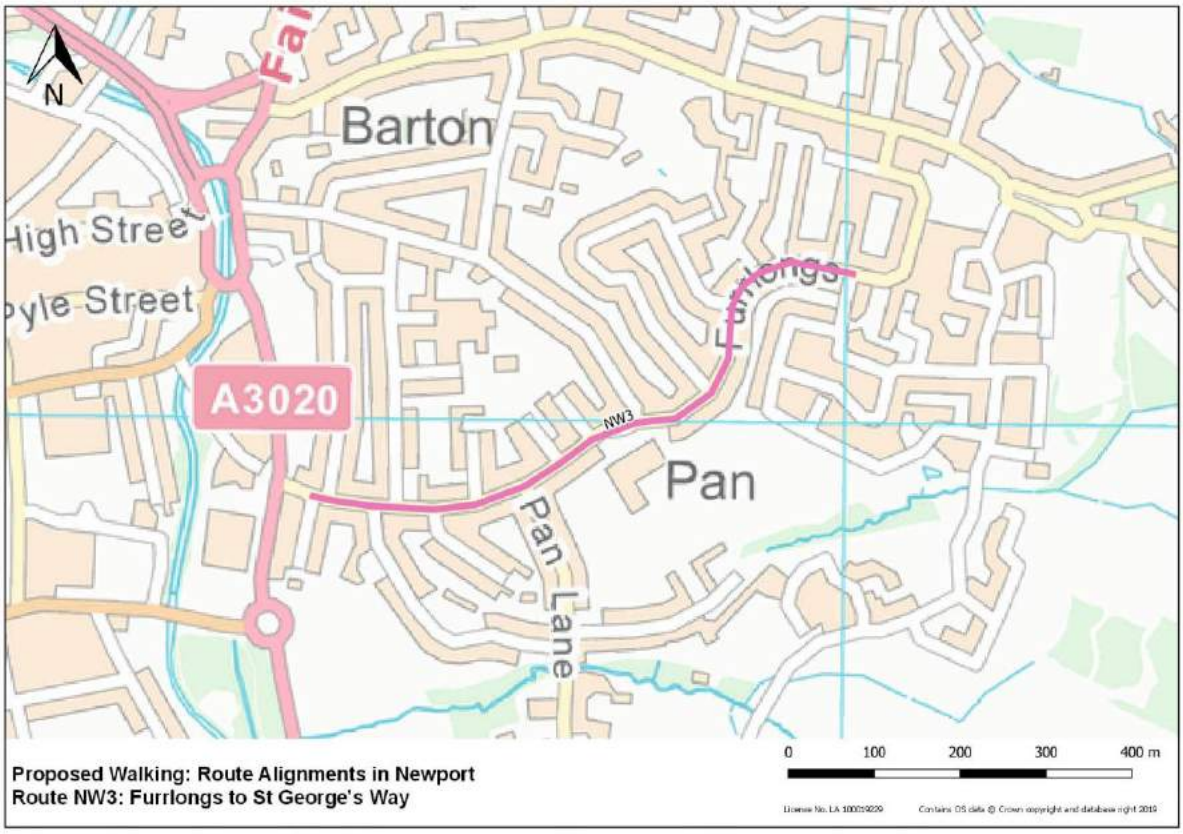
# NW3: Furrlongs to St George's Way

**Route Description**

In addition to NW2, this route forms the other main walking artery into Newport town centre from housing estates on the east of the town, including the new and expanding Pan Meadows development. Numerous pedestrian alleyways and paths feed into this route from either side and the route crosses NW2 at the junction of Furrlongs/Royal Exchange mentioned above. It enters Newport town centre at the site of a retail/leisure complex. The main challenges at present are to do with poor pedestrian priority when crossing side roads along the length of the route. Many side roads are relatively minor, so the implementation of numerous continuous footways and raised tables is proposed. Where the route meets the edge of the core walking zone at St George's Way, a junction re-design is required to make the crossing of this busy road safe, convenient and comfortable.

**Route Map**

**Length: 0.8km**



**Junction of Barry Close and Furrlongs**


**Junction of Furrlongs and St George's Way**

**Walking Route Audit Tool Assessment**

| Criterion | Performance Scores |
|---|---|
| Attractiveness | 7 |
| Comfort | 9 |
| Directness | 6 |
| Safety | 6 |
| Coherence | 1 |
| Total | 29 |

**Infrastructure Improvements**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Junction improvements | Continuous footway; improved junction geometry | Across Meadowside | £25,000 | 5 |
| 2 | New/modified crossing | Continuous footway | Entrance to car park/garages behind Greenways | £15,000 | 5 |
| 3 | New/modified crossing | Continuous footway | Entrance to car park opposite Greenways | £15,000 | 5 |
| 4 | Junction improvements | Continuous footway; improved junction geometry | Wallace Court | £25,000 | 5 |
| 5 | Junction improvements | Remove mini roundabout and replace with T junction. Install continuous footway | Manor Crescent (exit) | £25,000 | 5 |
| 6 | New/modified crossing | Uncontrolled crossing | On Furrlongs to north of Manor Cres | £2,000 | 5 |
| 7 | Junction improvements | Continuous footway; improved junction geometry | Manor Crescent (entrance) | £25,000 | 5 |
| 8 | New/modified crossing | Uncontrolled crossings x 2 | Across Furrlongs either side of Manor Cres (entrance) | £4,000 | 5 |
| 9 | Street furniture changes | Remove bollards around bus stop | Both sides of Furrlongs next to Barton Primary School | £2,000 | 5 |
| 10 | New/modified crossing | Continuous footway | Barton School access road | £15,000 | 5 |
| 11 | Junction improvements | Continuous footway; improved junction geometry | Across Tinker's Hill | £25,000 | 5 |
| 12 | Junction improvements | Continuous footway; improved junction geometry | Across Grove Close | £25,000 | 5 |
| 13 | New/modified crossing | Raised table crossing | Across Pan Lane | £15,000 | 5 |

| | | | | | |
|---|---|---|---|---|---|
| 14 | Junction improvements | Continuous footway; improved junction geometry | Across Berry Close | £25,000 | 5 |
| 15 | Junction improvements | Continuous footway; improved junction geometry | Across Downs View Rd | £25,000 | 5 |
| 16 | Junction improvements | Raised table crossing; improved junction geometry | Across Robin Hood St | £25,000 | 5 |
| 17 | Junction improvements | Raised table crossing; improved junction geometry | Across Homemeade | £25,000 | 5 |
| 18 | Junction improvements | Continuous footway; improved junction geometry | Across Ash Rd | £25,000 | 5 |
| 19 | Junction improvements | Continuous footway; improved junction geometry | Across Pan Close | £25,000 | 5 |
| 20 | Junction improvements | Re-modelling of junction to create safe, comfortable and convenient pedestrian crossings. In particular ensure that peds coming from housing at south west end of Furrlongs can easily access safe crossing of St George's Way - only crossing options that currently exist lie a long way from the main junction of St George's Way and necessitate a long walk round. | Junction of Furrlongs and St George's Way | £150,000 | 4 |

# NW4: St John's Rd to Medina Ave

**Route Description**

This short route has been chosen because it represents the most direct line into the core walking zone from the south of the town. Other surrounding residential streets do not afford straight line access into the town centre and so feed into this route, which culminates on the edge of the retail area, at the Island Innovation Sixth Form College and a short walk from the bus station. It runs through an older residential part of the town and so suffers from absent/narrow footways in places and some stretches that are an impediment to people with restricted mobility. Proposals include footway widening and levelling out some steep inclines, as well as improved pedestrian priority through raised tables, tighter junction geometry and continuous footways at side roads.

**Route Map**

**Junction of St John's Road and Drake Road**

**St John's Road, looking north**

### Walking Route Audit Tool Assessment

| Criterion | Performance Scores |
|---|---|
| Attractiveness | 8 |
| Comfort | 7 |
| Directness | 4 |
| Safety | 4 |
| Coherence | 0 |
| Total | 23 |

### Infrastructure Improvements

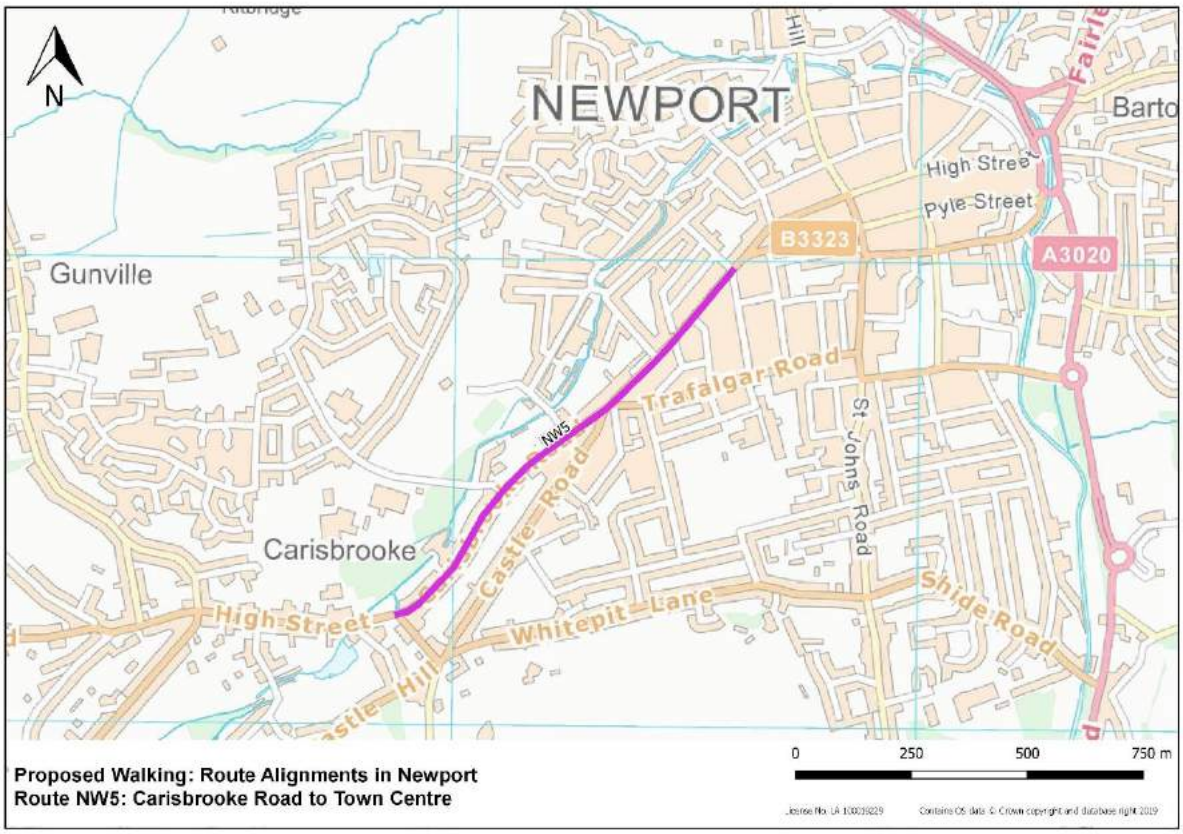
| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | New/modified crossing | Raised table crossing | Over Shide Rd approach to mini roundabout | £15,000 | 5 |
| 2 | New/modified crossing | Raised table crossing | Across St John's Rd north of mini roundabout | £15,000 | 5 |
| 3 | Footway widening | Widen footway to 2.0m on one side of road over length of 160m. Consider levelling the raised footpath on approach to Cypress Rd. | On east side of St John's Rd, from Shide Rd to Cypress Rd | £30,000 | 5 |
| 4 | New/modified crossing | Continuous footway | Across St John's Close | £15,000 | 5 |
| 5 | Junction improvements | Continuous footway; improved junction geometry | Across Cypress Rd | £25,000 | 5 |
| 6 | New/modified crossing | Uncontrolled crossing | Across St John's Rd to just north of Cypress Rd | £2,000 | 5 |
| 7 | Junction improvements | Continuous footway; improved junction geometry | Drake Rd | £25,000 | 5 |
| 8 | New/modified crossing | Raised table crossing | Across St John's Rd just before junction with Medina Ave | £15,000 | 5 |
| 9 | New/modified crossing | Continuous footway | Across Terrace Rd | £15,000 | 5 |

# NW5: Carisbrooke Rd to town centre

**Route Description**

This route follows the alignment of the busy B3323 road. It is the most direct route into the town centre from Carisbrooke and pedestrians from surrounding streets funnel into it. Coupled with the spur route of NW13 (see below) this route connects large residential areas, two secondary schools (Carisbrooke and Christ the King), two primary schools (Carisbrooke C of E and St Thomas of Canterbury) and a doctors' surgery. Traffic dominates this route and conditions for pedestrians are poor. Existing junction designs at the principal junctions on the route are geared towards speed of entry/exit for motorists and make for dangerous and intimidating crossing conditions. Major re-designs of these have been proposed, along with smaller schemes to improve priority across more minor roads and widen footways where possible.

**Route Map**



**Carisbrooke Road, near junction with Cedar Hill**

**Junction of Carisbrooke Road and Castle Road**

**WRAT Assessment**

| Criterion | Performance Scores |
|---|---|
| Attractiveness | 6 |
| Comfort | 5 |
| Directness | 3 |
| Safety | 0 |
| Coherence | 1 |
| Total | 15 |

**Infrastructure Improvements**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Junction improvements | Re-modelling of junction to create safe, comfortable and convenient pedestrian crossings. Suggest the following as minimum: widen footway on west side of mini roundabout over distance of approx 30m, remove parking on south east side of junction, install controlled crossing across Carisbrooke Rd to east of junction. | Carisbrooke Rd at junction with Cedars Hill | £100,000 | 4 |
| 2 | New/modified crossing | 2 x accessible ramps installed on raised section of footpath on south side of Carisbrooke Rd between Cedars Hill and Wellington Rd to allow crossing from narrow section of footway on north side. Uncontrolled crossings at each ramp. | Carisbrooke Rd between Cedars Hill and Wellington Rd | £40,000 | 5 |
| 3 | Junction improvements | Re-modelling of junction to create safe, comfortable and convenient pedestrian crossings. Suggest the following as | Junction of Carisbrooke Rd and Wellington Rd | £150,000 | 4 |

| | | | | | |
|---|---|---|---|---|---|
| | | minimum: tighten the geometry to prevent vehicles speeding across the mini roundabout into Wellington Rd, plus adding a zebra crossing across Wellington Rd. Also may be possible to install a "continental-style" roundabout. | | | |
| 4 | New/modified crossing | 2 x continuous footway | Across entrances to Carisbrooke garage | £30,000 | 5 |
| 5 | New/modified crossing | Continuous footway | Across driveway next to 120 Carisbrooke Rd | £15,000 | 5 |
| 6 | New/modified crossing | Raised table crossing | Across Recreation Ground Rd | £15,000 | 5 |
| 7 | Junction improvements | Change junction geometry to create a 90 degree entrance into Castle Rd to slow traffic and provide opportunity for footway widening (both on south side and on central "island"). Replace puffin with a zebra crossing across Castle Rd. Build out footway between Trafalgar Rd and Castle Rd to generally provide more ped and dwelling space. Re-design should aim to better link south side of Castle Rd with the central gardens area/war memorial and create an improved sense of place. | Junction of Castle Rd and Carisbrooke Rd | £100,000 | 4 |
| 8 | New/modified crossing | Widen Puffin crossing to minimum 4.0m | Across Carisbrooke Rd at junction of Castle Rd and Carisbrooke Rd | £10,000 | 5 |
| 9 | New/modified crossing | Continuous footway | Across Melbourne Street | £15,000 | 5 |
| 10 | New/modified crossing | 2 x accessible ramps installed on raised section of footpath on north side of Carisbrooke Rd | On Carisbrooke Rd opposite Bedford Row and Portland St | £40,000 | 5 |
| 11 | New/modified crossing | Raised table crossing | Across Portland St to join two areas of raised footway | £15,000 | 5 |

# NW6: Mountbatten Drive to Sainsbury's / Mill St

**Route Description**

This route links a series of modern housing estates in the west of Newport with the town centre. The planned route uses a combination of an existing unsurfaced rural footpath, lightly trafficked and often traffic-calmed roads, as well as some traffic-free pathways that run between housing developments. The main improvements required along the route involve upgrading the rural public footpath; prioritising pedestrians over vehicles at side roads and at entrances to driveways by installing continuous footways and uncontrolled crossings; improving some pathway widths and providing lighting along pathways with low levels of natural surveillance.

**Route Map**

**Uncontrolled crossing on Sylvan Drive, looking east**

**Petticoat Lane, looking east**

**Walking Route Assessment Tool**

| Criterion | Performance Scores |
|---|---|
| Attractiveness | 7 |
| Comfort | 6 |
| Directness | 7 |
| Safety | 6 |
| Coherence | 1 |
| Total | 27 |

**Infrastructure Improvements**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Footway widening | Widening to 3.0m of 130m of shared use route | Between Mountbatten Drive and Sylvan Drive | £25,000 | 5 |
| 2 | New/modified crossing | Install parallel zebra | Across Sylvan Drive near 90 degree bend west of Acacia Close | £30,000 | 5 |
| 3 | Footway improvements | Relay shared use track to ensure it remains level with drive crossover level changes within buffer zone between track and carraigeway. Distance of 220m. | From Sylvan Drive (where new parallel zebra is proposed) to St Augustines Rd | £44,000 | 5 |
| 4 | New/modified crossing | Continuous footway | Across Juniper Close | £15,000 | 5 |
| 5 | New/modified crossing | New uncontrolled crossing | Just west of Acacia Close | £2,000 | 5 |
| 6 | New/modified crossing | Continuous footway | Across Acacia Close | £15,000 | 5 |
| 7 | New/modified crossing | New uncontrolled crossing | Across St Augustines Rd | £2,000 | 5 |
| 8 | Footway creation | 200m of new 3.0m wide shared use path. Addition of lighting | From St Augustines Rd to Petticoat Lane/Sylvan Drive junction | £72,000 | 5 |

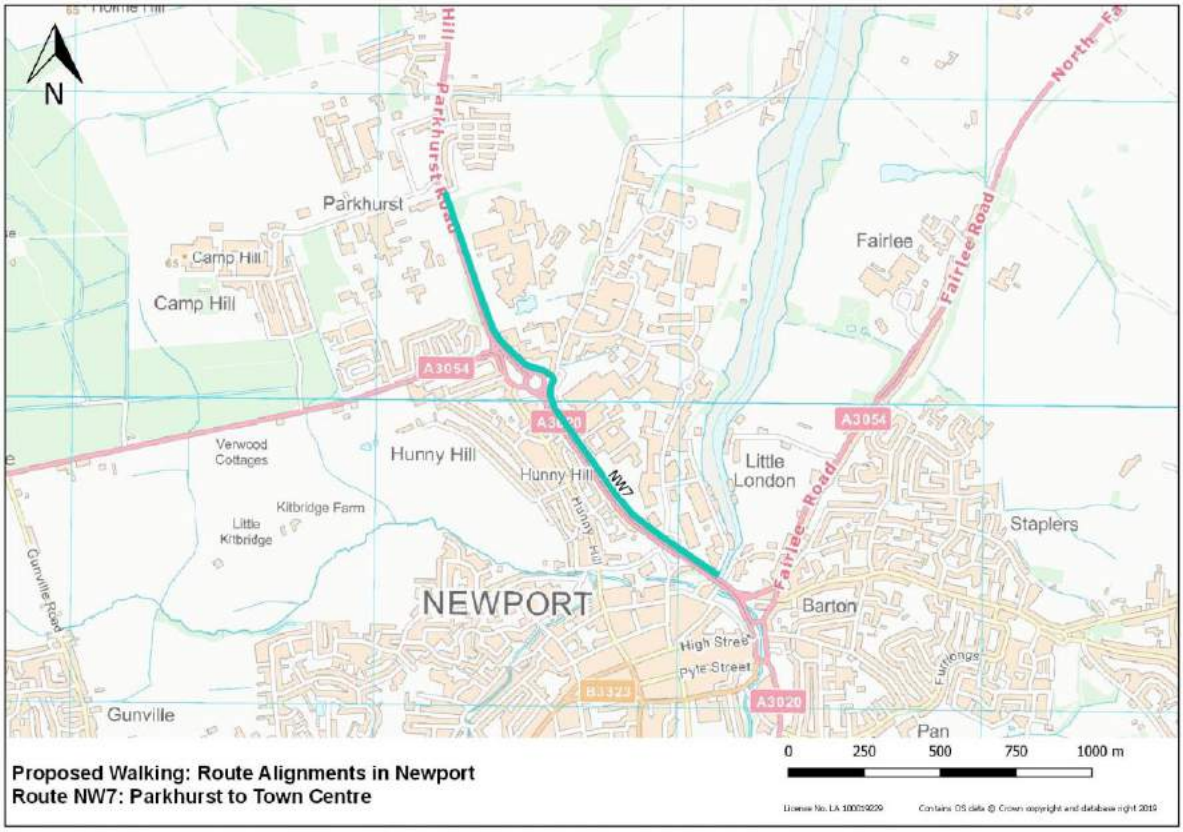
| | | | | | |
|---|---|---|---|---|---|
| 9 | New/modified crossing | Install parallel zebra | Petticoat Lane/Sylvan Drive junction | £30,000 | 5 |
| 10 | | Addition of lighting over length of 350m | From junction of Petticoat Lane/Sylvan Drive to junction of Petticoat Lane/Rd and Foxes Rd | £21,000 | 5 |
| 11 | New/modified crossing | Raised table crossing | Across Foxes Rd just west of Mill St | £15,000 | 5 |

# NW7: Parkhurst to town centre

**Route Description**

This route runs from the northern outskirts of Newport to the town centre. It has potential to be a major active travel corridor as it links a series of large employers and trip generators: the prison, existing housing, proposed new housing at Camphill, St Mary's Hospital, numerous employers at the nearby industrial estates, the Isle of Wight College, the Wakes retail park and the Newport Harbour regeneration area. Upgrading this route will provide much needed pedestrian connectivity between these sites and the town centre, helping to reduce traffic congestion in the area. The route runs next to busy roads and crosses a number of side roads and two major junctions. A high-quality shared use route is proposed along its length and is possible given the available verge space. A 3m wide route is proposed, along with safe, convenient crossings of the two major junctions, possibly including a new bridge over Riverway.

**Route Map**



**Medina Way, outside St Mary's hospital, looking north**

**Pedestrian route from Medina Way to Riverway**

**Route Schemes**

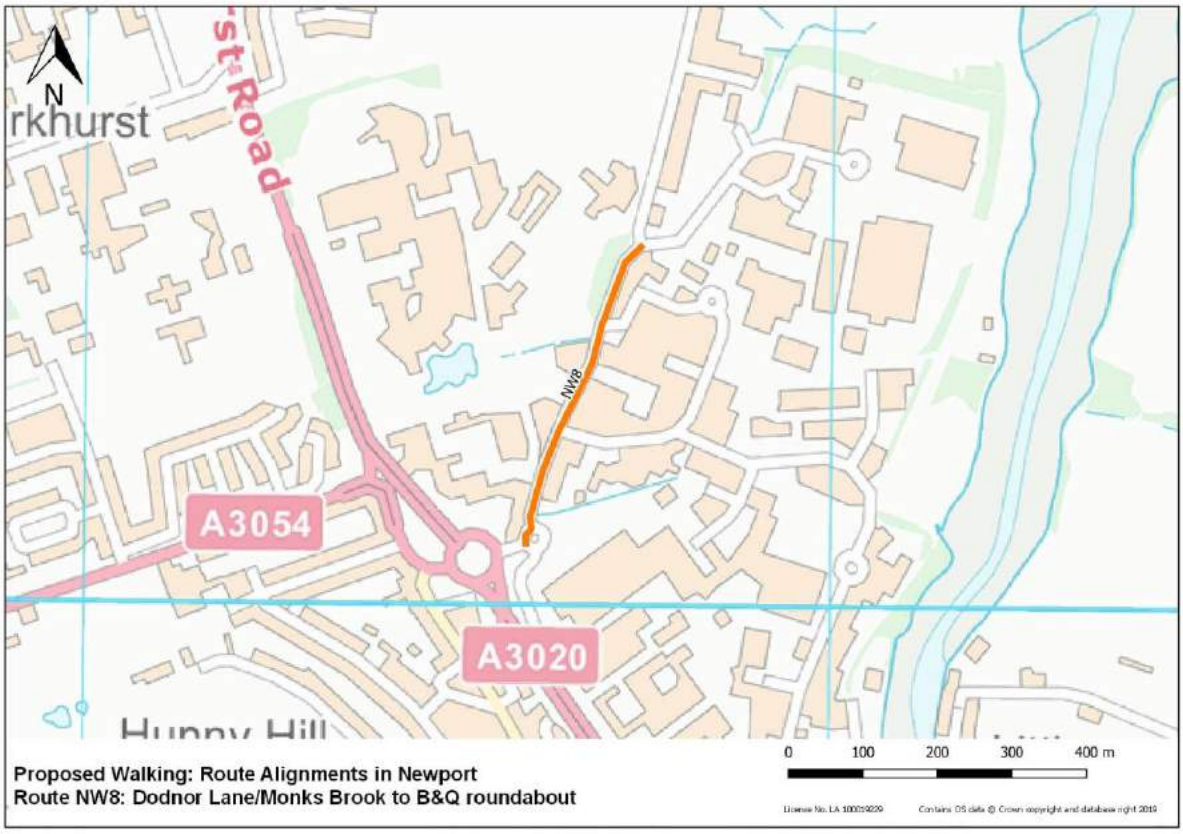
| | | | | |
|---|---|---|---|---|
| | PLEASE SEE RECOMMENDATIONS UNDER "NC7" IN CYCLE INFRASTRUCTURE IMPROVEMENTS WHICH RELATE TO A NEW COMBINED CYCLING AND WALKING ROUTE | Hewitt Crescent (off Medina Way) to Little London, along eastern side of Medina Way | £1,220,000 | 3 |

# NW8: Dodnor Lane/Monks Brook to B&Q roundabout

**Route Description**

This route connects St Cross Business Park, Dodnor Park Industrial Estate and the eastern side of the St Mary's Hospital site into route NW7 for travel onwards into the town centre. It has relatively high levels of vehicle traffic, especially at rush hour. It joins route NW7 by the B&Q store at what is currently a busy roundabout with very poor pedestrian crossing facilities and high vehicle approach speeds. Proposals for this route include redesigning the B&Q roundabout, installing a zebra crossing and a whole new section of footway adjacent to the hospital where there is currently none despite clear evidence of pedestrian desire lines where the grass verge is currently being used.

**Route Map**



**Dodnor Lane, looking north**

**Dodnor Lane, junction with hospital access, looking south**

**Walking Route Assessment Tool**

| Criterion | Performance Scores |
|---|---|
| Attractiveness | 4 |
| Comfort | 9 |
| Directness | 3 |
| Safety | 0 |
| Coherence | 0 |
| Total | 16 |

**Infrastructure Improvements**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Junction improvements | Raised table crossing; improved junction geometry (especially on north side) | Across Dodnor Park | £25,000 | 5 |
| 2 | New/modified crossing | New uncontrolled crossing | St Mary's Hospital exit onto Dodnor Lane | £2,000 | 5 |
| 3 | New/modified crossing | New zebra crossing . Consider negotiating changes to vehicle entrance to industrial units on south side. | Across Daish Way just to east of junction with Dodnor Lane | £25,000 | 5 |
| 4 | Street furniture changes | Change traffic sign from two poles to a cantilevered sign | On footway outside Island Mobility | £5,000 | 5 |
| 5 | New/modified crossing | Continuous footway | Island Mobility entrance | £15,000 | 5 |
| 6 | Junction improvements | Major re-modelling of junction to create safe, comfortable and convenient pedestrian crossings. Current junction allows high vehicles speeds, has poor visibility for peds, long crossing distances, narrow waiting areas, fails to allow peds for follow desire lines. | B&Q roundabout junction | £150,000 | 4 |

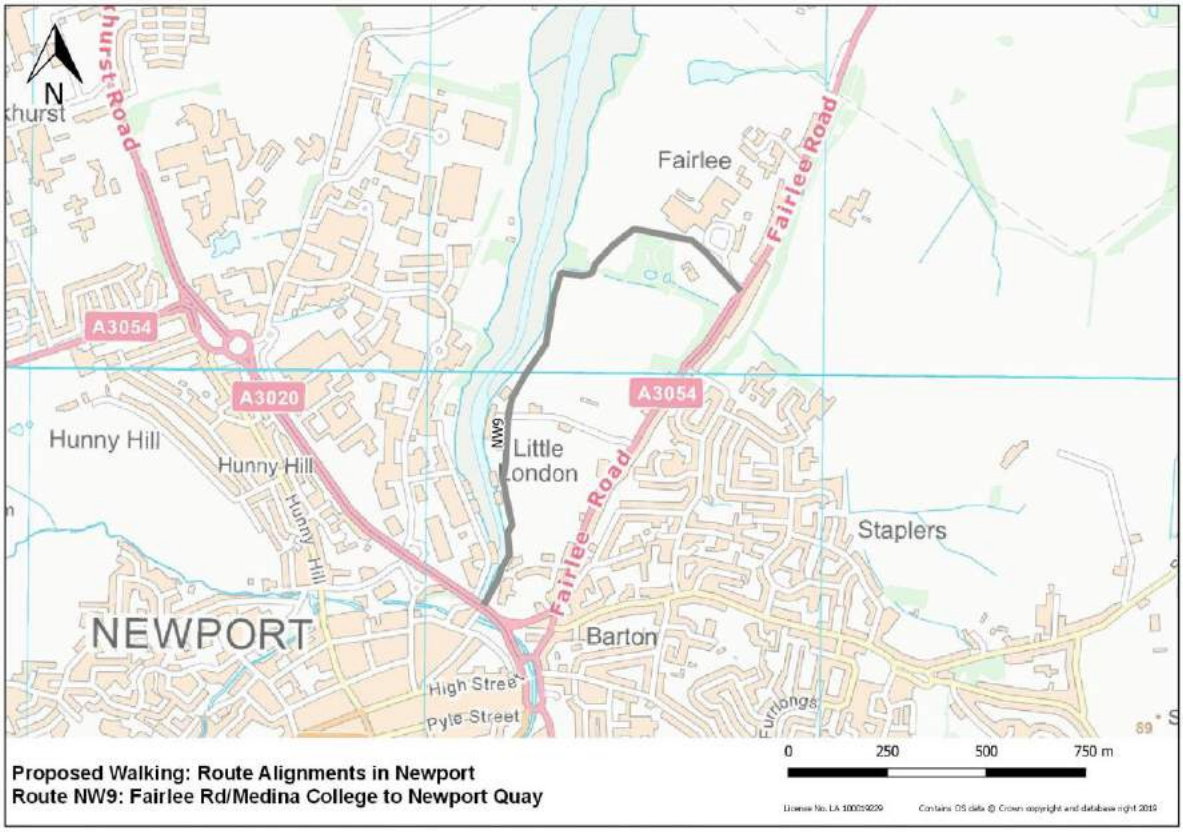
| | | | | | |
|---|---|---|---|---|---|
| 7 | Footway creation | Need for a pedestrian route on north side of Dodnor Lane using hospital land. 290m of new 2.0m wide footway. | North side of Dodnor Lane between entrance to Seven Acres and thr B&Q roundabout. | £174,000 | 3 |

# NW9: Fairlee Rd/Medina College to Newport Quay

**Route Description**

This is a relatively lengthy route that connects Medina College (secondary school), Medina Leisure Centre, Seaclose Park, Newport Quay and the town centre. Much of it follows a recreational walking and cycling route that is free from traffic but in need of some upgrading. It also passes through the Newport Harbour regeneration area. Proposed improvements involve widening of footways, traffic calming and improved crossings at points where roads cross the route, installation of street lighting to increase night-time usage and a shared space scheme along the quayside which is currently dominated by vehicle access and parking bays.

**Route Map**



Proposed Walking: Route Alignments in Newport
Route NW9: Fairlee Rd/Medina College to Newport Quay


**Access to Medina College/Leisure centre off Fairlee Road**

**Newport Quay, looking north**

**Walking Route Audit Tool Assessment**

| Criterion | Performance Scores |
|---|---|
| Attractiveness | 4 |
| Comfort | 5 |
| Directness | 7 |
| Safety | 6 |
| Coherence | 1 |
| Total | 23 |

**Infrastructure Improvements**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Junction improvements | improved junction geometry to prevent vehicles entering/leaving at speed. Raised zebra across access road where current uncontrolled crossing is sited. | Entrance to Medina College from Fairlee Rd | £45,000 | 4 |
| 2 | Street furniture changes | Remove gates on either side of road (to free of up footway space) | Entrance to Medina College from Fairlee Rd | £4,000 | 5 |
| 3 | Junction improvements | Improved junction geometry to prevent vehicles entering car park at speed. Raised table crossing. | Entrance to Beaulieu House car park. | £25,000 | 5 |
| 4 | Footway widening | Footway widening to 2.5m for 80m on one side of road. Possible removal of on street parking that is adjacent to the footway. | On access road to Medina College. | £15,000 | 4 |
| 5 | New/modified crossing | Raised table zebra x 2 | Next to bollards on route into Seaclose and across exit route from Medina Leisure Centre (next to disabled car parking spaces) | £60,000 | 5 |

| | | | | | |
|---|---|---|---|---|---|
| 6 | Junction improvements | Traffic calming to slow vehicles leaving car park and crossing the walking/cycling route | Across exit road from Beaulieu House car park | £5,000 | 5 |
| 7 | Street furniture changes | Removal of bollard to create wider entrance | Start of path into Seaclose Park | £2,000 | 5 |
| 8 | Footway widening | Along distance of 720m, widen and resurface shared use path to 3.0m. Addition of lighting. | Between Medina Theatre to Seaclose access road (next to Seaclose IWC offices) | £188,000 | 5 |
| 9 | Junction improvements | Install raised parallel zebra crossing | Across Seaclose access road (next to Seaclose IWC offices) | £35,000 | 5 |
| 10 | Footway improvements | Along distance of 180m, resurface shared use path. Addition of lighting. | On footway between Seaclose access road and the quayside (next to Jubilee Stores) | £30,000 | 5 |
| 11 | Shared space scheme | Implement shared space scheme for 380m | Along quayside from Jubilee Stores to Riverside Centre | £50,000 | 5 |
| 12 | | PLEASE SEE RECOMMENDATIONS UNDER "NC10" IN CYCLE INFRASTRUCTURE IMPROVEMENTS WHICH RELATE TO A NEW COMBINED CYCLING AND WALKING ROUTE | From old railway line route NC1 to Blackhouse Quay | £5,486,500 | 2 |

APPENDIX E

Ryde Walking Routes

# Local cycling and walking infrastructure plan

## Isle of Wight (Newport and Ryde) 2020-2030

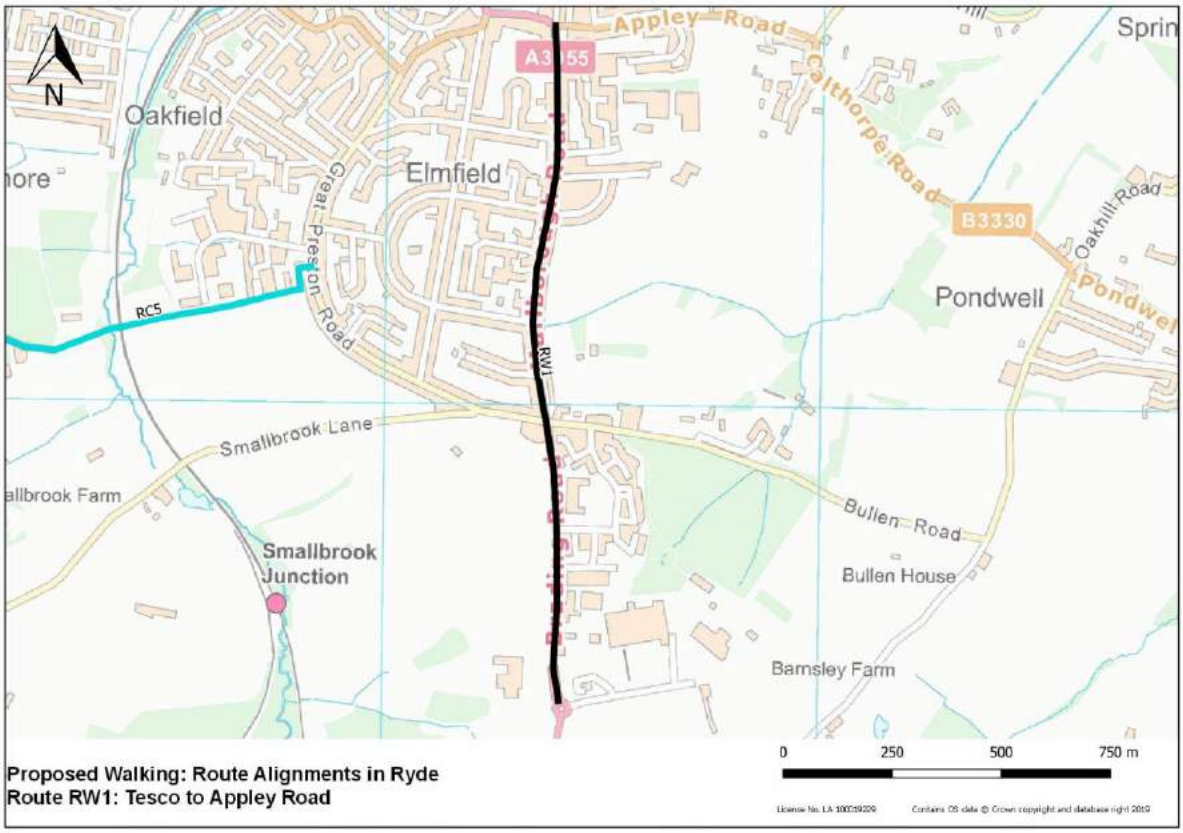
# Ryde Walking Network: Route Proposals

## RW1: Tesco to Appley Road

**Route Description**:

This route links Tesco, Westridge Business Park, existing residential areas at Elmfield and Bullen Village, the proposed Pennyfeathers and Hope Road housing developments and Oakfield School. It connects into RW2 for journeys towards the Esplanade, Ryde Transport Interchange (trains/ferries/buses) and town centre. While traffic levels restrict the attractiveness of this route, it provides a direct option for utility journeys. Proposals iinclude modification of junctions at Bullen Cross and Appley Road to provide safe crossings and provision of continuous footways across all minor road junctions to provide pedestrian priority for much of the route. Localised widening would ensure adequate footway width is provided for the whole length, some sections of which are well below standard.

**Route Map**



**Marlborough Road, looking north**

**Marlborough Road, looking north**

### Walking Route Assessment Tool Assessment

| Criterion | Performance Scores |
|---|---|
| Attractiveness | 5 |
| Comfort | 4 |
| Directness | 9 |
| Safety | 1 |
| Coherence | 0 |
| Total | 19 |

### Infrastructure Improvements

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Footway widening | Widen ramp's entry into Tesco to 2m over distance of 20m | Ped entrance to Tesco | £3,800 | 3 |
| 2 | New/modified crossing | Install puffin crossing | Immediately to north of Tesco roundabout | £55,000 | 5 |
| 3 | Junction improvements | Continuous footway and improved junction geometry | McDonalds access road | £25,000 | 5 |
| 4 | Junction improvements | Improved junction geometry and add zebra crossing | Cothey Way jct Brading Rd | £35,000 | 5 |
| 5 | Junction improvements | Pedestrian phase on all arms; widening of footways on all arms approaching junction | Westridge Cross | £40,000 | 4 |
| 6 | Street furniture changes | Replace two doubled poled traffic signs with 2 x cantilevered signs to reduce obstruction of footway | East side of Marlborough Rd just north of Westridge Cross | £5,000 | 5 |

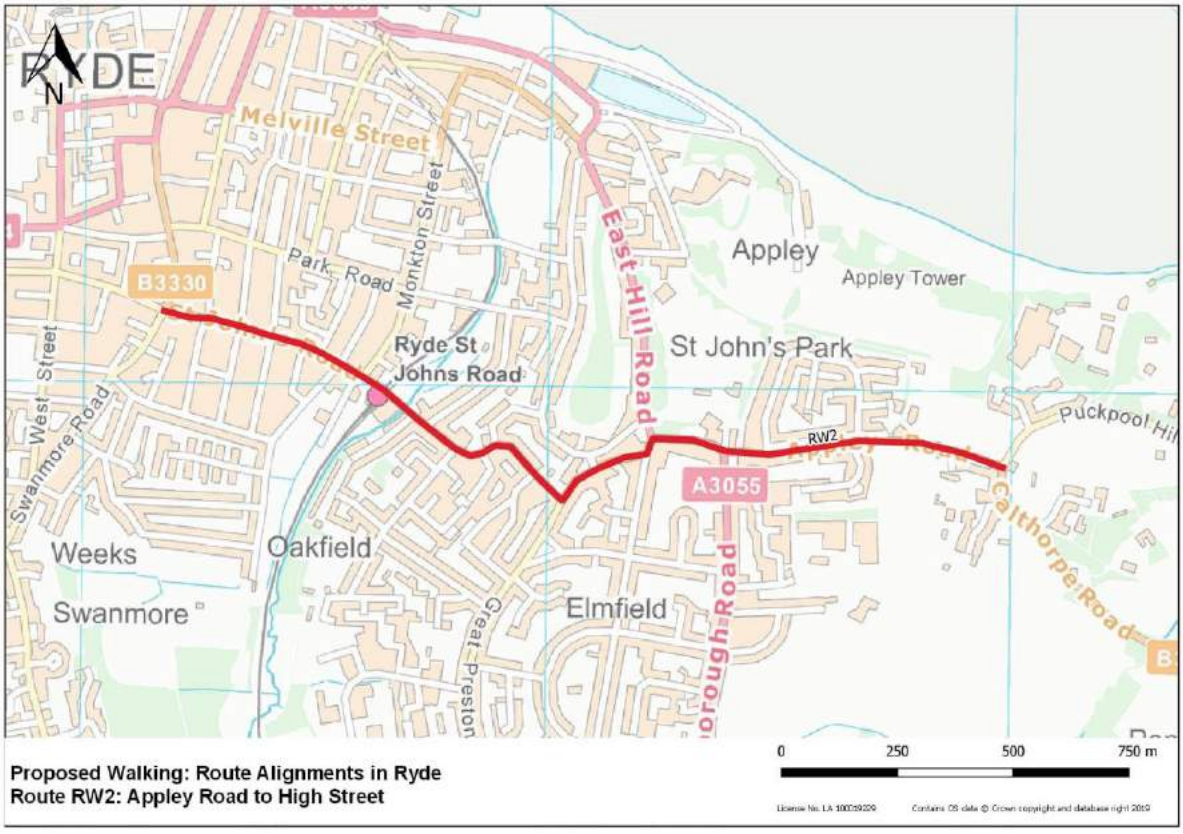
| | | | | | |
|---|---|---|---|---|---|
| 7 | Footway widening | Over distance of 900m widen footway to 2.0m unless already 1.8m wide | Westridge Cross to Appley Rd | £85,000 | 4 |
| 8 | New/modified crossing | Continuous footways at all side roads along both sides of road. 9 in total. | Westridge Cross to Appley Rd | £135,000 | 5 |
| 9 | Street furniture changes | Replace the doubled poled traffic signs with 1 x cantivered sign to reduce obstruction of footway | Northern end of Marlborough Rd, west side just before roundabout | £2,500 | 5 |
| 10 | New/modified crossing | Additional of 2 new uncontrolled crossing points on Marlborough Rd | North of Salisbury Rd and north of Arundel Rd | £4,000 | 5 |
| 11 | Junction improvements | Re-modelling of junction to create safe, comfortable and convenient pedestrian crossings | Jct of Marlborough Rd and Appley Rd | £150,000 | 4 |

# RW2: Appley to top of High Street

**Route Description**

While this route is unlikely to be walked in its entirety, it is heavily used for shorter sections linking other routes and a range of local amenities (Oakfield School, local shops, Ryde St John's rail station) and the southern end town centre. The road has a significant severance effect, with heavy traffic volumes creating a barrier to north-south pedestrian movements. Proposed improvements include: footway widening around Oakfield School to accommodate high peak footfall and provide a safer environment; modifications to major junctions to reduce vehicle speeds and reduce crossing distance; continuous footway across many of the minor road junctions to improve pedestrian priority; creation of new crossings of the main road and introduction of a 20mph limit on part of the route to reduce the severance effect.

**Route Map**



**Junction of Alexandra Road and St John's Hill**

**Junction of St Johns Hill and Bennet Street**

**Walking Route Audit Tool Assessment**

| Criterion | Performance Scores |
|---|---|
| Attractiveness | 3 |
| Comfort | 4 |
| Directness | 5 |
| Safety | 1 |
| Coherence | 0 |
| Total | 13 |

**Infrastructure Improvements**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Footway creation | 250m of new 2m wide footway | From Puckpool Hill to start of Seldon Ave, on north side of Appley Rd. | £75,000 | 5 |
| 2 | Shared space scheme | Implement shared space on quiet access road as footway improvements are impractical. 250m. | Length of Seldon Ave | £50,000 | 5 |
| 3 | Footway widening | 80m of new 2m footway | From west end of Seldon Ave to Marlborough Rd junction | £24,000 | 5 |
| 4 | New/modified crossing | Uncontrolled crossing x 5 as follows: from Thornton Close across Appley Rd; across Grasmere Ave; across Derwent Dr; across Appley Rd adjacent to Derwent Dr; across Appley Rd adjacent to Marina Ave western entrance. | Appley Rd from Puckpool to Marlborough Rd | £10,000 | 5 |
| 5 | New/modified crossing | Continuous footway across Appley Lane | Southern end of Appley Lane | £15,000 | 5 |

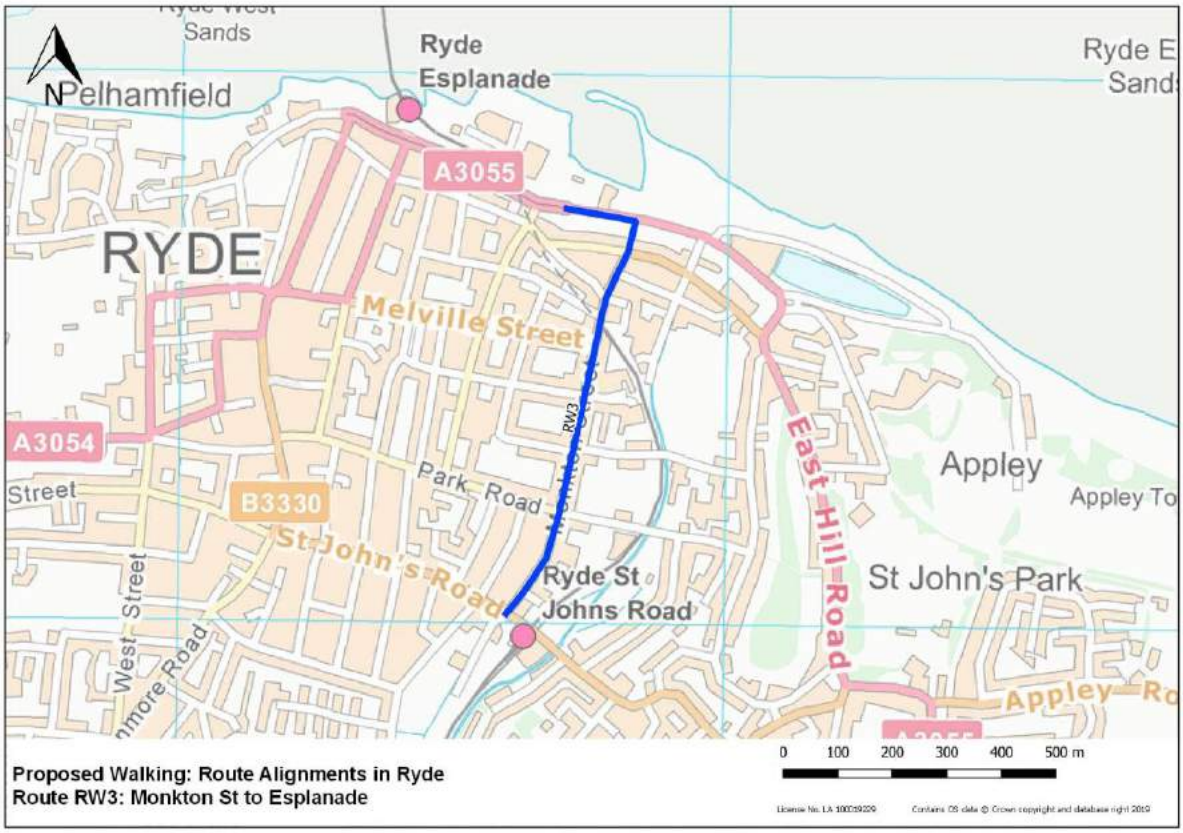
| | | | | | |
|---|---|---|---|---|---|
| 6 | Footway widening | Over distance of 150m widen footway to 2.0m | Jct of Appley Rd and Marlborough Rd to jct Appley Rd and High Park Rd | £28,500 | 5 |
| 7 | Footway widening | Some localised footway widening for 30m or so near controlled crossing - to improved space available to peds waiting to cross | North side of Appley Rd near bus stop by Oakfield School. | £6,000 | 5 |
| 8 | Footway widening | Over distance of 150m widen footway to 2.0m using space from redundant footway on other side of road where possible. | Between Appley Rd and West Hill Rd on south/east side of road. | £28,500 | 5 |
| 9 | Junction improvements | Improved junction geometry and widen refuge | Jct of Appley Rd and High Park Rd | £15,000 | 5 |
| 10 | Junction improvements | Improved junction geometry and raised table crossing | Jct of High Park Rd and Alexandra Rd | £25,000 | 5 |
| 11 | Street furniture changes | Remove bollards on footway | Alexandra Rd opposite jct with West Hill Rd | £2,000 | 5 |
| 12 | New/modified crossing | Uncontrolled crossing x 5 as follows: West Hill crossing Alexandra Rd to west of jct; St John's Ave; across St John's Hill to west of St John's Ave jct; across St John's Wood Rd; across St John's Hill between Meaders Rd and St John's Wood Rd | Between West Hill Rd and Meaders Rd | £10,000 | 5 |
| 13 | Junction improvements | Improved junction geometry and raised table crossing | Jct of Alexandra Rd and St John's Hill | £25,000 | 5 |
| 14 | New/modified crossing | Continuous footways x 3 at Lower Highland Rd; School St; Meaders Rd | Between Upper Highland Rd and Meaders Rd | £45,000 | 5 |
| 15 | Junction improvements | Improved junction geometry and raised table crossing | High Street | £25,000 | 5 |
| 16 | Junction improvements | Re-modelling of junction to create safe, comfortable and convenient pedestrian crossings | Jct of St John's Rd and Monkton Street | £100,000 | 4 |
| 17 | New/modified crossing | Continuous footways x 10 on all side roads between (but not including) Monkton Street and the High Street. | On St John's Rd between Monkton St and High st | £150,000 | 5 |
| 18 | New/modified crossing | Zebra crossing midway between Monkton St and High St. | On St John's Rd between Monkton St and High st | £25,000 | 5 |
| 19 | Speed limit change | 20mph speed limit | On St John's Rd between Meaders Rd and High St. | £15,000 | 3 |
| 20 | Junction improvements | Whole junction on raised table | Junction of High St and St John's Rd | £35,000 | 5 |

# RW3: Monkton St to Esplanade

**Route Description**

This route is the most direct conduit for pedestrian traffic between the south of the town and the seafront, other than through the central walking zone. It connects into route RW2 and links large areas of housing, Ryde St John's rail station, the Esplanade and Ryde Transport Interchange (trains/ferries/buses). It carries substantial vehicular through-traffic and a frequent bus service. It is characterised by sub-standard pavement widths in places and poor pedestrian priority over minor side roads, hence proposals for localised footway widening and a series of continuous footways. At its northern end a small areas of shops/cafes/pubs has potential to become a neighbourhood focal point. Proposals are included for streetscape improvements that would foster a sense of place and diminish the impact of through traffic.

**Route Map**



**Monkton Street, looking north**

**Junction of Monkton Street and East Street**

### Walking Route Audit Tool Assessment

| Criterion | Performance Scores |
|---|---|
| Attractiveness | 6 |
| Comfort | 5 |
| Directness | 5 |
| Safety | 5 |
| Coherence | 0 |
| Total | 21 |

### Infrastructure Improvements

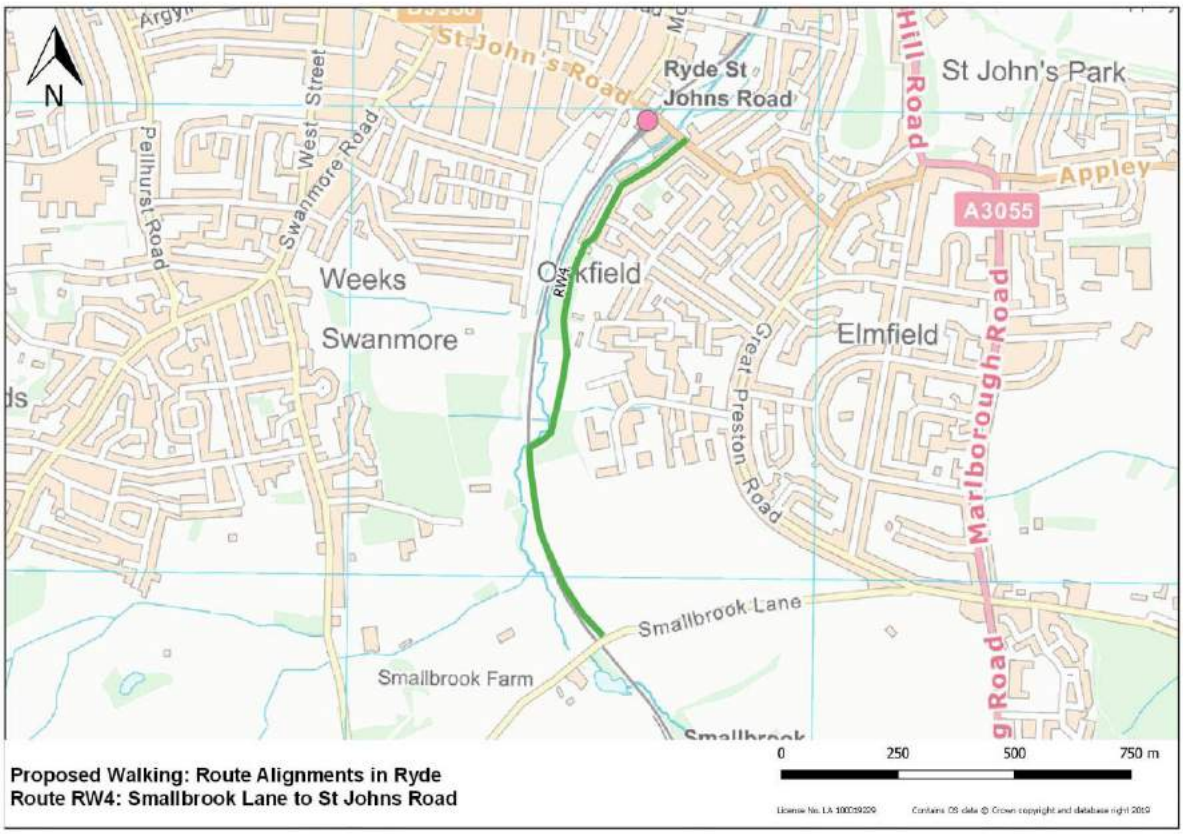
| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | New/modified crossing | Continuous footways x 7 as follows: Jubilee Place; Winton St; Wood St; Melville St; Bellevue Rd; East St (east side of Monkton St); Simeon St. | The whole length of Monkton St from junction with St John's Rd to The Strand. | £105,000 | 5 |
| 2 | New/modified crossing | Raised tables x 3 as follows: Park Rd; Rink Rd; East St (west side of Monkton St) | The whole length of Monkton St from junction with St John's Rd to The Strand. | £75,000 | 5 |
| 3 | Footway widening | Footway widening to 2.0m over distance of 80m | On west side of Monkton St between Melville St and East St | £15,000 | 5 |
| 4 | Streetscape improvement scheme | Local streetscape improvement scheme to include some or all of following: footway widening; opportunity for pavement seating; planting; pocket park; cycle parking. | Monkton St between East St and The Strand. | £200,000 | 5 |
| 5 | Junction improvements | Improvements to junction to create connectivity between Monkton St streetscape improvements and gardens that lead to Esplanade. To include footway widening, increased pedestrian priority, possible raised table or at grade crossing. | Junction of Monkton St and The Strand | £35,000 | 5 |

# RW4: Smallbrook Lane to St John's Rd

**Route Description**

This route serves existing housing at Oakfield, St John's rail station and the Nicholson Rd Industrial Estate. There are also a number of proposed new developments that would be connected by the route, namely new light industrial units/offices, a doctors surgery, and housing at Rosemary Vineyard and Pennyfeathers. Construction of almost 1km of paved route and street lighting along an existing bridleway is proposed, along with Home Zone and shared space-style schemes on a short stretch of the residential Meaders Rd at the north end of the route.

**Route Map**



Path at end of Slade Road, looking north

Meaders Road, looking north

**WRAT Assessment**

| Criterion | Performance Scores |
|---|---|
| Attractiveness | 5 |
| Comfort | 3 |
| Directness | 6 |
| Safety | 6 |
| Coherence | 0 |
| Total | 20 |

**Infrastructure Improvements**

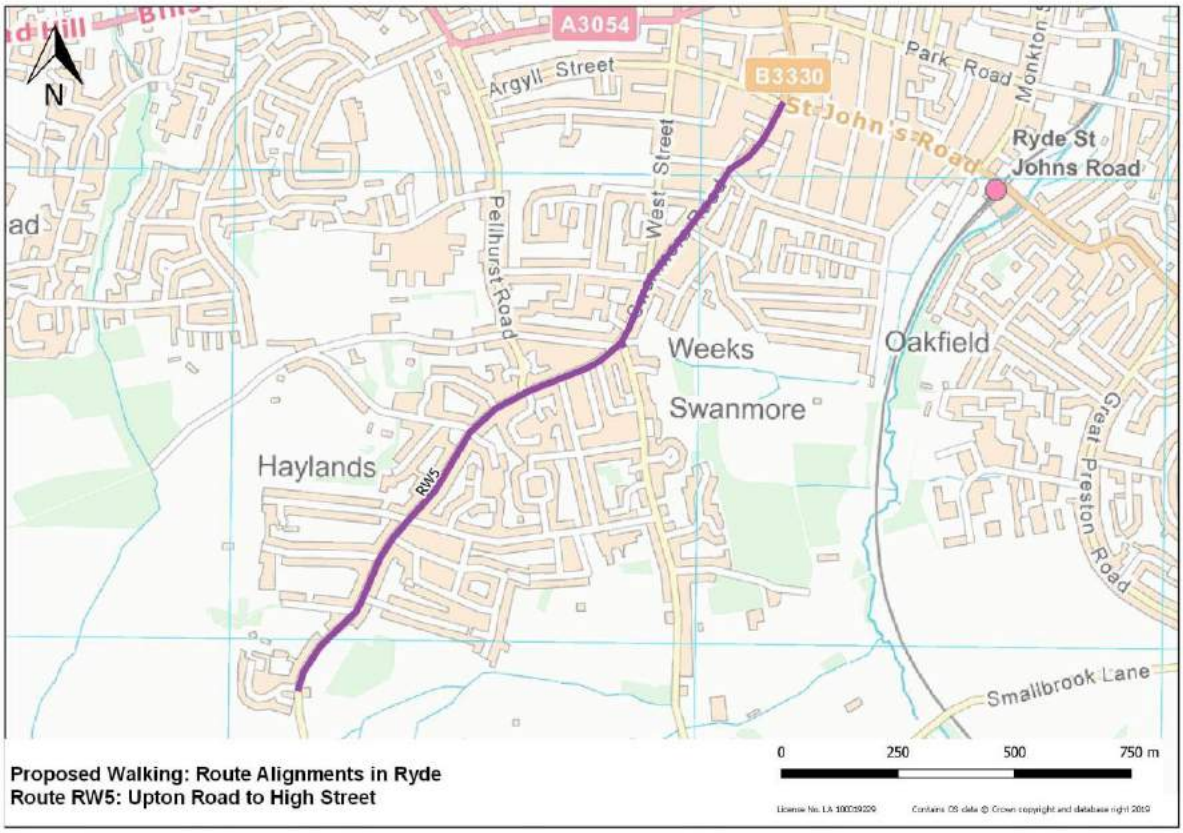
| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Footway creation | Surfacing current bridleway/footpath to minimum width of 3.0m and installing lighting for a length of 900m. | From Smallbrook Lane to Oakvale Estate | £270,000 | 5 |
| 2 | Streetscape improvement scheme | Home Zone style treatment | Southern end of Meaders Rd | £50,000 | 5 |
| 3 | Shared space scheme | Implement shared space scheme | Northern end of Meaders Rd | £50,000 | 5 |

# RW5: Upton Rd to south end of High Street

**Route Description**

Upton Rd is a radial route linking large areas of housing on both sides of it with the town centre. School children from two local schools, Haylands Primary and Ryde Academy (Secondary), use part of the route in large numbers. Ryde Medical Centre is also on the route. There is footway on only one side along large sections as well as sub-standard pavements widths and junction geometry that hinders safe crossing. Proposals include extensive footway widening, continuous footways, raised tables, footway "build outs" to create pedestrian passing places/traffic calming features. At the northern end where a parade of shops is located the proposal is to remove some on street parking and create more space for pedestrians to encourage a sense of place and dwell time for shopping.

**Route Map**



**Junction of Upton Road and Salters Road**

**High Street, looking north**

### Walking Route Audit Tool Assessment

| Criterion | Performance Scores |
|---|---|
| Attractiveness | 7 |
| Comfort | 8 |
| Directness | 5 |
| Safety | 3 |
| Coherence | 0 |
| Total | 23 |

### Infrastructure Improvements

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Footway widening | Widen footway to minimum 1.5m over a distance of 90m | Between Mitchell's Rd and Salter's Rd on east side of Upton Rd | £17,000 | 5 |
| 2 | Footway widening | Widen footway for distance of 20m by extending built out crossing. This will enable all road signage to be installed without narrowing footway to sub-standard widths. | On west side of Upton Rd just to south of Corbett Rd | £4,000 | 5 |
| 3 | Footway widening | Where there are narrow sections of footway but carriageway width does not allow for widening along substantial lengths of the road, implement localised widening of footways to act as "passing places" for pedestrians and to function as traffic calming by forcing traffic to give and take. Approx 6 such schemes. | Along Upton Rd from Windmill Close to Ashey Rd | £30,000 | 4 |
| 4 | Footway widening | Widen footway to 2.0 m over a distance of 75m | On west side of Swanmore Rd between Milligan Rd and Hill Street. | £14,000 | 5 |

| | | | | | |
|---|---|---|---|---|---|
| 5 | Streetscape improvement scheme | Reduce on street parking spaces to a maximum of 10 spaces, intermittently located. Substantially widen footways in gaps between parking to create movement and dwelling space for pedestrians, seating areas, planting. | On High St between St John's Rd and Well St/Hill St junction. | £100,000 | 3 |
| 6 | Traffic parking management | Reduce parking duration from 1 hr to 30 mins. | On High St between St John's Rd and Well St/Hill St junction. | £2,000 | 4 |
| 7 | New/modified crossing | Continuous footway | Butt's Rd | £15,000 | 5 |
| 8 | New/modified crossing | Raised table crossing to replace current dropped kerb. Remove bollards on east side. | On Upton Rd just to south of Salter's Rd | £15,000 | 5 |
| 9 | Junction improvements | Continuous footway and improved junction geometry | Grenville Drive | £25,000 | 5 |
| 10 | Junction improvements | Improve junction geometry and introduce zebra crossing across Upton Rd | Junction of Upton Rd and Bettesworth Rd/Colenutts Rd | £35,000 | 5 |
| 11 | New/modified crossing | Continuous footway | St Mary's Close | £15,000 | 5 |
| 12 | New/modified crossing | Built out crossing | Across Upton Rd just south of Pound Mead | £5,000 | 5 |
| 13 | New/modified crossing | Uncontrolled crossing | Across Pound Mead. | £2,000 | 5 |
| 14 | New/modified crossing | Continuous footway | Node Close | £15,000 | 5 |
| 15 | New/modified crossing | Continuous footway x 3 | St Michael's Ave; William St; Pitt St. | £45,000 | 5 |
| 16 | Junction improvements | Improve junction geometry and move uncontrolled crossing closer to desire line | Partlands Ave | £15,000 | 5 |
| 17 | Junction improvements | Re-modelling of junction to improve visibility for peds, slow traffic and create safe, comfortable and convenient pedestrian crossing. Possible inclusion of zebra crossing. | Junction of Ashey Rd and Upton Rd | £50,000 | 5 |
| 18 | New/modified crossing | Continuous footway | Partlands Close | £15,000 | 5 |
| 19 | Junction improvements | Re-design whole junction with a focus on pedestrian desire lines and using spare carriageway for wider footways and to create a sense of place/meeting point. | Junction of Ratcliffe Ave, Osborne Rd and Swanmore Rd. | £100,000 | 4 |
| 20 | New/modified crossing | Raised table crossing | Weeks Rd | £15,000 | 5 |
| 21 | New/modified crossing | Continuous footway | At entrance to unnamed cul de sac just to north of Weeks Rd (on west side of Swanmore Rd) | £15,000 | 5 |
| 22 | New/modified crossing | Improve junction geometry and install raised table crossing | Milligan Rd | £25,000 | 5 |
| 23 | New/modified crossing | Improve junction geometry and install raised table crossing | Hill St | £25,000 | 5 |

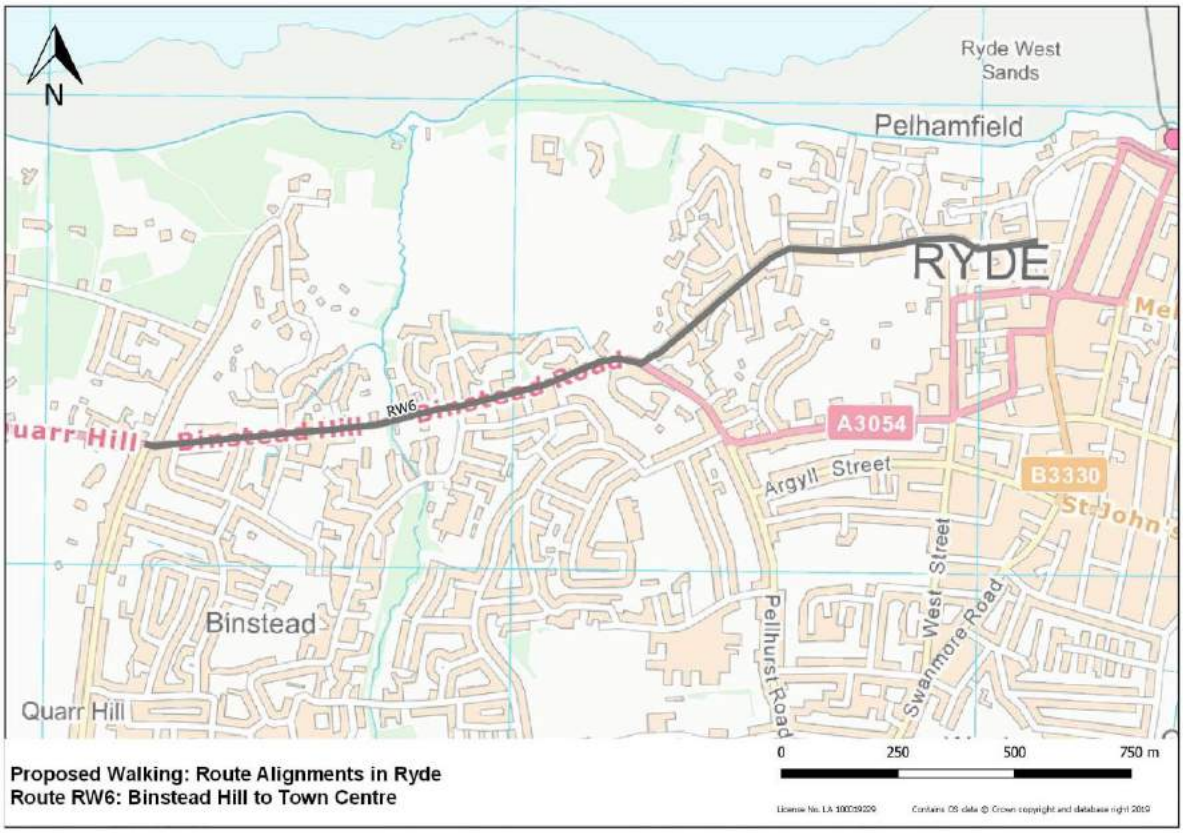
| | | | | | |
|---|---|---|---|---|---|
| 24 | New/modified crossing | Raised table crossing | Well St | £15,000 | 5 |
| 25 | New/modified crossing | Uncontrolled controls x 2: just to south of Well St/Hill St; between Milligan Rd and Weeks Rd. | Along Swanmore Rd between Well St and Weeks Rd | £4,000 | 5 |
| 26 | New/modified crossing | Uncontrolled crossing | On High St between St John's Rd and Well St/Hill St junction. | £2,000 | 5 |
| 27 | Street furniture changes | Removal of bollards on footway | On High St between St John's Rd and Well St/Hill St junction. | £2,000 | 5 |

## RW6: Binstead Hill to Ryde town centre

**Route Description**

This route connects large areas of housing in west Ryde and Binstead with the town centre, the Esplanade and Ryde Transport Interchange (trains/ferries/buses). Ryde School (secondary) is also located on the route. Part of the route follows the Coastal Path, an important recreational facility for local residents and visitors. The westerly section of the route follows the busy A3054 road. Opportunities for footway widening are limited so many proposed interventions focus on pedestrian priority at side roads. Major schemes include junction remodelling and signalling at Binstead Rd/Ringwood Rd mini-roundabout and 300m of carriageway re-alignment to enable footway widening.

**Route Map**




**Junction of Binstead Hill and Chapel Road**

**Binstead Road, looking north**

**Walking Route Audit Tool Assessment**

| Criterion | Performance Scores |
|---|---|
| Attractiveness | 5 |
| Comfort | 4 |
| Directness | 5 |
| Safety | 0 |
| Coherence | 0 |
| Total | 14 |

**Infrastructure Improvements**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Junction improvements | Re-modelling of junction to improve visibility for peds, slow traffic and create safe, comfortable and convenient pedestrian crossings. At very least widen refuges and install correct tactile paving. | Mini roundabout at junction of Binstead Hill and Church Rd | £100,000 | 4 |
| 2 | Street furniture changes | Reorientation of bus shelter to maximise footway width | Opposite Arnold Rd on Binstead Hill (north side) | £4,000 | 5 |
| 3 | Footway widening | Remove bus lay by and widen footway to create passing place for peds/waiting area for bus | Opposite Arnold Rd on Binstead Hill (north side) | £10,000 | 5 |
| 4 | Footway widening | Remove bus lay by and widen footway to create passing place for peds/waiting area for bus | Just east of post office on north side of Binstead Rd | £10,000 | 5 |
| 5 | New/modified crossing | Raised table crossings x 4 at: Arnold Rd; Chapel Rd; Cemetery Rd; Pitts Lane. | Along Binstead Hill/Rd between mini roundabout at western end and Pitts Lane | £60,000 | 5 |
| 6 | Footway widening | Create wider waiting area next to pelican crossing by taking small area of land from Binstead Park. | On north side of Binstead Rd near Chapel Rd junction | £5,000 | 4 |
| 7 | Footway widening | Create wider waiting area next to pelican crossing by adopting some land outside post office. | On south side of Binstead Rd near Chapel Rd junction | £5,000 | 1 |
| 8 | Street furniture changes | Remove street clutter (including bollards) outside post office | By post office next to Chapel Rd junction | £2,000 | 5 |
| 9 | New/modified crossing | Improve standard of existing continuous footway to create level crossing of junction | Quarry Stone Close | £5,000 | 5 |
| 10 | New/modified crossing | Improve standard of existing continuous footway to create level crossing of junction | Kenstone Court | £5,000 | 5 |
| 11 | New/modified crossing | Continuous footway | Drill Hall Lane | £15,000 | 5 |
| 12 | New/modified crossing | Continuous footway and improved junction geometry | Brookfield Gdns | £25,000 | 5 |
| 13 | Junction improvements | Replace with signal-controlled junction or remodel to create safe, comfortable and convenient pedestrian crossings. Current crossing arrangements involve dangerously narrow refuges, lack of tactile paving in places, high vehicle speeds - all on a junction that links two major bus stops serving a large housing estate. | Junction of Binstead Rd and Ringwood Rd | £150,000 | 4 |
| 14 | Footway widening | Re-align carriageway for 300m to enable footway widening to 2.0m | On north side of Binstead Rd between Ringwood Rd and Stonepitts Close | £300,000 | 5 |

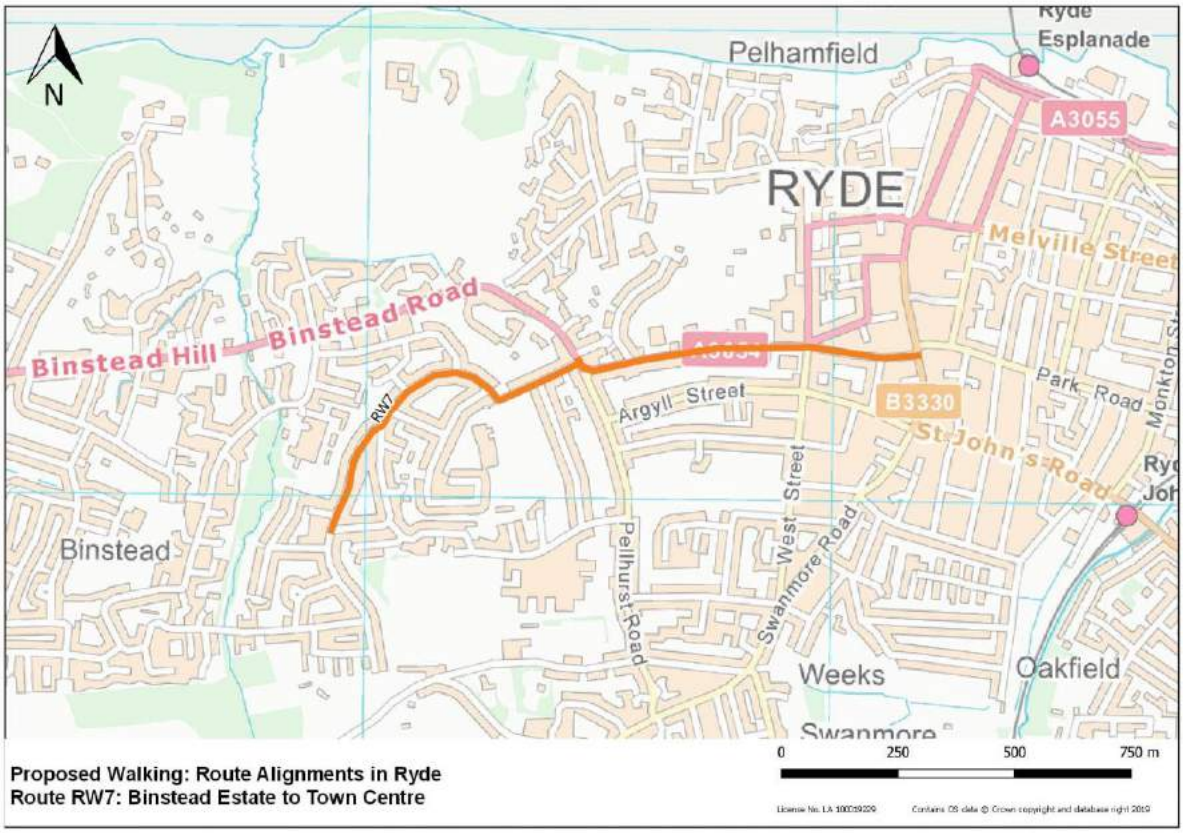
| | | | | | |
|---|---|---|---|---|---|
| 15 | New/modified crossing | Continuous footway | Stonepitts Close | £15,000 | 5 |
| 16 | Footway widening | Footway widening using verge to 2.0m over distance of 100m | Stonepitts Close to Ryde House Drive | £19,000 | 5 |
| 17 | Junction improvements | Improved legibility of walking routes and reduce primacy of motor vehicles | Entrance to Ryde House Drive/Ryde Golf Course | £10,000 | 5 |
| 18 | Street furniture changes | Removal of barrier at entrance to Spencer Rd | Western end of Spencer Rd | £2,000 | 5 |
| 19 | Footway creation | Recommend adoption of Spencer Rd from western end to junction with Beech Grove and creation of shared space scheme from western end of Spencer Rd to just east of Buckland Gdns - length of Spencer Rd currently without footway. | Along Spencer Rd from western end to just east of Buckland Gdns. | £40,000 | 3 |
| 20 | Footway widening | Localised widening of footway and removal of some parking to reduce sense of enclosure along some stretches of road | Along Spencer Rd between Buckland Gdns and West St | £30,000 | 5 |
| 21 | New/modified crossing | Continuous footway | Augusta Rd | £15,000 | 5 |
| 22 | New/modified crossing | Continuous footway | Westfields Park (west entrance) | £15,000 | 5 |
| 23 | New/modified crossing | Continuous footway | Westfields Park (east entrance) | £15,000 | 5 |
| 24 | Junction improvements | Raised table junction; improved junction geometry | Junction of West St and Spencer Rd | £40,000 | 5 |
| 25 | Footway widening | Widen footway to 2.0m for distance of 180m | On north side of Spencer Rd between West St and St Thomas St | £34,000 | 5 |
| 26 | New/modified crossing | Continuous footway | Buckingham Rd | £15,000 | 5 |
| 27 | New/modified crossing | Raised table crossing | St James St | £15,000 | 5 |

# RW7: Binstead estate to Ryde town centre

**Route Description**

At its western end is the large area of housing on Binstead Estate. From there the route connects with one local primary school (Greenmount) and two secondary schools (Ryde Academy and Ryde School) and continues on to the town centre. Narrow footways and poor junction geometry hinder pedestrian movement, but space exists to widen footways and re-design junctions to prioritise pedestrians. Existing mini-roundabouts encourage traffic to cross junctions at speed so new T junctions and raised tables are proposed. At the east end of the route two major junction remodelling schemes are proposed at Queens Rd/Mayfield Rd and at Queens Rd/West St. Removal of guard railing, narrowing of traffic lanes, shortening of pedestrian crossing points and improved pedestrian desire lines are all proposed.

**Route Map**



**Junction of Broadway Crescent and Jellicoe Road**

**Junction of Newport Street/West Street/Queen Street/John Street**

**Walking Route Audit Tool Assessment**

| Criterion | Performance Scores |
|---|---|
| Attractiveness | 4 |
| Comfort | 6 |
| Directness | 4 |
| Safety | 4 |
| Coherence | 0 |
| Total | 18 |

**Infrastructure Improvements**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Footway widening | Widen footways on both sides of road to 2.0m for distance of 750m | Starting at the junction of Wellington Rd/Winston Ave and running along Wellington Rd, Broadway Cres, St Vincent Rd and Mayfield as far as junction with Binstead Rd | £285,000 | 5 |
| 2 | Speed limit change | Recommend adoption of 20mph speed limit/zone | Starting at the junction of Wellington Rd/Winston Ave and running along Wellington Rd, Broadway Cres, St Vincent Rd and Mayfield as far as junction with Binstead Rd | £15,000 | 3 |
| 3 | Junction improvements | Uncontrolled crossings x 3 located on desire lines; improved junction geometry | Winston Ave | £6,000 | 5 |
| 4 | Junction improvements | Uncontrolled crossing ; improved junction geometry | Victory Close | £12,000 | 5 |
| 5 | Footway creation | Create new footway section on site of turning head | Opposite number 38 Wellington Rd | £2,000 | 5 |
| 6 | Junction improvements | Improved junction geometry; raised table across Wellington Rd | Wellington Rd/Broadway Cres/Winston Ave junction | £30,000 | 5 |

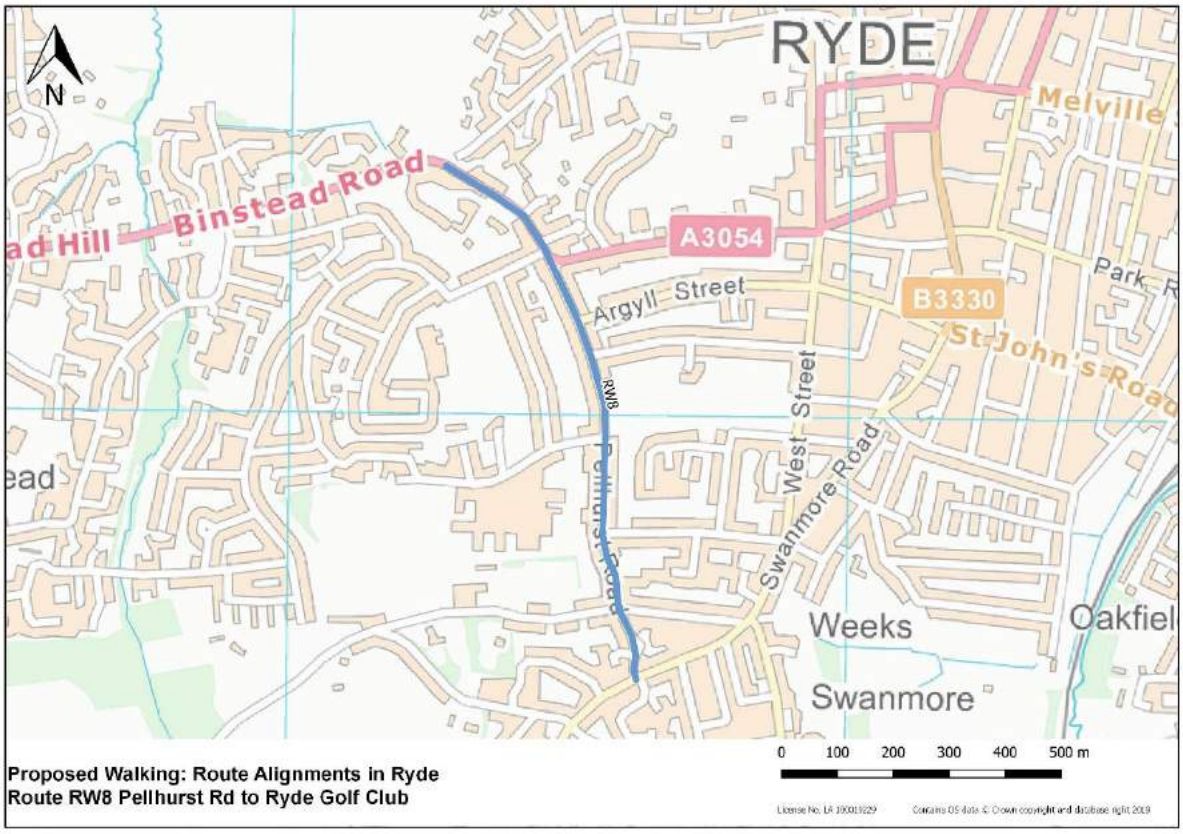
| | | | | | |
|---|---|---|---|---|---|
| | | and short section of new footway with regrading of slope | | | |
| 7 | Junction improvements | Improved junction geometry; regrade slope to allow footway on western side to gently come down to meet Maybrick Rd; raised table across entrance. | Maybrick Rd | £30,000 | 5 |
| 8 | New/modified crossing | Continuous footway | Jellicoe Close | £15,000 | 5 |
| 9 | Junction improvements | Conversion of mini roundabout to T junction and raised table | Junction of Broadway Cres and Jellicoe Rd | £35,000 | 5 |
| 10 | Junction improvements | Conversion of mini roundabout to T junction and raised table | Sherbourne Ave | £35,000 | 5 |
| 11 | New/modified crossing | Continuous footways x 2 | Across car park entrance opposite Sherbourne Ave and across Greenmount School entrance | £30,000 | 5 |
| 12 | Street furniture changes | Remove all guard railing at raised crossing into school. | Entrance to Greenmount Sch on St Vincent's Rd | £4,000 | 5 |
| 13 | Junction improvements | Change to priority junction on raised table (priority being given from St Vincent's Rd) | Junction of Mayfield Rd and St Vincent's Rd | £35,000 | 5 |
| 14 | Junction improvements | Re-modelling of junction to create safe, comfortable and convenient pedestrian crossings that allow peds to follow desire lines. | Junction of Mayfield Rd/Binstead Rd/Queens Rd/Pellhurst Rd | £150,000 | 4 |
| 15 | New/modified crossing | Continuous footway; improved junction geometry | Westwood Rd | £25,000 | 5 |
| 16 | Footway widening | Adopt small area of land from All Saints Church, Ryde and relocate bus stop away from carriageway to allow more space for pedestrians using footway | Bus stop opposite Ryde School with Upper Chine | £5,000 | 1 |
| 17 | Junction improvements | Re-modelling of junction to create safe, comfortable and convenient pedestrian crossings that allow peds to follow desire lines. | Five Way junction (Queens Rd/West St/Newport St/ St John's St junction) | £150,000 | 4 |
| 18 | Shared space scheme | Implement shared space scheme and Access Only restriction for vehicles. Distance of 160m. | On Newport St from Five Ways junction to Station St | £130,000 | 5 |
| 19 | Footway widening | Widen footways on both sides of road to 2.0m for distance of 75m; implement loading restrictions | On Newport St from Station St to the High St. | £28,500 | 5 |

# RW8: Pellhurst Rd to Ryde Golf Club

**Route Description**

This route is the only one in Ryde that doesn't link directly with the Core Walking Zone, but it provides a connector function to three other routes (RW5, RW6 and RW7) that do. As well as its connecting function to those routes, it was selected for treatment because it carries large numbers of school children to Ryde Academy, the main secondary school in the town. It also passes through housing on either side and connects Ryde Medical Centre. In general, existing footways are of adequate width. The main challenge is to make the crossing of side roads safer and more convenient and so the main recommendations involve a series of continuous footways and raised tables being introduced. Proposed changes to the major junction at Queens Rd/Mayfield Rd is addressed under route RW7.

**Route Map**



**Junction of Pellhurst Road and Pell Lane**

**Junction of Binstead Road and Thornbrough Close**

**Walking Route Audit Tool Assessment**

| Criterion | Performance Scores |
|---|---|
| Attractiveness | 6 |
| Comfort | 9 |
| Directness | 5 |
| Safety | 4 |
| Coherence | 2 |
| Total | 26 |

**Infrastructure Improvements**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Footway creation | Create direct footway across entrance to health centre and re-configure vehicular access to provide better priority for ped movements. Also possible relocation of bus stop to location with wider footway | Area around entrance to Ryde Health and Wellbeing Centre | £20,000 | 5 |
| 2 | New/modified crossing | Raised table crossing | Partlands Ave | £15,000 | 5 |
| | New/modified crossing | Raised table crossing | Ratcliffe Ave | £15,000 | 5 |
| | Junction improvements | Raised table crossing; improved junction geometry | Pell Lane | £25,000 | 5 |
| | New/modified crossing | Raised table crossing | Arthur St | £15,000 | 5 |
| | Junction improvements | Consider changes to junction that would increase footway (though very limited options given space restrictions) | Junction of Argyll St and Pellhurst Rd | £100,000 | 5 |
| | Junction improvements | Junction of Pellhurst Rd and Queens Rd is addressed as part of RW7 recommendations | Junction of Pellhurst Rd and Queens Rd | £0 | 4 |

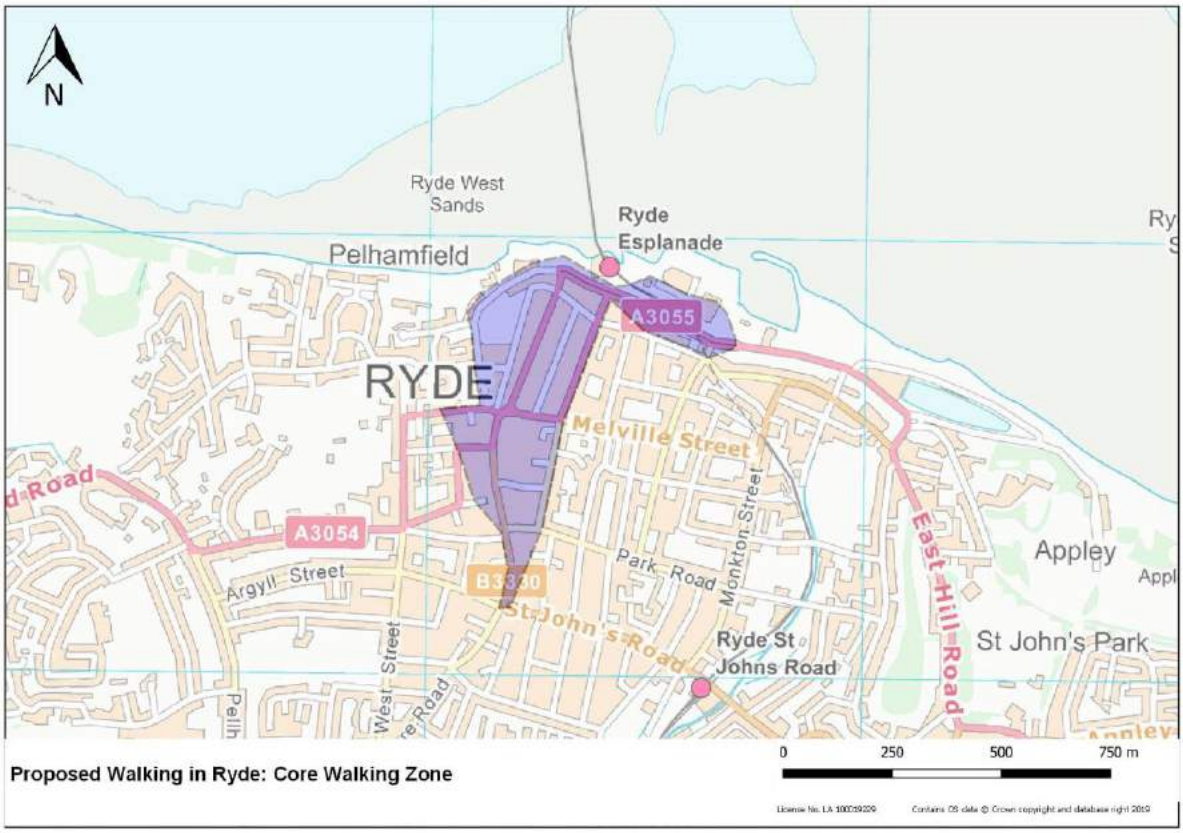
| | | | | | |
|---|---|---|---|---|---|
| | Junction improvements | Continuous footway; improved junction geometry | Thornbrough Close | £25,000 | 5 |
| | New/modified crossing | Continuous footway | Gwydyr Close | £15,000 | 5 |
| | Footway widening | Widen footways on both sides of road to 2.0m for distance of 230m | Along Binstead Rd between Queens Rd and Ryde House Drive | £87,000 | 5 |
| | Footway widening | Seek to adopt land next to Treefields in order to relocate bus shelter further from carriageway and create more footway space for peds. | Bus stop just east of Ryde House Drive on north side of Binstead Rd | £5,000 | 3 |

# Ryde Central Walking Zone (CWZ)

**Description**

This area encompasses the main town centre retail area, cinema, library, public transport interchange (bus, train, ferries) and town centre car parks. Recommendations for improvements to streets in the CWZ includes footway widening, removal of through traffic in some streets, use of continuous footway in numerous locations to provide pedestrian priority at minor junctions and new formal crossings. Improvements to the pedestrian zone around the High Street are recommended, as is a comprehensive approach to improving Union Street to make it a more attractive place to spend time and reduce the dominance of parked cars on the historic streetscape.

**CWZ Map**



Proposed Walking in Ryde: Core Walking Zone

**Infrastructure Improvements**

**CWZ: St Thomas St (N to S)**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Speed limit change | Introduction of 20mph speed limit throughout central walking zone | Whole of CWZ | £50,000 | 3 |
| 2 | Streetscape improvement scheme | Comprehensive redevelopment of Esplanade/A3055 road between junction of Union St and St Thomas St and the Dover St roundabout. See Appendix A for details. | Esplanade/A3055 road between junction of Union St and St Thomas St and the Dover St roundabout. | £2,000,000 | 2 |
| 3 | New/modified crossing | Continuous footway | St Thomas St (north) car park | £15,000 | 5 |
| 4 | New/modified crossing | Continuous footway | Slipway | £15,000 | 5 |

| | | | | | |
|---|---|---|---|---|---|
| 5 | Junction improvements | Continuous footway; improved junction geometry | St Thomas St (south) car park | £25,000 | 5 |
| 6 | New/modified crossing | Continuous footway | Buckingham Rd | £15,000 | 5 |
| 7 | Footway widening | Narrow sections of footway but carriageway width does not allow for widening so implement localised widening of footways to act as "passing places" for pedestrians and to function as traffic calming. Propose 2 such measures on this stretch of road. | Along Thomas St from junction with Union St to junction of Spencer Rd | £10,000 | 5 |
| 8 | Traffic parking management | Point closure | Halfway along southern half of St Thomas St between Yelf's Rd and Lind St | £12,000 | 3 |
| 9 | Footway widening | Widen footways on both sides of road to 2.0m for distance of 100m; level the footways which currently exhibit very bad crossfall. | Along southern half of St Thomas St between Yelf's Rd and Lind St | £38,000 | 5 |

**CWZ: Church Lane**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Shared space scheme | Implement shared space scheme; prohibit motor vehicles except for access. Distance of 350m. | Church Lane | £50,000 | 3 |

**CWZ: Union St (N to S)**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Footway widening | Widen footways on both sides of road to 3.5m for distance of 325m | Whole length of Union St | £124,000 | 5 |
| 2 | Streetscape improvement scheme | Comprehensive streetscape improvement scheme to include some or all of following: footway widening (see above) and build outs in areas vacated by removal of some parking provision; opportunity for pavement seating/tables; planting; pocket parks; relocation of cycle parking and other street furniture onto built out areas. | Whole length of Union St | £500,000 | 3 |
| 3 | Footway widening | In addition to the above, additional widening of footway at bus stop to allow disembarkation of bus passengers without disrupting general ped movements. | Southern end of Union St, next to Wetherspoons | £4,000 | 5 |
| 4 | New/modified crossing | New zebra crossing | Just north of Church Lane on Union St | £35,000 | 5 |
| 5 | New/modified crossing | Installation of zebra crossing at current uncontrolled crossing point | Midway along Union St | £35,000 | 5 |

| | | | | | |
|---|---|---|---|---|---|
| 6 | New/modified crossing | 2 x uncontrolled crossing points | Between proposed new zebra crossings | £4,000 | 5 |
| 7 | New/modified crossing | Install wide raised tables at each of the three existing zebra crossing points (retain zebras); enlarge central island to create increased movement space and relocate some street furniture away from desire lines | Junction of Union St/Cross St | £60,000 | 5 |

**CWZ: High St (N to S)**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Streetscape improvement scheme | Improve entrance to High St from south by rationalising street furniture; repaving to show clear ped primacy; create sense of welcome with enhanced planting; traffic calming to slow permitted vehicles. | Southern entrance to High St | £20,000 | 5 |
| 2 | Streetscape improvement scheme | Create consistent street surfacing to emphasise pedestrian zone; upgrade seating and street furniture; add planting and pocket park-style features; enhance cycle parking. | High St from southern enrance to Star St | £150,000 | 5 |
| 3 | Junction improvements | Widen footways on both sides to min 2.5m; install raised table junction; create sense of ped priority and need for vehicles to drive very slowly (eg 5mph) through the 90 degree turn. | High St/Star St junction as far as Newport St | £50,000 | 5 |
| 4 | New/modified crossing | Continuous footway | Newport St | £15,000 | 5 |
| 5 | Streetscape improvement scheme | Reduce on street parking, create intermittent sections of street with no on street parking and substantially widen footways in gaps between parking to create movement and dwelling space for pedestrians, seating areas, planting. | High St from Newport St to just south of St Mary's Catholic Church. | £150,000 | 3 |
| 6 | Footway widening | Widen footways for 40m section and reduce carriageway to one lane. | 40m north from St John's Rd junction. | £15,000 | 5 |

**CWZ: Castle St and Union Rd**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Shared space scheme | Implement shared space schemes on both roads. | Castle St and Union Rd | £12,000 | 5 |

**CWZ: George St (N to S)**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| 1 | Footway widening | Widen footways on both sides to min 2.5m along 60m length. | On George St between Esplanade and Castle St | £23,000 | 5 |
| 2 | Footway widening | Short section of build out on both sides of road just to south of Castle St. | On George St just to south of Castle St. | £10,000 | 5 |
| 3 | New/modified crossing | 2 x uncontrolled crossings | On George St, north and south of Castle St junction | £4,000 | 5 |
| 4 | Footway widening | Widen footways on one side of road to compensate for echelon parking overhang. For length of 130m. | On western side of George St where echelon parking is present | £25,000 | 5 |
| 5 | New/modified crossing | Uncontrolled crossing on a build out | Midway between Castle St and Melville St | £2,000 | 5 |
| 6 | Footway widening | Extend existing build out to include area currently shown as hatched on road. | Just north of junction with Cross St, west side of George St. | £7,500 | 5 |
| 7 | Street furniture changes | Relocate traffic sign from footway onto build out. | Just north of junction with Cross St, west side of George St. | £2,000 | 5 |
| 8 | New/modified crossing | Uncontrolled crossing | Melville St | £2,000 | 5 |
| 9 | New/modified crossing | Uncontrolled crossing on a build out (on both sides of road) | On George St, just to south of junction with Melville St/Cross St | £12,000 | 5 |
| 10 | New/modified crossing | Continuous footway | St George's Close | £15,000 | 5 |
| 11 | New/modified crossing | Raised table crossing | Entrance to Co-op car park | £15,000 | 5 |
| 12 | Footway widening | Extend build out and relocate bus shelter onto enlarged build out | Outside Ryde Library, east side of George St | £10,000 | 5 |
| 13 | Street furniture changes | Relocate bus shelter further back from carriageway onto cinema land (necessitates land acquisition) | Opposite Ryde Library, west side of George St | £5,000 | 1 |
| 14 | Footway widening | Widen footways to 4.0m on both sides of the road at approach to junction (to slow traffic speeds and reduce ped crossing distance). Length of 20m. | Final 20m stretch of George St at southern end. | £15,000 | 5 |

**CWZ: Star St**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Footway widening | Widen footways to minimum of 2.0m on one side of the road. Length of 70m. | North side of Star St between George St and High St | £13,500 | 5 |

**CWZ: Anglesey St**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Shared space scheme | Extend existing shared space scheme | Eastern section of Anglesey St | £30,000 | 5 |

**CWZ: Cross St**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Footway widening | Widen footways to 2.5m on both sides of the road. Length of 100m. Remove on street parking (loss of approx 6 spaces). | Whole length of Cross St | £38,000 | 4 |

CWZ: Lind St (W to E)

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Traffic parking management | Remove on street parking (loss of 4 spaces) | On south side of Lind St, just to west of Lind Hill (access road to Travelodge) | £2,000 | 4 |
| 2 | New/modified crossing | Built out crossing | Across Lind St just to the west of St James St | £5,000 | 5 |
| 3 | New/modified crossing | Built out crossing | Across St James St | £5,000 | 5 |
| 4 | New/modified crossing | Continuous footway | Across Lind Hill (access road to Travelodge) | £15,000 | 5 |
| 5 | New/modified crossing | Continuous footway | Across St Thomas St | £15,000 | 5 |
| 6 | New/modified crossing | Continuous footway | Across Church Lane | £15,000 | 5 |

**CWZ: Garfield St**

| | Type | Description | Location | Indicative cost | Deliverability |
|---|---|---|---|---|---|
| 1 | Footway widening | Build out around corner | Corner of Garfield Rd and Victoria St | £5,000 | 5 |
| 2 | New/modified crossing | Uncontrolled crossing x 3 on three arms of junction | Across Garfield Rd (x2) and Victoria St | £6,000 | 5 |
| 3 | Traffic parking management | Remove small number of parking spaces that reduce crossing visibility | Garfield Rd (near junction with Victoria St) | £2,000 | 4 |

APPENDIX F

Network Cost Estimates

# Local cycling and walking infrastructure plan

## Isle of Wight (Newport and Ryde) 2020-2030

**Cost Estimates for Cycling Interventions**

In developing the cost estimates for each route the following assumptions have been made:

Recommendations are based on a high-level audit of streets rather than detailed surveys. Recommendations have only been included where they appear to be deliverable but there may be issues beyond the scope of the audit which would restrict deliverability.

Recommendations are relatively general, more specific scheme details will require more detailed survey and design work.

1. In many situations there are multiple options for delivery, and the specific recommendations are based on the professional opinion of the audit team based on the information available to them and primarily considering benefit for people walking and cycling, rather than issues like impact on traffic flow.

2. In all assessments maintenance issues (including poor surface quality) that will be attended to during the core improvement period of the highways PFI have been ignored for scoring purposes and recommendations for remedial action.

3. Traffic flows and speeds are estimated except where survey data was provided.

4. All new/improved routes for walking or cycling are assumed to be provided with a bituminous surface or similar to provide a smooth, comfortable surface for walking/cycling. Cycle tracks and shared use paths are assumed to be machine-laid.

5. It is assumed that all schemes will be designed to a high standard, using modern design principles that provide high-quality walking and cycling environments. This is likely to require a change in approach from recently delivered walking and cycling infrastructure projects on the Isle of Wight.

6. All cycle routes will require signage. This is not explicitly addressed within individual schemes but would need to be of a high quality and employ a consistent approach across the network.

7. Some schemes for walking and cycling may not be compatible with one another. Where possible we have sought to ensure compatibility but, in some situations, the ideal walking and cycling schemes require the same space. If both walking and cycling schemes were to be advanced in these locations, it may be necessary to identify an alternative approach which addresses both but with some compromises.

8. In a few situations combined projects for walking and cycling have been identified and these are appropriately cross referenced between the walking and cycling schedules. Generally stand-alone walking and cycling schemes have been shown.

9. 2m has been used as the minimum desirable width for new footways, but where widths are already 1.8m (a previously applied standard) it is anticipated footways would not be widened to 2m unless wider changes are required.

10. 3m as the minimum desirable width for new cycleways, but where widths are already 2.5m it is anticipated routes would not normally be widened, though as the network develops and demand grows this may become necessary in some cases.

11. All section lengths specified are approximate.

12. Some sub-standard sections (particularly in terms of width) may be necessary on pragmatic grounds but this should always be seen as a last resort to complete a section of route.

13. When assessing scores for the cycling Route Selection Tool post-improvement scores assume all parts of the proposed network have been completed.

14. Estimated volumes of users are based on very limited data availability and should be treated with extreme caution.

15. Where two routes share a junction, recommendations for that junction are only listed under one route

## Cost Estimates for Walking Interventions

Cost estimates for the above proposed walking routes are shown in Appendix C and D.

In developing the cost estimated the following assumptions have been assumed.

1. In general, there is a need for better visual identification of cycle tracks through use of coloured surfacing, road markings etc. rather than large amounts of additional signage. Routes should be legible and easily identifiable. Dutch practice gives good examples of this, where cycle track designs are obvious (usually surfaced in red tarmac and distinctly marked) and signage plays a secondary role.
2. It is anticipated that as part of all schemes that street furniture would be assessed and rationalised, with consolidation of street furniture, removal of unnecessary items and relocation of items which cause an impediment to pedestrians.
3. It is anticipated that as part of all schemes any incorrect tactile paving will be re-laid correctly and any poorly dropped kerbs will be replaced with fully flush kerbs.
4. In many locations on-street parking is located too close to junctions and crossings, impeding visibility. Some of the worst cases have been identified within specific schemes but as a general principle greater distances between crossings and legal parking should be improved.
5. While the focus of the commission as on walking and cycling routes, it is also important to consider the importance of creating low-traffic neighbourhoods. Here an area wide treatment needs to be used, possibly alongside route-based treatments along main roads bordering the neighbourhood or "cell". This approach can humanise local neighbourhoods but also provide key connectivity to, from and between main routes.
6. Wider traffic management is needed in some areas; this is beyond the scope of this commission, which only highlights some relatively minor traffic management issues with limited knock-on effects. However, the ability to change traffic flows, introduce restrictions on HGVs in some areas and manage parking controls more holistically would unblock further improvements.
7. Controlled crossing where observed to be almost universally provided to the minimum width, many would be improved by providing wider crossings. 2.4m shouldn't be seen as a standard, but as a minimum. Specific cases where a large improvement would be made by widening crossings are highlighted in individual schemes but there are few cases where wider crossings would not bring benefit to pedestrians.
8. There is a need for clear quality and designs standards to create a high-quality environment for walking and cycling. These standards should be applied across all street improvement schemes. Examples include keeping footways level rather than allowing vehicle crossovers and similar to continually disrupt levels, parking meters should not be located on footways, street furniture should generally be located to the rear of the footway, and signage attached to buildings where possible and street furniture, signage etc should be consolidated. Quality standards should also be embedded in the planning systems to ensure new developments meet the highest standards, possibly through creation of Supplementary Planning Guidance on Active Travel infrastructure provision.

APPENDIX G

Cycle Network Action Plan

# Local cycling and walking infrastructure plan

## Isle of Wight (Newport and Ryde) 2020-2030

# Cycling Network Action Plan

# Newport

| | Scheme Type | Description: **NC1 Mews Lane to Newport Quay** | Location | Timetable |
|---|---|---|---|---|
| 1 | Improvement of existing shared-use track | 510m of new 3m wide, 2-way cycle track along old railway line route. Addition of lighting. | Mews Lane to Halberry Lane | 1-3 years |
| 2 | New cycle track | 50m of 2.5m wide shared use route linking Fairlee Rd with old railway line route almost opposite Medina College entrance | Fairlee Rd/Medina College access road | 1-3 years |
| 3 | New cycle crossing | Toucan crossing across Fairlee Rd linking the spur from the old railway line route with Medina College and leisure centre. | Fairlee Rd/Medina College access road | 1-3 years |
| 4 | New cycle crossing | Raised table, uncontrolled crossing at junction of Halberry Lane. | Halberry Lane /old railway line jct | 1-3 years |
| 5 | New cycle track | Removal of barriers at both ends of track and drop kerbs at either end of lane that is already 3m wide but currently peds only | Between Cooper rd and Halberry Lane. | 1-3 years |
| 6 | On road improvements | 185m of Quietway treatment. Creation of seemless links to other portions of route | Length of Gordon Rd between Halberry Lane and old railway line route | 1-3 years |
| 7 | Improvement of existing shared-use track | 580m of new 3m wide, 2 way cycle track along old railway line route. Addition of lighting. | From junction of Halberry Lane /old railway line to St Paul's View Rd | 1-3 years |
| 8 | Improvement of existing shared-use track | Re-grading of slope and re-aligment of track on the approach to the old railway tunnel in order to reduce cyclists' speed and potential for pedestrian conflict | Slope down to old railway tunnel when approaching from east | 1-3 years |
| 9 | Improvement of existing shared-use track | Removal of chicane barrier at entrance to tunnel | Old railway tunnel | 1-3 years |
| 10 | Improvement of existing shared-use track | Upgrade lighting in the tunnel | Old railway tunnel | 1-3 years |
| 11 | Improvement of existing shared-use track | 100m of new 3m wide, 2 way cycle track. Creation of seemless link to next portion of route. | West end of railway tunnel to Riverside Centre car park | 1-3 years |
| 12 | On road improvements | 100m of Quietway treatment. Creation of seemless links to other portions of route | Riverside Centre car park to the quayside. | 1-3 years |

| | Scheme Type | Description: **NC2: Pan to Furrlongs** | Location | Timetable |
|---|---|---|---|---|
| 1 | New cycle track | 160m of new 3m wide, 2 way cycle track. Creation of seemless link to next portion of route. | West side of Isobel Park linking with Garden Way | 3-6 years |
| 2 | On road improvements | 210m of Quietway treatment. Creation of seemless links to other portions of route | Garden Way to Pan Lane | 3-6 years |
| 3 | New cycle track | 50m of new 3m wide, 2 way cycle track. Creation of seemless link to next portion of route. | Between Garden Way and new housing development off Godric Road | 3-6 years |
| 4 | New cycle track | 440m of new 3m wide, 2 way cycle track using highway verge. Creation of seemless link to next portion of route. | From Pan Lane, using highway verge alongside Homemeade to Furrlongs and then down to St George's Way A3020. | 3-6 years |
| 5 | Junction improvement | Remodelling of junction to give priority to people cycling and walking | Jct of Furrlongs and St George's Way | 3-6 years |
| 6 | On road improvements | 75m of Quietway treatment. Creation of seemless links to other portions of route | Jct of Furrlongs and St George's Way to the jct of NC3 (aka NCN23) | 3-6 years |

| | Scheme Type | Description: **NC3: Shide to Stag Lane** | Location | Deliverability |
|---|---|---|---|---|
| 1 | New cycle crossing | Install parallel zebra crossing across Shide Rd | Shide Rd and NCN23 | 1-3 years |
| 2 | Improvement of existing shared-use track | Removal of bollards at entrance to Shide Path. Drop kerb installed. | Shide Path/Shide Lane jct. | 1-3 years |
| 3 | Improvement of existing shared-use track | Removal of staggered barriers on Shide Path. | Shide Path | 1-3 years |
| 4 | New cycle bridge | Installation of 3m wide bridge to replace the existing 1.5m wide bridge | Where NCN23 crosses River Medina in Shide | 1-3 years |
| 5 | Improvement of existing shared-use track | Removal of guard railing where NCN23 meets St George's Way opposite Newport Football Club. | Where NCN23 meets St George's Way opposite Newport Football Club. | 1-3 years |

| | | | | |
|---|---|---|---|---|
| 6 | New cycle bridge | Installation of 3m wide bridge to replace the existing narrow bridge. | Where NCN23 crosses Pan Stream | 1-3 years |
| 7 | New cycle track | 50m of new 3m wide, 2 way cycle track creating a link from NCN23 to St George's Approach up the embankment. | Jct NCN23 and St George's Approach | 1-3 years |
| 8 | Improvement of existing shared-use track | New cantilevered cycle track decking under bridge to provide 3m width | Under bridge at St George's Approach | 1-3 years |
| 9 | Improvement of existing shared-use track | Installation of flush kerb for cyclists and peds and improved shared use signage | At jct of NCN23 and Matalan access road | 1-3 years |
| 10 | New cycle track | 50m of new 3m wide, 2 way cycle track using verge alongside Matalan access road and ending just barriers the barriers that crosses the access road. | Matalan access road | 1-3 years |
| 11 | On road improvements | 190m of Quietway treatment along Matalan access road and then final stretch of Furrlongs leading to East Street, B3323, creation of seemless links to other portions of route | Matalan access road, Furrongs | 1-3 years |
| 12 | On road improvements | Creation of raised table mini roundabout junction to slow traffic and increase cycle safety. | Jct of East St and Furrlongs | 1-3 years |
| 13 | New cycle track | 65m of new 3m wide, 2 way cycle track using edge of development site between East St and Pyle St. | Between Furrlongs and Pyle Street alongside East St. | 1-3 years |
| 14 | New cycle crossing | Install parallel zebra crossing across Pyle Street | Pyle St jct with East St | 1-3 years |
| 15 | Adjustment to existing controlled crossing | Re-work the the controlled crossing across High St so that cyclists and peds get a green when High Street traffic is held. | High St/Coppins Bridge jct | 1-3 years |
| 16 | On road improvements | 210m of Quietway treatment, creation of seemless links to other portions of route | From junction of Sea St/High St along to jct of Sea St/Little London | 1-3 years |
| 17 | On road improvements | Remove redundant barrier apparatus in middle of road on entrance to County Hall car parking area on Sea St. | Sea St | 1-3 years |

| | | | | |
|---|---|---|---|---|
| 18 | Conversion of carriageway to cycle track | Prohibit motorised traffic along Little London from the Bargeman's Rest to Sea St. Install a turning head at south end of Bargemen's Rest, with filtered permeability towards Sea St. Create 115m of 4m, 2 way cycle track along the part of Little London no longer open to traffic. | Little London | 1-3 years |
| 19 | On road improvements | 470m of Quietway treatment, creation of seemless links to other portions of route | Along Little London from Bargeman's Rest to Blackhouse Quay/start of footpath N29 | 1-3 years |
| 20 | Junction improvement | Re-work geometry of junction between Hurstake Rd and Little London to reduce vehicle speeds. Change priority so that users of the cycle route have priority over those travelling along Hurstake Rd. | Jct Hurstake Rd/Little London | 1-3 years |
| 21 | Improvement of existing shared-use track | Removal of chicane barriers. | Junction of cycle track and Blackhouse Quay. | 1-3 years |
| 22 | Improvement of existing shared-use track | Replace bollards with single bollard inset into track (away from turning point) | Cycle track junction with Riverway. | 1-3 years |
| 23 | Improvement of existing shared-use track | Improved identification of cycle route status especially across car park entrance. Parking controls to stop parking on track. | Cycle track next to Riverside Park car park. | 1-3 years |
| 24 | Improvement of existing shared-use track | Rearrange gated access to cycle track to provide cycle gaps of minimum 1.5m | Start of former railway line track | 1-3 years |
| 25 | Improvement of existing shared-use track | Widen 250m long narrow concrete sections to minimum 2.5m | Between Riverway and Dodnor Lane. | 1-3 years |
| 26 | Improvement of existing shared-use track | Raise ground height either side of cycle track level with track. | Between Riverway and Dodnor Lane. | 1-3 years |
| 27 | Junction improvement | Remove barriers, parking controls to stop parking on track/junction, priority for cycle track across junction, traffic calming on approach. | Cycletrack junction with Dodnor Lane | 1-3 years |
| 28 | Improvement of existing shared-use track | Replace bollards on bridge with single bollard either end, create smooth transition between bridge deck and track. | Ddonor Creek bridge | 1-3 years |

| | | | | |
|---|---|---|---|---|
| 29 | Junction improvement | Reduce offset to create smooth curves to crossing point, revert to cycle track priority over minor road. Remove all bollards. | Cycltrack junction with Stag Lane | 1-3 years |
| 30 | Lighting improvement | Add lighting to all unlit sections of route | Whole route | 1-3 years |

| | **Scheme Type** | **Description: NC4: Church Litten to Town Centre** | **Location** | **Deliverability** |
|---|---|---|---|---|
| 1 | On road improvements | 95m of Quietway treatment, creation of seemless links to other portions of route | York Rd | 3-6 years |
| 2 | Junction improvement | Remodelling of junction to give priority to people cycling and walking | Jct York Rd and Medina Ave | 3-6 years |
| 3 | New cycle track | 260m of new 3m wide, 2 way cycle track using combination of footway and carriageway on west side of Church Litten (road). | Church Litten | 3-6 years |
| 4 | Junction improvement | Remodelling of junction to give priority to people cycling and walking. | Jct of Church Litten/ South Street/Town Lane | 3-6 years |
| 5 | New cycle track | 80m of contraflow, 1 way cycle cycle track (1.5m wide) | Along whole length of Town Lane | 3-6 years |
| 6 | On road improvements | 240m of Quietway treatment, creation of seemless links to other portions of route | Pyle St from Town Lane to Coppins Bridge junction | 3-6 years |

| | Scheme Type | Description: **NC5 Gunville to Town Centre** | Location | Deliverability |
|---|---|---|---|---|
| 1 | On road improvements | 650m of Quietway treatment, creation of seemless links to other portions of route | Starting at jct of Gunville Rd with Taylor Rd, running along Taylor Rd, Fieldfare Rd until junction with Purdy Rd | 1-3 years |
| 2 | New cycle track | 240m of new 3m wide, 2 way cycle track running along northern edge of school playing field/grounds | Christ the King school playing fields and grounds, from Purdy Rd to Wellington Rd | 1-3 years |
| 3 | New cycle crossing | Replace existing zebra crossing with a parallel zebra crossing | In front of Christ the King school on Wellington Rd | 1-3 years |
| 4 | New cycle track | 465m of new 3m wide, 2 way cycle track using combination of existing verge, footway and carriageway. | From Carisbrooke School entrance to footpath N58 near eastern end of Wellington Rd | 1-3 years |
| 5 | New cycle track | 650m of new 3m wide, 2 way cycle track running through playing fields and agreed access through primary school. | Through Vectis Playing Fields and Victoria Recreation Ground and along edge of Newport Primary School land. | 1-3 years |
| 6 | New cycle crossing | Install parallel zebra crossing where cycle track crosses Snowberry Lane | Jct of Snowberry Rd and shared use track | 1-3 years |
| 7 | Improvement of existing shared-use track | Remove bollards | Jct of shared use track with Petticoat Lane | 1-3 years |
| 8 | Improvement of existing shared-use track | Improved route identity treatment on non-trafficked section for 100m. | Where shared use track approaches Foxes Rd at the back of Sainsbury's | 1-3 years |
| 9 | On road improvements | 165m of Quietway treatment, creation of seemless links to other portions of route | From Foxes Rd (back of Sainsbury's) to Mill Street, along Mill St to Crocker St | 1-3 years |
| 10 | New cycle track | 390m of 1.5m contraflow cycle lane with light segregation | Whole length of Crocker St, from Mill St to Holyrood St | 1-3 years |
| 11 | Junction improvement | Raised table junction and re-work geometry to slow traffic | Jct of Crocker St and St James St | 1-3 years |
| 12 | On road improvements | 115m of Quietway treatment, creation of seemless links to other portions of route | Short section of Holyrood St and then western section of Sea St to junction with Little London | 1-3 years |

| | Scheme Type | Description: **NC6 Mountbatten Drive to Petticoat Lane** | Location | Deliverability |
|---|---|---|---|---|
| 1 | Improvement of existing shared-use track | Widening of 130m narrow sections of shared/partially segregated tracks, improved identification of cycle route status. | Mountbatten Drive to Sylvan Drive | 1-3 years |
| 2 | New cycle crossing | Install parallel zebra crossing where cycle track crosses Sylvan Drive | Sylvan Drive | 1-3 years |
| 3 | Improvement of existing shared-use track | Re-lay shared use track to ensure it remains level, with drive crossover level changes within buffer zone between track and carriageway. Distance of 220m. Continuous footway/cycleway across Juniper Close. | From Sylvan Drive crossing to St Augustines Road | 1-3 years |
| 4 | New cycle track | 200m of new 3m wide, 2 way cycle track joining existing cycle track that runs next to Sylvan Drive with Petticoat Lane. Installation of lighting. | St Augustines Road - Petticoat Lane - Sylvan Drive | 1-3 years |
| 5 | New cycle crossing | Install parallel zebra crossing where cycle track crosses Sylvan Drive | Crossing of Petticoat Lane and Sylvan Drive | 1-3 years |
| 6 | Improvement of existing shared-use track | Improved route identity treatment on non-trafficked section for 175m. Install lighting | From crossing of Petticoat Lane and Sylvan Drive to junction with NC5. | 1-3 years |

| | Scheme Type | Description: **NC7: Parkhurst to Town Centre** | Location | Deliverability |
|---|---|---|---|---|
| 1 | New cycle track | 710m of new 3m wide, 2 way cycle track running along east side of Medina Way in front of hospital and using existing verge. 2 new raised table crossings across access roads to St Mary's Hospital. | From Hewitt Crescent to jct with Dodnor Lane | 6 -10 years |
| 2 | New cycle crossing | Install parallel zebra crossing where cycle track crosses Dodnor Lane between St Mary's roundabout and B&Q roundabout. Note: planned junction changes may mean an alternative crossing type is more appropriate. | Dodnor Lane between St Mary's roundabout and B&Q roundabout | 6 -10 years |
| 3 | New cycle track | 880m of new 3m wide, 2 way cycle track running along east side of the dual carriageway (Medina Way) using existing verge and incorporating new bridge over Riverway and signal crossing of Medina Way slip road. | From Dodnor Lane to Little London | 6 -10 years |

| | Scheme Type | Description: **NC8: Dodnor Lane (North to South)** | Location | Deliverability |
|---|---|---|---|---|
| 1 | On road improvements | 670m of cycle and pedestrian priority treatment on lightly trafficked lane. Reduction of speed limit to 20mph. High visual priority for cycling and pedestrians. Addition of street lighting. | From jct of Dodnor Lane and NCN23 to rear entrance to Seven Acres unit at St Mary's Hospital. | 6 -10 years |
| 2 | New cycle track | 575m of new 3m wide, 2 way cycle track with street lighting running along west side of Dodnor Lane and using hospital land. | From rear entrance to Seven Acres unit at St Mary's Hospital to B&Q roundabout. | 6 -10 years |

| | Scheme Type | Description: **NC9: Medina College/Leisure Centre to town centre** | Location | Deliverability |
|---|---|---|---|---|
| 1 | New cycle track | 60m of new 3m wide, 2 way cycle track | From Fairlee Rd to the access road to Medina College across area of verge to the north of Medina College entry road | 1-3 years |
| 2 | On road improvements | Installation of 80m of 1.5m contraflow cycle track along Medina College access road | Medina College access road | 1-3 years |
| 3 | Junction improvement | Create greater sense of priority for cycling and install traffic calming | At jct of Medina Leisure Centre car park egress road and cycle track (outside Medina Theatre entrance) | 1-3 years |
| 4 | Improvement of existing shared-use track | Widen to 3m and re-surface 720m of existing shared use track from Medina Theatre to Seaclose access road (running alongside Seaclose playing fields), addition of lighting. | Medina Theatre to Seaclose | 1-3 years |
| 5 | Junction improvement | Install parallel zebra crossing where cycle track crosses Seaclose access road. | Jct of Seaclose access road and cycle track | 1-3 years |
| 6 | New cycle track | 180m of new 3m wide, 2 way cycle track using space on playing fields and running parallel to footpath N120, addition of lighting. | On playing fields between Seaclose access road and Newport quay. | 1-3 years |
| 7 | On road improvements | 400m of Quietway treatment, creation of seamless links to other portions of route | Quayside to Sea Street junction | 1-3 years |

| | Scheme Type | Description: **NC10: Cross Medina Route** | Location | Deliverability |
|---|---|---|---|---|
| 1 | New cycle track | 25m of 3m, 2 way cycle track joining old railway line route (NC1) with Fairlee Rd at the junction of Fairlee Rd and Seaclose. | Along urban footpath that runs down the south side of Exotic Pets shop. | 1-3 years |
| 2 | Junction improvement | Remodelling of junction to give priority to people cycling and walking. | Fairlee Rd/Seaclose access road junction | 1-3 years |
| 3 | New cycle track | 330m of new 3m wide, 2 way cycle track running parallel to Seaclose access road | Seaclose | 1-3 years |
| 4 | New cycle bridge | Cycle and pedestrian bridge spanning River Medina for approx 200m from Seaclose to Blackhouse Quay | Seaclose to Blackhouse Quay | 1-3 years |
| 5 | Improvement of existing shared-use track | 60m of new 3m wide, 2 way cycle track creating a spur linking into Riverway Ind Est. | Along public footpath N29 from Riverway to Blackhouse Quay | 1-3 years |

# Cycling Network Action Plan

# Ryde

| | Type | Description: **RC1: Tesco to Esplanade** | Location | Deliverability |
|---|---|---|---|---|
| 1 | New cycle track | 640m 3m wide 2 way cycle track along west side of Brading Rd. | Tesco to Westridge Cross | 1 |
| 2 | Junction improvement | Remodelling of junction to give prioirity to people cycling and walking | Westridge Cross | 1 |
| 3 | New shared-use track | 900m 2.5-3 wide shared-use cycle track along west side of Marlborough Rd. | Westridge Cross to Appley Rd | 3 |
| 4 | Junction improvement | Remodelling of junction to give priority to people cycling | Appley Rd mini-roundabout | 3 |
| 5 | Improvement of existing shared-use track | Removal of two barriers. 575m of street-lighting. Quietway treatment. | Appley Rd to Esplanade | 5 |
| 6 | New cycle route junction | New transition to Esplanade cycle route | Esplanade | 5 |

| | Type | Description: **RC2: Appley Road** | Location | Deliverability |
|---|---|---|---|---|
| 1 | New cycle track | 270m 2.5-3 wide shared-use cycle track on north side of Appley Rd | Puckpool Hill to Seldon Ave | 3 |
| 2 | On road improvements | 250m of Quietway treatment, creation of seemless links to other portions of route | Seldon Ave | 5 |
| 3 | New cycle track | 70m 2.5-3 wide shared-use cycle track on north side of Appley Rd | Alongside Appley Rd | 3 |

| | Type | Description **RC3: Puckpool to Ryde Interchange** | Location | Deliverability |
|---|---|---|---|---|
| 1 | New cycle track | 500m 3m wide 2 way cycle track on route of existing lower gravel path on northern side of Puckpool Park. | Through Puckpool Park from the Boathouse at bottom of Puckpool Hill to Dell Café on Appley Walk. | 4 |
| 2 | Improvement of existing shared-use track | Resurfacing of existing shared use route that runs next to beach for 840m. Widening where possible. Creation of seemless links to other portions of route. | From the Dell Café to Ryde Lifeboat | 5 |
| 3 | Improvement of existing shared-use track | Removal of barriers (gate) across route. | Jct of Garden Walk and Appley Walk | 5 |
| 4 | Improvement of existing shared-use track | Improved route identity treatment on non-trafficked section for 650m. Along shared use route by beach/boating lake. | Ryde Lifeboat to western end of North Walk/junction with A3055 | 5 |
| 5 | Improvement of existing shared-use track | Relocate poorly positioned street furniture (eg benches and shelter) to create clearer pathway | Various locations between Ryde Lifeboat to western end of North Walk/junction with A3055 | 5 |
| 6 | New cycle track | 540m of 3m wide 2 way cycle track using space from current carriageway on northern side of A3055. | North Walk/junction with A3055 along to bridge over railway to Hovertravel | 4 |
| 7 | New cycle track | Re-engineering of existing carriageway, taxi rank and bus station accesses to create a 175m long, 3m wide east-west cycle track to join with RC6 | From bridge over railway to Hovertravel through to Western Gardens | 2 |

| | Type | Description **RC4: Smallbrook Lane to Esplanade** | Location | Deliverability |
|---|---|---|---|---|
| 1 | New cycle track | Construction of 900m of 3m wide, 2 way cycle track constructed over existing bridleway and permissive path that runs to the east side of the railway line. Addition of street lighting. | From Smallbrook Lane (next to railway bridge) to the Oakvale Estate | 4 |
| 2 | New cycle bridge | New 3m wide bridge to replace existing narrow footbridge at southern entrance to Oakvale Estate | Southern entrance to Oakvale Estate | 3 |
| 3 | On road improvements | 160m of Quietway treatment, creation of seemless links to other portions of route | Through Oakvale Estate | 3 |
| 4 | New cycle ramp | Creation of a cycleable ramp linking Oakvale Est with Meaders Rd | Northern end of Oakvale Estate | 3 |
| 5 | On road improvements | 150m of quietway along the length of Meaders Rd, identification of cycle route status, creation of seamless links to other portions of route | Meaders Rd | 5 |
| 6 | On road improvements | Carriageway improvements to calm traffic, highlight cycle route and improve cycle safety on short 40m main road section. | Linking Meaders Rd to St John's Wood Rd | 5 |
| 7 | On road improvements | 320m of quietway along the length of St John's Wood Rd, identification of cycle route status, creation of seemless links to other portions of route | St John's Wood Rd | 5 |
| 8 | New cycle track | 130m of new 3m wide, 2 way cycle track using some of the land that is currently occupied by the BT depot between Park Rd and Rink Rd | BT depot between Park Rd and Rink Rd | 1 |
| 9 | New cycle track | For 275m, widen existing 1.8m concrete path to create a 3m wide, 2 way cycle track. Creation of seemless links to other portions of route | Through Simeon Park (south to north) to link with Simeon Street | 5 |
| 10 | On road improvements | 190m of Quietway treatment along Simeon Street and then Cornwall Street, creation of seemless links to other portions of route | Short section of Simeon St and then Cromwell St to junction of A3055. | 5 |
| 11 | New cycle crossing | Install parallel zebra crossing across A3055 to join with RC3 | Junction of Cromwell St and A3055 | 3 |

| | Type | Description **RC5: Great Preston Road to Ashey Road** | Location | Deliverability |
|---|---|---|---|---|
| 1 | Improvement of existing shared-use track | Widening and resurfacing of 460m of existing shared use route. Addition of street lighting. Creation of seemless links to other portions of route and spurs into surrounding industrial estate. | Great Preston Rd to cycle route RC4/adjacent to level crossing of railway | 5 |
| 2 | New cycle bridge | New 70m cycle bridge spanning the railway and enabling cycle route to continue seemlessly east-west. Bridge will also mitigate gradient issues. | At level crossing over railway | 3 |
| 3 | New cycle track | 460m of new 3m wide, 2 way cycle track along Rosemary Lane to link with new bridge and Ashey Rd | Rosemary Lane | 3 |

| | Type | Description **RC6: Binstead to Ryde Interchange** | Location | Deliverability |
|---|---|---|---|---|
| 1 | New cycle crossing | Raised table, uncontrolled crossing at junction of Hillrise Ave and bridleway to Dame Anthony's Common | Hillrise Ave and bridleway to Dame Anthony's Common | 5 |
| 2 | Improvement of existing shared-use track | Widening and resurfacing of 480m of existing shared use route. Addition of street lighting. Creation of seemless links to other portions of route. | From Hillrise Ave to Binstead Lodge Rd along existing bridleway | 5 |
| 3 | New cycle track and bridge | Creation of spur from main new cycle route onto Hamilton Rd, which entails a new 3m bridge across a stream and the widening of approx 60m of what is currently urban footpath | Hamilton Rd to bridleway | 3 |

| | | | | |
|---|---|---|---|---|
| 4 | On road improvements | Carriageway improvements to calm traffic, highlight cycle route and improve cycle safety on short 60m road section. | Binstead Lodge Rd | 5 |
| 5 | New cycle track | 180m of new 3m wide, 2 way cycle track alongside the west side of Ringwood Rd within highway verge. | Ringwood Rd | 5 |
| 6 | New cycle crossing | Parallel zebra crossing (east-west) of Ringwood Rd next to Binstead Rd junction | Ringwood Rd/Binstead Rd junction | 5 |
| 7 | New cycle track | 245m of new 3m wide, 2 way cycle track alongside the southern side of Binstead Rd A3054 using highway verge. | Ringwood Rd/Binstead Rd junction to point 70m west of Stonepitts Close | 5 |
| 8 | New cycle crossing | Toucan crossing taking cycle track users across from south side to north side of Binstead Rd A3054. | Point approx 70m west of Stonepitts Close | 4 |
| 9 | New cycle track | 180m of new 2.5-3m wide, 2 way cycle track alongside the north side of Binstead Rd A3054 using highway verge and partial realignment of carriageway. May require small land acquistion from Ryde Golf Club. | Point approx 70m west of Stonepitts Close to junction Ladies Walk/Ryde House Drive | 2 |
| 10 | Improvement of existing shared-use track | Removal of chicane barrier at access to Spencer Rd | Spencer Rd/Ryde House Drive | 4 |
| 11 | Improvement of existing shared-use track | Resurfacing of 200m of existing shared use route from start of Spencer Rd to Beech Grove junction. Currently surface is gravel and uneven concrete. | Spencer Rd to Beech Grove junction. | 4 |
| 12 | On road improvements | 1km of Quietway treatment along Spencer Rd, junction with St Thomas's St and along Yelf's Rd. | From junction of Beech Rd and Spencer Rd to junction Yelf's Rd and Church Lane. | 5 |
| 13 | On road improvements | Prohibition of motor vehicles except for access. Quietway treatment along Church Lane for 250m. | Along length of Church Lane from Yelf's Rd to junction of Union St. | 4 |
| 14 | New cycle track | 50m of new 3m wide, 2 way cycle track along eastern side of Union Street using existing, excess carriageway width. | From junction of Church Lane and Union St to bottom of Union St/jct with Esplanade. | 5 |
| 15 | New cycle crossing | Remove existing sub standard crossing that crosses Esplanade towards bus station and replace with toucan crossing that will link RC6 and RC3. | Esplanade, opposite entrance to pier. | 5 |

APPENDIX H

Walking Network Action Plan

# Local cycling and walking infrastructure plan

## Isle of Wight (Newport and Ryde) 2020-2030

# Walking Network Action Plan

# Newport

| | Type | Description **NW1: Halberry Lane to Newport Quay** | Location | Timetable |
|---|---|---|---|---|
| 1 | Footway creation | Surface current unmade shared use path to a width of 3m. Addition of lighting. Over length of 620m. | Halberry Lane to old railway tunnel, including short links to side roads | 1—3 years |
| 2 | Lighting | Improve lighting through old railway tunnel | Length of old railway tunnel | 1—3 years |
| 3 | Footway widening | Widen shared use path to 3.0m over length of 80m. | From western end of old railway tunnel to Riverside Centre car park | 1—3 years |
| 4 | Footway widening | Widen footway to 2.5m over length of 90m. | Along west side of Riverside Centre car park | 1—3 years |

| | Type | Description **NW2: Wellesley Way (Pan) to Coppins Bridge** | Location | Timetable |
|---|---|---|---|---|
| 1 | Street furniture changes | Remove guard railings and soften curves of path | Entrance to Isobel Park from Wellesley Rd | 3 -6 years |
| 2 | New/modified crossing | Uncontrolled crossing | Across Wellesley Rd to link to path into Isobel Park. | 3 -6 years |
| 3 | Lighting | Addition of street lighting over 115m | In Isobel Park. | 3 -6 years |
| 4 | Streetscape improvement scheme | Comprehensive scheme required to improve pedestrian movement and ability to follow desire lines; create increased footway space and safe crossing points; rationalise parking arrangements and street clutter. | Junction of Furrlongs and Royal Exchange by local shops/Barton Primary School | 3 -6 years |
| 5 | New/modified crossing | Uncontrolled crossing on raised table | On Royal Exchange just to west of public footpath N42 | 3 -6 years |
| 6 | Street furniture changes | Bollard removal | Next to footpath to Manor Cres/outide 65 Royal Exchange | 3 -6 years |
| 7 | Footway widening | Widen footway to 2.0m on one side of road over length of 150m | On north side of road, from 65 Royal Exchange to junction with School Lane | 3 -6 years |

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|---|---|---|---|---|
| 8 | Junction improvements | Major alterations required to this junction, to include: widening of footways and changes to geometry to improve ped crossing safety and to deflect vehicles; remove guard railing; possibly turn mini roundabout into a T junction. | Junction of Royal Exchange and School Lane | 3 -6 years |
| 9 | Street furniture changes | Remove guard railing | Barton Rd next to footpath to Highfield Rd | 3 -6 years |
| 10 | Junction improvements | Raised table crossing and improved junction geometry | Across Robin Hood St | 3 -6 years |
| 11 | New/modified crossing | Uncontrolled crossings x 2 | Across Barton Rd either side of Robin Hood St | 3 -6 years |
| 12 | Footway widening | Widen footway to 2.0m on one side of road over length of 95m | South side of Barton Rd between Robin Hood St and Beech Rd | 3 -6 years |
| 13 | Junction improvements | Continuous footway; improved junction geometry. Possibility of road realignment of main road towards the north to slow traffic and allow for footway widening. | Junction with Barton Rd and Highfield Rd | 3 -6 years |

| | **Type** | **Description** **NW3: Furrlongs to St George's Way** | **Location** | **Timetable** |
|---|---|---|---|---|
| 1 | Junction improvements | Continuous footway; improved junction geometry | Across Meadowside | 3 -6 years |
| 2 | New/modified crossing | Continuous footway | Entrance to car park/garages behind Greenways | 3 -6 years |
| 3 | New/modified crossing | Continuous footway | Entrance to car park opposite Greenways | 3 -6 years |
| 4 | Junction improvements | Continuous footway; improved junction geometry | Wallace Court | 3 -6 years |
| 5 | Junction improvements | Remove mini roundabout and replace with T junction. Install continuous footway | Manor Crescent (exit) | 3 -6 years |
| 6 | New/modified crossing | Uncontrolled crossing | On Furrlongs to north of Manor Cres | 3 -6 years |
| 7 | Junction improvements | Continuous footway; improved junction geometry | Manor Crescent (entrance) | 3 -6 years |
| 8 | New/modified crossing | Uncontrolled crossings x 2 | Across Furrlongs either side of Manor Cres (entrance) | 3 -6 years |

| | | | | |
|---|---|---|---|---|
| 9 | Street furniture changes | Remove bollards around bus stop | Both sides of Furrlongs next to Barton Primary School | 3 -6 years |
| 10 | New/modified crossing | Continuous footway | Barton School access road | 3 -6 years |
| 11 | Junction improvements | Continuous footway; improved junction geometry | Across Tinker's Hill | 3 -6 years |
| 12 | Junction improvements | Continuous footway; improved junction geometry | Across Grove Close | 3 -6 years |
| 13 | New/modified crossing | Raised table crossing | Across Pan Lane | 3 -6 years |
| 14 | Junction improvements | Continuous footway; improved junction geometry | Across Berry Close | 3 -6 years |
| 15 | Junction improvements | Continuous footway; improved junction geometry | Across Downs View Rd | 3 -6 years |
| 16 | Junction improvements | Raised table crossing; improved junction geometry | Across Robin Hood St | 3 -6 years |
| 17 | Junction improvements | Raised table crossing; improved junction geometry | Across Homemeade | 3 -6 years |
| 18 | Junction improvements | Continuous footway; improved junction geometry | Across Ash Rd | 3 -6 years |
| 19 | Junction improvements | Continuous footway; improved junction geometry | Across Pan Close | 3 -6 years |
| 20 | Junction improvements | Re-modelling of junction to create safe, comfortable and convenient pedestrian crossings. In particular ensure that peds coming from housing at south west end of Furrlongs can easily access safe crossing of St George's Way - only crossing options that currently exist lie a long way from the main junction of St George's Way and necessitate a long walk round. | Junction of Furrlongs and St George's Way | 3 -6 years |

| | Type | Description **NW4: St John's Rd to Medina Ave** | Location | Timetable |
|---|---|---|---|---|
| 1 | New/modified crossing | Raised table crossing | Over Shide Rd approach to mini roundabout | 3-6 years |
| 2 | New/modified crossing | Raised table crossing | Across St John's Rd north of mini roundabout | 3-6 years |
| 3 | Footway widening | Widen footway to 2.0m on one side of road over length of 160m. Consider levelling the raised footpath on approach to Cypress Rd. | On east side of St John's Rd, from Shide Rd to Cypress Rd | 3-6 years |
| 4 | New/modified crossing | Continuous footway | Across St John's Close | 3-6 years |
| 5 | Junction improvements | Continuous footway; improved junction geometry | Across Cypress Rd | 3-6 years |
| 6 | New/modified crossing | Uncontrolled crossing | Across St John's Rd to just north of Cypress Rd | 3-6 years |
| 7 | Junction improvements | Continuous footway; improved junction geometry | Drake Rd | 3-6 years |
| 8 | New/modified crossing | Raised table crossing | Across St John's Rd just before junction with Medina Ave | 3-6 years |
| 9 | New/modified crossing | Continuous footway | Across Terrace Rd | 3-6 years |

| | Type | Description **NW5: Carisbrooke Rd to town centre** | Location | Timetable |
|---|---|---|---|---|
| 1 | Junction improvements | Re-modelling of junction to create safe, comfortable and convenient pedestrian crossings. Suggest the following as minimum: widen footway on west side of mini roundabout over distance of approx 30m, remove parking on south east side of junction, install controlled crossing across Carisbrooke Rd to east of junction. | Carisbrooke Rd at junction with Cedars Hill | 3-6 years |
| 2 | New/modified crossing | 2 x accessible ramps installed on raised section of footpath on south side of Carisbrooke Rd between Cedars Hill and Wellington Rd to allow crossing from narrow section of footway on north side. Uncontrolled crossings at each ramp. | Carisbrooke Rd between Cedars Hill and Wellington Rd | 3-6 years |
| 3 | Junction improvements | Re-modelling of junction to create safe, comfortable and convenient pedestrian crossings. Suggest the following as minimum: tighten the geometry to prevent vehicles speeding across the mini roundabout into Wellington Rd, plus adding a zebra crossing across Wellington Rd. Also may be possible to install a "continental-style" roundabout. | Junction of Carisbrooke Rd and Wellington Rd | 3-6 years |
| 4 | New/modified crossing | 2 x continuous footway | Across entrances to Carisbrooke garage | 3-6 years |
| 5 | New/modified crossing | Continuous footway | Across driveway next to 120 Carisbrooke Rd | 3-6 years |
| 6 | New/modified crossing | Raised table crossing | Across Recreation Ground Rd | 3-6 years |
| 7 | Junction improvements | Change junction geometry to create a 90 degree entrance into Castle Rd to slow traffic and provide opportunity for footway widening (both on south side and on central "island"). Replace puffin with a zebra crossing across Castle Rd. Build out footway between Trafalgar Rd and Castle Rd to generally provide more ped and dwelling space. Re-design should aim to better link south side of Castle Rd with the central gardens area/war memorial and create an improved sense of place. | Junction of Castle Rd and Carisbrooke Rd | 3-6 years |

| | | | | |
|---|---|---|---|---|
| 8 | New/modified crossing | Widen Puffin crossing to minimum 4.0m | Across Carisbrooke Rd at junction of Castle Rd and Carisbrooke Rd | 3-6 years |
| 9 | New/modified crossing | Continuous footway | Across Melbourne Street | 3-6 years |
| 10 | New/modified crossing | 2 x accessible ramps installed on raised section of footpath on north side of Carisbrooke Rd | On Carisbrooke Rd opposite Bedford Row and Portland St | 3-6 years |
| 11 | New/modified crossing | Raised table crossing | Across Portland St to join two areas of raised footway | 3-6 years |

| | **Type** | **Description** **NW6: Mountbatten Drive to Sainsbury's / Mill St** | **Location** | Timetable |
|---|---|---|---|---|
| 1 | Footway widening | Widening to 3.0m of 130m of shared use route | Between Mountbatten Drive and Sylvan Drive | 3-6 years |
| 2 | New/modified crossing | Install parallel zebra | Across Sylvan Drive near 90 degree bend west of Acacia Close | 3-6 years |
| 3 | Footway improvements | Relay shared use track to ensure it remains level with drive crossover level changes within buffer zone between track and carraigeway. Distance of 220m. | From Sylvan Drive (where new parallel zebra is proposed) to St Augustines Rd | 3-6 years |
| 4 | New/modified crossing | Continuous footway | Across Juniper Close | 3-6 years |
| 5 | New/modified crossing | New uncontrolled crossing | Just west of Acacia Close | 3-6 years |
| 6 | New/modified crossing | Continuous footway | Across Acacia Close | 3-6 years |
| 7 | New/modified crossing | New uncontrolled crossing | Across St Augustines Rd | 3-6 years |
| 8 | Footway creation | 200m of new 3.0m wide shared use path. Addition of lighting | From St Augustines Rd to Petticoat Lane/Sylvan Drive junction | 3-6 years |
| 9 | New/modified crossing | Install parallel zebra | Petticoat Lane/Sylvan Drive junction | 3-6 years |

| | | | | |
|---|---|---|---|---|
| 10 | | Addition of lighting over length of 350m | From junction of Petticoat Lane/Sylvan Drive to junction of Petticoat Lane/Rd and Foxes Rd | 3-6 years |
| 11 | New/modified crossing | Raised table crossing | Across Foxes Rd just west of Mill St | 3-6 years |

| Type | Description **NW7: Parkhurst** | Location | Timetable |
|---|---|---|---|
| PLEASE SEE RECOMMENDATIONS UNDER "NC7" IN CYCLE INFRASTRUCTURE IMPROVEMENTS WHICH RELATE TO A NEW COMBINED CYCLING AND WALKING ROUTE | | Hewitt Crescent (off Medina Way) to Little London, along eastern side of Medina Way | 3-6 years |

| | Type | Description **NW8: Dodnor Lane/Monks Brook to B&Q roundabout** | Location | Timetable |
|---|---|---|---|---|
| 1 | Junction improvements | Raised table crossing; improved junction geometry (especially on north side) | Across Dodnor Park | 1-3 years |
| 2 | New/modified crossing | New uncontrolled crossing | St Mary's Hospital exit onto Dodnor Lane | 1-3 years |
| 3 | New/modified crossing | New zebra crossing . Consider negotiating changes to vehicle entrance to industrial units on south side. | Across Daish Way just to east of junction with Dodnor Lane | 1-3 years |
| 4 | Street furniture changes | Change traffic sign from two poles to a cantilevered sign | On footway outside Island Mobility | 1-3 years |
| 5 | New/modified crossing | Continuous footway | Island Mobility entrance | 1-3 years |

| | | | | |
|---|---|---|---|---|
| 6 | Junction improvements | Major re-modelling of junction to create safe, comfortable and convenient pedestrian crossings. Current junction allows high vehicles speeds, has poor visibility for peds, long crossing distances, narrow waiting areas, fails to allow peds for follow desire lines. | B&Q roundabout junction | 1-3 years |
| 7 | Footway creation | Need for a pedestrian route on north side of Dodnor Lane using hospital land. 290m of new 2.0m wide footway. | North side of Dodnor Lane between entrance to Seven Acres and thr B&Q roundabout. | 1-3 years |

| | **Type** | **Description** **NW9: Fairlee Rd/Medina College to Newport Quay** | **Location** | **Timetable** |
|---|---|---|---|---|
| 1 | Junction improvements | improved junction geometry to prevent vehicles entering/leaving at speed. Raised zebra across access road where current uncontrolled crossing is sited. | Entrance to Medina College from Fairlee Rd | 1—3 years |
| 2 | Street furniture changes | Remove gates on either side of road (to free of up footway space) | Entrance to Medina College from Fairlee Rd | 1—3 years |
| 3 | Junction improvements | Improved junction geometry to prevent vehicles entering car park at speed. Raised table crossing. | Entrance to Beaulieu House car park. | 1—3 years |
| 4 | Footway widening | Footway widening to 2.5m for 80m on one side of road. Possible removal of on street parking that is adjacent to the footway. | On access road to Medina College. | 1—3 years |
| 5 | New/modified crossing | Raised table zebra x 2 | Next to bollards on route into Seaclose and across exit route from Medina Leisure Centre (next to disabled car parking spaces) | 1—3 years |
| 6 | Junction improvements | Traffic calming to slow vehicles leaving car park and crossing the walking/cycling route | Across exit road from Beaulieu House car park | 1—3 years |
| 7 | Street furniture changes | Removal of bollard to create wider entrance | Start of path into Seaclose Park | 1—3 years |
| 8 | Footway widening | Along distance of 720m, widen and resurface shared use path to 3.0m. Addition of lighting. | Between Medina Theatre to Seaclose access road (next to Seaclose IWC offices) | 1—3 years |
| 9 | Junction improvements | Install raised parallel zebra crossing | Across Seaclose access road (next to Seaclose IWC offices) | 1—3 years |

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| 10 | Footway improvements | Along distance of 180m, resurface shared use path. Addition of lighting. | On footway between Seaclose access road and the quayside (next to Jubilee Stores) | 1—3 years |
| 11 | Shared space scheme | Implement shared space scheme for 380m | Along quayside from Jubilee Stores to Riverside Centre | 1—3 years |
| 12 | | PLEASE SEE RECOMMENDATIONS UNDER "NC10" IN CYCLE INFRASTRUCTURE IMPROVEMENTS WHICH RELATE TO A NEW COMBINED CYCLING AND WALKING ROUTE | From old railway line route NC1 to Blackhouse Quay | 1—3 years |

# Walking Network Action Plan

# Ryde

| | Type | Description **RW1: Tesco to Appley Road** | Location | Timetable |
|---|---|---|---|---|
| 1 | Footway widening | Widen ramp's entry into Tesco to 2m over distance of 20m | Ped entrance to Tesco | 3-6 years |
| 2 | New/modified crossing | Install puffin crossing | Immediately to north of Tesco roundabout | 3-6 years |
| 3 | Junction improvements | Continuous footway and improved junction geometry | McDonalds access road | 3-6 years |
| 4 | Junction improvements | Improved junction geometry and add zebra crossing | Cothey Way jct Brading Rd | 3-6 years |
| 5 | Junction improvements | Pedestrian phase on all arms; widening of footways on all arms approaching junction | Westridge Cross | 3-6 years |
| 6 | Street furniture changes | Replace two doubled poled traffic signs with 2 x cantilevered signs to reduce obstruction of footway | East side of Marlborough Rd just north of Westridge Cross | 3-6 years |
| 7 | Footway widening | Over distance of 900m widen footway to 2.0m unless already 1.8m wide | Westridge Cross to Appley Rd | 3-6 years |

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| 8 | New/modified crossing | Continuous footways at all side roads along both sides of road. 9 in total. | Westridge Cross to Appley Rd | 3-6 years |
| 9 | Street furniture changes | Replace the doubled poled traffic signs with 1 x cantivered sign to reduce obstruction of footway | Northern end of Marlborough Rd, west side just before roundabout | 3-6 years |
| 10 | New/modified crossing | Additional of 2 new uncontrolled crossing points on Marlborough Rd | North of Salisbury Rd and north of Arundel Rd | 3-6 years |
| 11 | Junction improvements | Re-modelling of junction to create safe, comfortable and convenient pedestrian crossings | Jct of Marlborough Rd and Appley Rd | 3-6 years |

| | **Type** | **Description** **RW2: Appley to top of High Street** | **Location** | **Deliverability** |
|---|---|---|---|---|
| 1 | Footway creation | 250m of new 2m wide footway | From Puckpool Hill to start of Seldon Ave, on north side of Appley Rd. | 1-3 years |
| 2 | Shared space scheme | Implement shared space on quiet access road as footway improvements are impractical. 250m. | Length of Seldon Ave | 1-3 years |
| 3 | Footway widening | 80m of new 2m footway | From west end of Seldon Ave to Marlborough Rd junction | 1-3 years |
| 4 | New/modified crossing | Uncontrolled crossing x 5 as follows: from Thornton Close across Appley Rd; across Grasmere Ave; across Derwent Dr; across Appley Rd adjacent to Derwent Dr; across Appley Rd adjacent to Marina Ave western entrance. | Appley Rd from Puckpool to Marlborough Rd | 1-3 years |
| 5 | New/modified crossing | Continuous footway across Appley Lane | Southern end of Appley Lane | 1-3 years |
| 6 | Footway widening | Over distance of 150m widen footway to 2.0m | Jct of Appley Rd and Marlborough Rd to jct Appley Rd and High Park Rd | 1-3 years |
| 7 | Footway widening | Some localised footway widening for 30m or so near controlled crossing - to improved space available to peds waiting to cross | North side of Appley Rd near bus stop by Oakfield School. | 1-3 years |
| 8 | Footway widening | Over distance of 150m widen footway to 2.0m using space from redundant footway on other side of road where possible. | Between Appley Rd and West Hill Rd on south/east side of road. | 1-3 years |

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| 9 | Junction improvements | Improved junction geometry and widen refuge | Jct of Appley Rd and High Park Rd | 1-3 years |
| 10 | Junction improvements | Improved junction geometry and raised table crossing | Jct of High Park Rd and Alexandra Rd | 1-3 years |
| 11 | Street furniture changes | Remove bollards on footway | Alexandra Rd opposite jct with West Hill Rd | 1-3 years |
| 12 | New/modified crossing | Uncontrolled crossing x 5 as follows: West Hill crossing Alexandra Rd to west of jct; St John's Ave; across St John's Hill to west of St John's Ave jct; across St John's Wood Rd; across St John's Hill between Meaders Rd and St John's Wood Rd | Between West Hill Rd and Meaders Rd | 1-3 years |
| 13 | Junction improvements | Improved junction geometry and raised table crossing | Jct of Alexandra Rd and St John's Hill | 1-3 years |
| 14 | New/modified crossing | Continuous footways x 3 at Lower Highland Rd; School St; Meaders Rd | Between Upper Highland Rd and Meaders Rd | 1-3 years |
| 15 | Junction improvements | Improved junction geometry and raised table crossing | High Street | 1-3 years |
| 16 | Junction improvements | Re-modelling of junction to create safe, comfortable and convenient pedestrian crossings | Jct of St John's Rd and Monkton Street | 1-3 years |
| 17 | New/modified crossing | Continuous footways x 10 on all side roads between (but not including) Monkton Street and the High Street. | On St John's Rd between Monkton St and High st | 1-3 years |
| 18 | New/modified crossing | Zebra crossing midway between Monkton St and High St. | On St John's Rd between Monkton St and High st | 1-3 years |
| 19 | Speed limit change | 20mph speed limit | On St John's Rd between Meaders Rd and High St. | 1-3 years |
| 20 | Junction improvements | Whole junction on raised table | Junction of High St and St John's Rd | 1-3 years |

| | **Type** | **Description RW3: Monkton St to Esplanade** | **Location** | **Timetable** |
|---|---|---|---|---|
| 1 | New/modified crossing | Continuous footways x 7 as follows: Jubilee Place; Winton St; Wood St; Melville St; Bellevue Rd; East St (east side of Monkton St); Simeon St. | The whole length of Monkton St from junction with St John's Rd to The Strand. | 3-6 years |
| 2 | New/modified crossing | Raised tables x 3 as follows: Park Rd; Rink Rd; East St (west side of Monkton St) | The whole length of Monkton St from junction with St John's Rd to The Strand. | 3-6 years |

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| 3 | Footway widening | Footway widening to 2.0m over distance of 80m | On west side of Monkton St between Melville St and East St | 3-6 years |
| 4 | Streetscape improvement scheme | Local streetscape improvement scheme to include some or all of following: footway widening; opportunity for pavement seating; planting; pocket park; cycle parking. | Monkton St between East St and The Strand. | 3-6 years |
| 5 | Junction improvements | Improvements to junction to create connectivity between Monkton St streetscape improvements and gardens that lead to Esplanade. To include footway widening, increased pedestrian priority, possible raised table or at grade crossing. | Junction of Monkton St and The Strand | 3-6 years |

| | **Type** | **Description** **RW4: Smallbrook Lane to St John's Rd** | **Location** | **Timetable** |
|---|---|---|---|---|
| 1 | Footway creation | Surfacing current bridleway/footpath to minimum width of 3.0m and installing lighting for a length of 900m. | From Smallbrook Lane to Oakvale Estate | 3-6 years |
| 2 | Streetscape improvement scheme | Home Zone style treatment | Southern end of Meaders Rd | 3-6 years |
| 3 | Shared space scheme | Implement shared space scheme | Northern end of Meaders Rd | 3-6 years |

| | **Type** | **Description** **RW5: Upton Rd to south end of High Street** | **Location** | **Timetable** |
|---|---|---|---|---|
| 1 | Footway widening | Widen footway to minimum 1.5m over a distance of 90m | Between Mitchell's Rd and Salter's Rd on east side of Upton Rd | 3-6 years |
| 2 | Footway widening | Widen footway for distance of 20m by extending built out crossing. This will enable all road signage to be installed without narrowing footway to sub-standard widths. | On west side of Upton Rd just to south of Corbett Rd | 3-6 years |
| 3 | Footway widening | Where there are narrow sections of footway but carriageway width does not allow for widening along substantial lengths of the road, implement localised widening of footways to act as "passing places" for pedestrians | Along Upton Rd from Windmill Close to Ashey Rd | 3-6 years |

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| | | and to function as traffic calming by forcing traffic to give and take. Approx 6 such schemes. | | |
| 4 | Footway widening | Widen footway to 2.0 m over a distance of 75m | On west side of Swanmore Rd between Milligan Rd and Hill Street. | 3-6 years |
| 5 | Streetscape improvement scheme | Reduce on street parking spaces to a maximum of 10 spaces, intermittently located. Substantially widen footways in gaps between parking to create movement and dwelling space for pedestrians, seating areas, planting. | On High St between St John's Rd and Well St/Hill St junction. | 3-6 years |
| 6 | Traffic parking management | Reduce parking duration from 1 hr to 30 mins. | On High St between St John's Rd and Well St/Hill St junction. | 3-6 years |
| 7 | New/modified crossing | Continuous footway | Butt's Rd | 3-6 years |
| 8 | New/modified crossing | Raised table crossing to replace current dropped kerb. Remove bollards on east side. | On Upton Rd just to south of Salter's Rd | 3-6 years |
| 9 | Junction improvements | Continuous footway and improved junction geometry | Grenville Drive | 3-6 years |
| 10 | Junction improvements | Improve junction geometry and introduce zebra crossing across Upton Rd | Junction of Upton Rd and Bettesworth Rd/Colenutts Rd | 3-6 years |
| 11 | New/modified crossing | Continuous footway | St Mary's Close | 3-6 years |
| 12 | New/modified crossing | Built out crossing | Across Upton Rd just south of Pound Mead | 3-6 years |
| 13 | New/modified crossing | Uncontrolled crossing | Across Pound Mead. | 3-6 years |
| 14 | New/modified crossing | Continuous footway | Node Close | 3-6 years |
| 15 | New/modified crossing | Continuous footway x 3 | St Michael's Ave; William St; Pitt St. | 3-6 years |
| 16 | Junction improvements | Improve junction geometry and move uncontrolled crossing closer to desire line | Partlands Ave | 3-6 years |
| 17 | Junction improvements | Re-modelling of junction to improve visibility for peds, slow traffic and create safe, comfortable and convenient pedestrian crossing. Possible inclusion of zebra crossing. | Junction of Ashey Rd and Upton Rd | 3-6 years |
| 18 | New/modified crossing | Continuous footway | Partlands Close | 3-6 years |

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| 19 | Junction improvements | Re-design whole junction with a focus on pedestrian desire lines and using spare carriageway for wider footways and to create a sense of place/meeting point. | Junction of Ratcliffe Ave, Osborne Rd and Swanmore Rd. | 3-6 years |
| 20 | New/modified crossing | Raised table crossing | Weeks Rd | 3-6 years |
| 21 | New/modified crossing | Continuous footway | At entrance to unnamed cul de sac just to north of Weeks Rd (on west side of Swanmore Rd) | 3-6 years |
| 22 | New/modified crossing | Improve junction geometry and install raised table crossing | Milligan Rd | 3-6 years |
| 23 | New/modified crossing | Improve junction geometry and install raised table crossing | Hill St | 3-6 years |
| 24 | New/modified crossing | Raised table crossing | Well St | 3-6 years |
| 25 | New/modified crossing | Uncontrolled controls x 2: just to south of Well St/Hill St; between Milligan Rd and Weeks Rd. | Along Swanmore Rd between Well St and Weeks Rd | 3-6 years |
| 26 | New/modified crossing | Uncontrolled crossing | On High St between St John's Rd and Well St/Hill St junction. | 3-6 years |
| 27 | Street furniture changes | Removal of bollards on footway | On High St between St John's Rd and Well St/Hill St junction. | 3-6 years |

| | **Type** | **Description** **RW6: Binstead Hill to Ryde town centre** | **Location** | **Timetable** |
|---|---|---|---|---|
| 1 | Junction improvements | Re-modelling of junction to improve visibility for peds, slow traffic and create safe, comfortable and convenient pedestrian crossings. At very least widen refuges and install correct tactile paving. | Mini roundabout at junction of Binstead Hill and Church Rd | 3 – 6 years |
| 2 | Street furniture changes | Reorientation of bus shelter to maximise footway width | Opposite Arnold Rd on Binstead Hill (north side) | 3 – 6 years |
| 3 | Footway widening | Remove bus lay by and widen footway to create passing place for peds/waiting area for bus | Opposite Arnold Rd on Binstead Hill (north side) | 3 – 6 years |

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| 4 | Footway widening | Remove bus lay by and widen footway to create passing place for peds/waiting area for bus | Just east of post office on north side of Binstead Rd | 3 – 6 years |
| 5 | New/modified crossing | Raised table crossings x 4 at: Arnold Rd; Chapel Rd; Cemetery Rd; Pitts Lane. | Along Binstead Hill/Rd between mini roundabout at western end and Pitts Lane | 3 – 6 years |
| 6 | Footway widening | Create wider waiting area next to pelican crossing by taking small area of land from Binstead Park. | On north side of Binstead Rd near Chapel Rd junction | 3 – 6 years |
| 7 | Footway widening | Create wider waiting area next to pelican crossing by adopting some land outside post office. | On south side of Binstead Rd near Chapel Rd junction | 3 – 6 years |
| 8 | Street furniture changes | Remove street clutter (including bollards) outside post office | By post office next to Chapel Rd junction | 3 – 6 years |
| 9 | New/modified crossing | Improve standard of existing continuous footway to create level crossing of junction | Quarry Stone Close | 3 – 6 years |
| 10 | New/modified crossing | Improve standard of existing continuous footway to create level crossing of junction | Kenstone Court | 3 – 6 years |
| 11 | New/modified crossing | Continuous footway | Drill Hall Lane | 3 – 6 years |
| 12 | New/modified crossing | Continuous footway and improved junction geometry | Brookfield Gdns | 3 – 6 years |
| 13 | Junction improvements | Replace with signal-controlled junction or remodel to create safe, comfortable and convenient pedestrian crossings. Current crossing arrangements involve dangerously narrow refuges, lack of tactile paving in places, high vehicle speeds - all on a junction that links two major bus stops serving a large housing estate. | Junction of Binstead Rd and Ringwood Rd | 3 – 6 years |
| 14 | Footway widening | Re-align carriageway for 300m to enable footway widening to 2.0m | On north side of Binstead Rd between Ringwood Rd and Stonepitts Close | 3 – 6 years |
| 15 | New/modified crossing | Continuous footway | Stonepitts Close | 3 – 6 years |

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| 16 | Footway widening | Footway widening using verge to 2.0m over distance of 100m | Stonepitts Close to Ryde House Drive | 3 – 6 years |
| 17 | Junction improvements | Improved legibility of walking routes and reduce primacy of motor vehicles | Entrance to Ryde House Drive/Ryde Golf Course | 3 – 6 years |
| 18 | Street furniture changes | Removal of barrier at entrance to Spencer Rd | Western end of Spencer Rd | 3 – 6 years |
| 19 | Footway creation | Recommend adoption of Spencer Rd from western end to junction with Beech Grove and creation of shared space scheme from western end of Spencer Rd to just east of Buckland Gdns - length of Spencer Rd currently without footway. | Along Spencer Rd from western end to just east of Buckland Gdns. | 3 – 6 years |
| 20 | Footway widening | Localised widening of footway and removal of some parking to reduce sense of enclosure along some stretches of road | Along Spencer Rd between Buckland Gdns and West St | 3 – 6 years |
| 21 | New/modified crossing | Continuous footway | Augusta Rd | 3 – 6 years |
| 22 | New/modified crossing | Continuous footway | Westfields Park (west entrance) | 3 – 6 years |
| 23 | New/modified crossing | Continuous footway | Westfields Park (east entrance) | 3 – 6 years |
| 24 | Junction improvements | Raised table junction; improved junction geometry | Junction of West St and Spencer Rd | 3 – 6 years |
| 25 | Footway widening | Widen footway to 2.0m for distance of 180m | On north side of Spencer Rd between West St and St Thomas St | 3 – 6 years |
| 26 | New/modified crossing | Continuous footway | Buckingham Rd | 3 – 6 years |
| 27 | New/modified crossing | Raised table crossing | St James St | 3 – 6 years |

| | **Type** | **Description** **RW7: Binstead estate to Ryde town centre** | **Location** | **Timetable** |
|---|---|---|---|---|
| 1 | Footway widening | Widen footways on both sides of road to 2.0m for distance of 750m | Starting at the junction of Wellington Rd/Winston Ave and running along Wellington Rd, Broadway Cres, St Vincent Rd and Mayfield as far as junction with Binstead Rd | 3-6 years |

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| 2 | Speed limit change | Recommend adoption of 20mph speed limit/zone | Starting at the junction of Wellington Rd/Winston Ave and running along Wellington Rd, Broadway Cres, St Vincent Rd and Mayfield as far as junction with Binstead Rd | 3-6 years |
| 3 | Junction improvements | Uncontrolled crossings x 3 located on desire lines; improved junction geometry | Winston Ave | 3-6 years |
| 4 | Junction improvements | Uncontrolled crossing ; improved junction geometry | Victory Close | 3-6 years |
| 5 | Footway creation | Create new footway section on site of turning head | Opposite number 38 Wellington Rd | 3-6 years |
| 6 | Junction improvements | Improved junction geometry; raised table across Wellington Rd and short section of new footway with regrading of slope | Wellington Rd/Broadway Cres/Winston Ave junction | 3-6 years |
| 7 | Junction improvements | Improved junction geometry; regrade slope to allow footway on western side to gently come down to meet Maybrick Rd; raised table across entrance. | Maybrick Rd | 3-6 years |
| 8 | New/modified crossing | Continuous footway | Jellicoe Close | 3-6 years |
| 9 | Junction improvements | Conversion of mini roundabout to T junction and raised table | Junction of Broadway Cres and Jellicoe Rd | 3-6 years |
| 10 | Junction improvements | Conversion of mini roundabout to T junction and raised table | Sherbourne Ave | 3-6 years |
| 11 | New/modified crossing | Continuous footways x 2 | Across car park entrance opposite Sherbourne Ave and across Greenmount School entrance | 3-6 years |
| 12 | Street furniture changes | Remove all guard railing at raised crossing into school. | Entrance to Greenmount Sch on St Vincent's Rd | 3-6 years |
| 13 | Junction improvements | Change to priority junction on raised table (priority being given from St Vincent's Rd) | Junction of Mayfield Rd and St Vincent's Rd | 3-6 years |
| 14 | Junction improvements | Re-modelling of junction to create safe, comfortable and convenient pedestrian crossings that allow peds to follow desire lines. | Junction of Mayfield Rd/Binstead Rd/Queens Rd/Pellhurst Rd | 3-6 years |
| 15 | New/modified crossing | Continuous footway; improved junction geometry | Westwood Rd | 3-6 years |

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| 16 | Footway widening | Adopt small area of land from All Saints Church, Ryde and relocate bus stop away from carriageway to allow more space for pedestrians using footway | Bus stop opposite Ryde School with Upper Chine | 3-6 years |
| 17 | Junction improvements | Re-modelling of junction to create safe, comfortable and convenient pedestrian crossings that allow peds to follow desire lines. | Five Way junction (Queens Rd/West St/Newport St/ St John's St junction) | 3-6 years |
| 18 | Shared space scheme | Implement shared space scheme and Access Only restriction for vehicles. Distance of 160m. | On Newport St from Five Ways junction to Station St | 3-6 years |
| 19 | Footway widening | Widen footways on both sides of road to 2.0m for distance of 75m; implement loading restrictions | On Newport St from Station St to the High St. | 3-6 years |

| | **Type** | **Description** **RW8: Pellhurst Rd to Ryde Golf Club** | **Location** | **Timetable** |
|---|---|---|---|---|
| 1 | Footway creation | Create direct footway across entrance to health centre and re-configure vehicular access to provide better priority for ped movements. Also possible relocation of bus stop to location with wider footway | Area around entrance to Ryde Health and Wellbeing Centre | 1 -3 years |
| 2 | New/modified crossing | Raised table crossing | Partlands Ave | 1 -3 years |
| | New/modified crossing | Raised table crossing | Ratcliffe Ave | 1 -3 years |
| | Junction improvements | Raised table crossing; improved junction geometry | Pell Lane | 1 -3 years |
| | New/modified crossing | Raised table crossing | Arthur St | 1 -3 years |

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| | Junction improvements | Consider changes to junction that would increase footway (though very limited options given space restrictions) | Junction of Argyll St and Pellhurst Rd | 1 -3 years |
| | Junction improvements | Junction of Pellhurst Rd and Queens Rd is addressed as part of RW7 recommendations | Junction of Pellhurst Rd and Queens Rd | 1 -3 years |
| | Junction improvements | Continuous footway; improved junction geometry | Thornbrough Close | 1 -3 years |
| | New/modified crossing | Continuous footway | Gwydyr Close | 1 -3 years |
| | Footway widening | Widen footways on both sides of road to 2.0m for distance of 230m | Along Binstead Rd between Queens Rd and Ryde House Drive | 1 -3 years |
| | Footway widening | Seek to adopt land next to Treefields in order to relocate bus shelter further from carriageway and create more footway space for peds. | Bus stop just east of Ryde House Drive on north side of Binstead Rd | 1 -3 years |

## Central Walking Zone Infrastructure Improvements

| | Type | Description CWZ: St Thomas St (N to S) | Location | Timetable |
|---|---|---|---|---|
| 1 | Speed limit change | Introduction of 20mph speed limit throughout central walking zone | Whole of CWZ | 3 -6 years |
| 2 | Streetscape improvement scheme | Comprehensive redevelopment of Esplanade/A3055 road between junction of Union St and St Thomas St and the Dover St roundabout. See Appendix A for details. | Esplanade/A3055 road between junction of Union St and St Thomas St and the Dover St roundabout. | 3 -6 years |
| 3 | New/modified crossing | Continuous footway | St Thomas St (north) car park | 3 -6 years |
| 4 | New/modified crossing | Continuous footway | Slipway | 3 -6 years |
| 5 | Junction improvements | Continuous footway; improved junction geometry | St Thomas St (south) car park | 3 -6 years |
| 6 | New/modified crossing | Continuous footway | Buckingham Rd | 3 -6 years |
| 7 | Footway widening | Narrow sections of footway but carriageway width does not allow for widening so implement localised widening of footways to act as "passing places" for pedestrians and to function as traffic calming. Propose 2 such measures on this stretch of road. | Along Thomas St from junction with Union St to junction of Spencer Rd | 3 -6 years |
| 8 | Traffic parking management | Point closure | Halfway along southern half of St Thomas St between Yelf's Rd and Lind St | 3 -6 years |
| 9 | Footway widening | Widen footways on both sides of road to 2.0m for distance of 100m; level the footways which currently exhibit very bad crossfall. | Along southern half of St Thomas St between Yelf's Rd and Lind St | 3 -6 years |

| | Type | Description CWZ: Church Lane | Location | Timetable |
|---|---|---|---|---|
| 1 | Shared space scheme | Implement shared space scheme; prohibit motor vehicles except for access. Distance of 350m. | Church Lane | 6 – 10 years |

| | Type | Description CWZ: Union St (N to S) | Location | Timetable |
|---|---|---|---|---|
| 1 | Footway widening | Widen footways on both sides of road to 3.5m for distance of 325m | Whole length of Union St | 6 – 10 years |
| 2 | Streetscape improvement scheme | Comprehensive streetscape improvement scheme to include some or all of following: footway widening (see above) and build outs in areas vacated by removal of some parking provision; opportunity for pavement seating/tables; planting; pocket parks; relocation of cycle parking and other street furniture onto built out areas. | Whole length of Union St | 6 – 10 years |
| 3 | Footway widening | In addition to the above, additional widening of footway at bus stop to allow disembarkation of bus passengers without disrupting general ped movements. | Southern end of Union St, next to Wetherspoons | 6 – 10 years |
| 4 | New/modified crossing | New zebra crossing | Just north of Church Lane on Union St | 6 – 10 years |
| 5 | New/modified crossing | Installation of zebra crossing at current uncontrolled crossing point | Midway along Union St | 6 – 10 years |
| 6 | New/modified crossing | 2 x uncontrolled crossing points | Between proposed new zebra crossings | 6 – 10 years |
| 7 | New/modified crossing | Install wide raised tables at each of the three existing zebra crossing points (retain zebras); enlarge central island to create increased movement space and relocate some street furniture away from desire lines | Junction of Union St/Cross St | 6 – 10 years |

| | Type | Description CWZ: High St (N to S) | Location | Timetable |
|---|---|---|---|---|
| 1 | Streetscape improvement scheme | Improve entrance to High St from south by rationalising street furniture; repaving to show clear ped primacy; create sense of welcome with enhanced planting; traffic calming to slow permitted vehicles. | Southern entrance to High St | 3-6 years |
| 2 | Streetscape improvement scheme | Create consistent street surfacing to emphasise pedestrian zone; upgrade seating and street furniture; add planting and pocket park-style features; enhance cycle parking. | High St from southern enrance to Star St | 3-6 years |
| 3 | Junction improvements | Widen footways on both sides to min 2.5m; install raised table junction; create sense of ped priority and need for vehicles to drive very slowly (eg 5mph) through the 90 degree turn. | High St/Star St junction as far as Newport St | 3-6 years |
| 4 | New/modified crossing | Continuous footway | Newport St | 3-6 years |
| 5 | Streetscape improvement scheme | Reduce on street parking, create intermittent sections of street with no on street parking and substantially widen footways in gaps between parking to create movement and dwelling space for pedestrians, seating areas, planting. | High St from Newport St to just south of St Mary's Catholic Church. | 3-6 years |
| 6 | Footway widening | Widen footways for 40m section and reduce carriageway to one lane. | 40m north from St John's Rd junction. | 3-6 years |

| | Type | Description CWZ: Castle St and Union Rd | Location | Timetable |
|---|---|---|---|---|
| 1 | Shared space scheme | Implement shared space schemes on both roads. | Castle St and Union Rd | 6-10 years |

| | Type | Description CWZ: George St (N to S) | Location | Timetable |
|---|---|---|---|---|
| 1 | Footway widening | Widen footways on both sides to min 2.5m along 60m length. | On George St between Esplanade and Castle St | 3-6 years |
| 2 | Footway widening | Short section of build out on both sides of road just to south of Castle St. | On George St just to south of Castle St. | 3-6 years |
| 3 | New/modified crossing | 2 x uncontrolled crossings | On George St, north and south of Castle St junction | 3-6 years |
| 4 | Footway widening | Widen footways on one side of road to compensate for echelon parking overhang. For length of 130m. | On western side of George St where echelon parking is present | 3-6 years |
| 5 | New/modified crossing | Uncontrolled crossing on a build out | Midway between Castle St and Melville St | 3-6 years |
| 6 | Footway widening | Extend existing build out to include area currently shown as hatched on road. | Just north of junction with Cross St, west side of George St. | 3-6 years |
| 7 | Street furniture changes | Relocate traffic sign from footway onto build out. | Just north of junction with Cross St, west side of George St. | 3-6 years |
| 8 | New/modified crossing | Uncontrolled crossing | Melville St | 3-6 years |
| 9 | New/modified crossing | Uncontrolled crossing on a build out (on both sides of road) | On George St, just to south of junction with Melville St/Cross St | 3-6 years |
| 10 | New/modified crossing | Continuous footway | St George's Close | 3-6 years |
| 11 | New/modified crossing | Raised table crossing | Entrance to Co-op car park | 3-6 years |
| 12 | Footway widening | Extend build out and relocate bus shelter onto enlarged build out | Outside Ryde Library, east side of George St | 3-6 years |
| 13 | Street furniture changes | Relocate bus shelter further back from carriageway onto cinema land (necessitates land acquisition) | Opposite Ryde Library, west side of George St | 3-6 years |

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| 14 | Footway widening | Widen footways to 4.0m on both sides of the road at approach to junction (to slow traffic speeds and reduce ped crossing distance). Length of 20m. | Final 20m stretch of George St at southern end. | 3-6 years |

| | **Type** | **Description CWZ: Star St** | **Location** | **Timetable** |
|---|---|---|---|---|
| 1 | Footway widening | Widen footways to minimum of 2.0m on one side of the road. Length of 70m. | North side of Star St between George St and High St | 3 – 6 years |

| | **Type** | **Description CWZ: Anglesey St** | **Location** | **Timetable** |
|---|---|---|---|---|
| 1 | Shared space scheme | Extend existing shared space scheme | Eastern section of Anglesey St | 3-6 years |

| | **Type** | **Description CWZ: Cross St** | **Location** | **Timetable** |
|---|---|---|---|---|
| 1 | Footway widening | Widen footways to 2.5m on both sides of the road. Length of 100m. Remove on street parking (loss of approx 6 spaces). | Whole length of Cross St | 6 -10 years |

| | **Type** | **Description** CWZ: Lind St (W to E) | **Location** | **Timetable** |
|---|---|---|---|---|
| 1 | Traffic parking management | Remove on street parking (loss of 4 spaces) | On south side of Lind St, just to west of Lind Hill (access road to Travelodge) | 6 -10 years |
| 2 | New/modified crossing | Built out crossing | Across Lind St just to the west of St James St | 6 -10 years |
| 3 | New/modified crossing | Built out crossing | Across St James St | 6 -10 years |
| 4 | New/modified crossing | Continuous footway | Across Lind Hill (access road to Travelodge) | 6 -10 years |
| 5 | New/modified crossing | Continuous footway | Across St Thomas St | 6 -10 years |
| 6 | New/modified crossing | Continuous footway | Across Church Lane | 6 -10 years |

| | Type | Description **CWZ: Garfield St** | Location | Timetable |
|---|---|---|---|---|
| 1 | Footway widening | Build out around corner | Corner of Garfield Rd and Victoria St | 6 -10 years |
| 2 | New/modified crossing | Uncontrolled crossing x 3 on three arms of junction | Across Garfield Rd (x2) and Victoria St | 6 -10 years |
| 3 | Traffic parking management | Remove small number of parking spaces that reduce crossing visibility | Garfield Rd (near junction with Victoria St) | 6 -10 years |