

**WANT MORE INFORMATION ?**

More details of this proposed scheme and an opportunity to comment are available on the Council's web site:

[www.iwight.com/pedestrianisation](http://www.iwight.com/pedestrianisation)

IF YOU WANT MORE INFORMATION ABOUT PEDESTRIANISATION PROPOSALS, WRITE TO:

Stephen Matthews,  
Head of Highways and Transportation,  
Isle of Wight Council,  
Jubilee Stores, The Quay,  
Newport, PO30 2EH  
or Telephone: 01983 823777  
Typetalk calls are welcome.

The following publications detail Isle of Wight Council transport policies and specific research relating to Newport pedestrianisation.

- \* Isle of Wight Council Unitary Development Plan (Policy TR14)
- \* The Local Transport Plan 2001-2006 (paragraphs E.1.1.1. and E.1.3 highlight current highway issues experienced in Newport and possibilities to reduce the level of traffic passing through the town centre and improve the shopping environment).
- \* Local Transport Plan Annual Progress Report (Appendix G.13, pages 87 & 88)\*
- \* The Island Local Agenda 21 Strategy - Island Voices. Review & Assessment of Air Quality (2001) This is available from the Isle of Wight Council Environmental Health Department.
- Island State An ecological footprint analysis of the Isle of Wight. (visit: [www.bestfootforward.com](http://www.bestfootforward.com))
- \* Reference copies are available from all Island libraries

This information is available in braille, large print, on tape and in other languages.



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# Putting people first in Newport's shopping centre



## questionnaire

How often do you visit Newport, and for what purpose?

1	(please tick) <input checked="" type="checkbox"/>	Frequently - more than once a week	Regularly - once a week	Occasionally - 1-3 visits per month	Infrequently - less than once a month	Never
		Work	Shopping	Leisure		

2 Do you live in an area of Newport which will be affected by any of the proposed schemes? (please tick)

Yes  No  Don't know

3 Do you support the principle of a pedestrianisation scheme in Newport? (please tick)

Yes  No  Don't know

4 Please rank the proposed options using numbers, with 1 being the most preferred and 4 the least preferred.

Option A

Option B

Option C

Option D  None of these

Please return the questionnaire to:  
Isle of Wight Council, FREEPOST SCE14152,  
Newport, Isle of Wight, PO30 1BR

If you have any alternative ideas, comments or suggestions about pedestrianising Newport, please submit details on a separate sheet and attach it to this questionnaire.  
Please ensure your name and address, including postcode, also appear on this sheet.

Name

Address

Postcode

Telephone Number

Personal details supplied will be held on a database by the Council's Highways and Transportation Section and will only be used in connection with the Newport consultation exercise. Information will not be shared with third parties.

### WIN one of four prizes

- A Marks & Spencer gift voucher (worth £25).
- An Ottakar's book token (worth £10).
- A copy of the Guinness Book of Records.
- A Body Shop gift set.\*

Please fill in your name and address above, including postcode, to be included in the prize draw.

\*The winners of the prize draw will be the first four names drawn after noon on the closing date of 18th March 2002. The names of the prize winners will be announced. Members and employees of the Isle of Wight Council (and members of their immediate family) are not eligible to enter.



**Pedestrianisation proposals - a chance to have your say**



## PEDESTRIANISATION PLANS - A CHANCE TO HAVE YOUR SAY

New proposals to pedestrianise key areas of Newport's shopping centre are being considered by the Isle of Wight Council. The aim is to cut down town-centre traffic, creating a healthier, safer and more pleasant place for people.

### WHY is this being considered now?

Anyone who has visited central Newport on a busy shopping day will know the problem. Queues of vehicles and lots of pedestrians making their way through the same crowded spaces. It's not a pleasant experience for either shoppers or drivers.

Motorists are constantly on the look-out for people spilling into the street from congested pavements and for those dodging between vehicles to reach shops across the road.

For pedestrians, what should normally be a pleasant shopping experience is marred by being close to so many moving vehicles, including heavy lorries. There are potential hazards for both motorists and pedestrians from drivers manoeuvring in and out of parking spaces and, with frequent tailbacks from junctions, the air is full of the noise of engines and the smell of petrol and diesel fumes.

**This leaflet sets out the various options under consideration and gives you a chance to air your views, through the questionnaire you'll find inside.**

**All completed forms will be automatically entered in a free prize draw. There are four prizes to be won.**

Detailed research and extensive studies showing exactly how pedestrianisation would affect the town's road network, have convinced the Council that the time is right to seriously consider changes which would put people first in central Newport.

Similar proposals for pedestrianisation in Newport have been considered in the past, but finding the right solution isn't easy. The Council is bidding for more than £1 million from central government between now and 2004 to develop a pedestrianisation scheme.

It's money that would have to be spent wisely, and the Council wants public input to help decide the best way forward.

**Please take the time to study the options in this leaflet, and tell the Council what you think.**

## WHAT'S TO BE GAINED FROM PEDESTRIANISATION?

Probably, few would dispute that a traffic-free shopping precinct would be a big improvement for pedestrians on the present situation in central Newport.

Those who have visited precincts in Southampton and Portsmouth and further afield will know the benefits of shopping in a place where people, not vehicles, have been given priority.

The options you're being asked to consider all share the common goals of creating a cleaner, healthier, safer environment in the heart of the town. They also give greater priority to public transport - a key consideration on the Island, where 30 per cent of households don't own a car (in Newport, this figure is up to 45 per cent).

As you'll see, the options differ in terms of just how far pedestrianisation should be extended, and what changes are proposed to disperse traffic through other parts of the road network.

**Open out this leaflet to see, in simple form, the four options being considered by the Council's Environment and Transport Select Committee.**

Transport consultants, Mott MacDonald, were commissioned to carry out an in-depth pedestrianisation study. They used the latest computer modelling technology to accurately plot, and stringently test, the effects of each proposed option on Newport's road network.

They concluded that the network, with some changes, was adequate to cope with the redistribution of traffic, without major delays being caused.

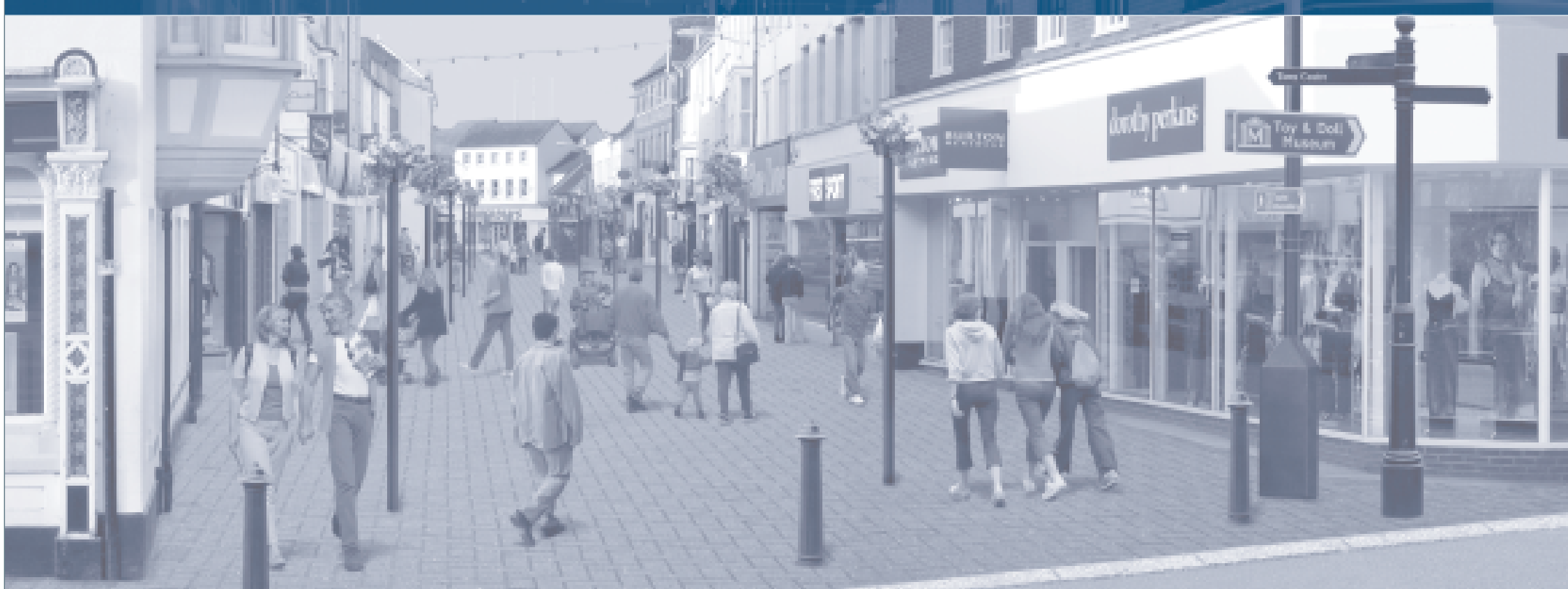
Clear signing, well in advance, of alternative routes north and south around the town, would help to keep through-traffic away from the centre and assist the flow of diverted vehicles.

Inevitably, by reducing traffic in the town centre, some other streets would have to take additional traffic, so there would be winners and losers if such a project went ahead.

Motorists would have to find alternative routes and cope with changes to traffic flows. There would be fewer town centre parking spaces.

On the other hand, conditions for pedestrians - and, once parked, we're nearly all on foot - would be vastly improved.

THIS ILLUSTRATION SHOWS HOW A PEDESTRIANISED UPPER HIGH STREET MIGHT LOOK



**What do you think? Use the questionnaire to have your say**

or visit the Council's web site for more information and to comment on line:

[www.iwight.com/pedestrianisation](http://www.iwight.com/pedestrianisation)





**OPTION A** - Pedestrianisation extends from Mill Street to St. James Square.



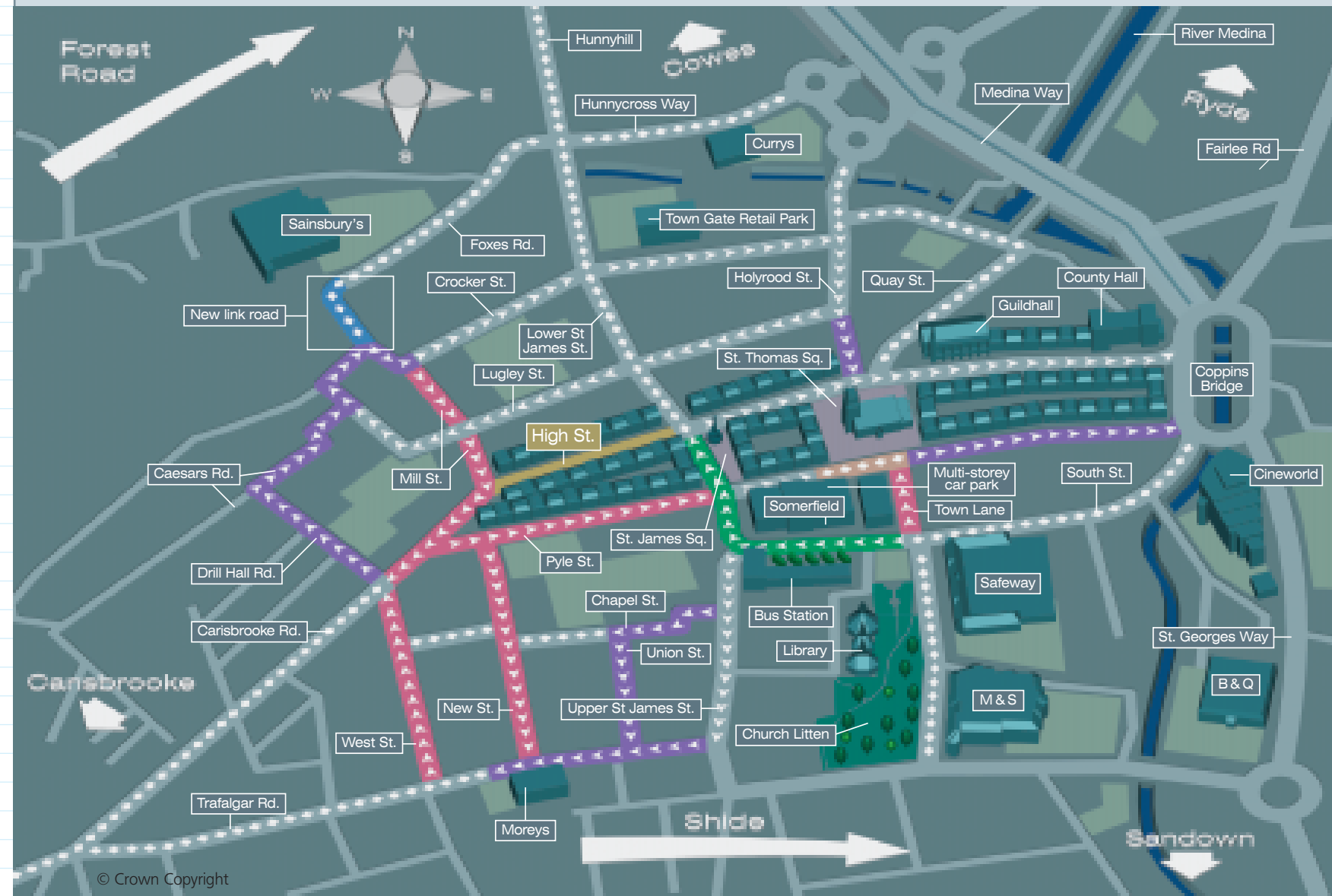
**The key effects**

New link road changes (see panel below).  
 Caesars Road and Drill Hall Road: Changed flows (see link road panel below); increased traffic.  
 Crocker Street: Increased traffic flow.  
 High Street: Improved conditions for people on foot in pedestrianised area and reduced traffic in lower High Street; vehicular access to lower High Street still possible from Lower St. James Street and St. James Square.  
 High Street (section from Carisbrooke Road between junctions with Drill Hall Road and Mill Street): Existing one-way traffic flow reversed.  
 Mill Street: Existing one-way traffic flow reversed between High Street and Crocker Street junction; increased traffic.

**Key for all options**

- Colour coding guide for all four maps
- Two-way system
  - One-way direction
  - Proposed pedestrianised area
  - Reversed traffic flow
  - Bus contra-flow. White arrows indicate one-way flow for all other vehicles
  - New one-way direction
  - New two-way direction
  - New link road
  - River Medina
  - Dispersal routes
  - Public and retail car parking areas

**OPTION C** - Pedestrianisation limited to the section of High Street between Mill Street and St. James Square, as in Option A but includes contra-flow bus lane.



**The key effects**

Vehicular access to lower High Street is from St. James Square.  
 New link road changes (see panel below left).

Traffic management changes (see contra-flow panel below).  
 Caesars Road and Drill Hall Road: Increased traffic flow.  
 Chapel Street: New one-way traffic flow along eastern section.  
 Crocker Street: Increased traffic flow.  
 High Street: Improved conditions for people on foot in pedestrianised area and reduced traffic in lower High Street; vehicular access to lower High Street still possible from Lower St. James Street and St. James Square.  
 High Street (section from Carisbrooke Road between junctions with Drill Hall Road and Mill Street): Existing one-way traffic flow reversed.  
 Holyrood Street: One-way southbound between Lugley Street and High Street.  
 Mill Street: Existing one-way traffic flow reversed between High Street and Crocker Street junction; increased traffic.  
 Pyle Street: Existing one-way traffic flow reversed, with left turn possible into St. James Square, or straight-ahead access to lower Pyle Street; traffic flow becomes two-way in lower Pyle Street between Town Lane and the multi-storey car park; new one-way flow from Town Lane to Coppins Bridge.  
 St James Square: Removal of on-street parking spaces to allow for contra-flow bus lane.  
 Trafalgar Road: One-way westbound between Upper St. James Street and the entrance to Moresys timber and builders' merchants; increased traffic.  
 Town Lane: Existing one-way flow reverses to allow access to the multi-storey car park in Pyle Street.  
 New Street and West Street: Existing one-way traffic flow reversed.  
 Union Street: New one-way traffic flow.

**Newport pedestrianisation plans - have your say, visit [www.iwight.com/pedestrianisation](http://www.iwight.com/pedestrianisation)**

**OPTION B** - Identical to Option A in all respects, PLUS:



**The key effects**

Pedestrianised area in the High Street extends from Mill Street to Holyrood Street. Vehicular access no longer possible from St. James Square to lower High Street, west of Holyrood Street.  
 Lower St. James Street and Holyrood Street: New one-way traffic flow on southern sections.

**NEW LINK ROAD**

This would help to divert traffic. All four options would involve the construction of a new link road between the northern end of Mill Street and Foxes Road (south of Sainsbury's store) to help divert traffic around the proposed pedestrianised area and lessen the impact on Mill Street and Crocker Street.  
 This would provide a route enabling eastbound traffic approaching the High Street along Carisbrooke Road to avoid the town centre and reach Fairlee Road, without passing through the busy Coppins Bridge roundabout.  
 This dispersal route would be via Drill Hall Road (which would become one-way northbound), turning right into Caesars Road (one-way eastbound) and then along the new link road, Foxes Road and Hunnycross Way to Medina Way.

**OPTION D** - Identical to Option C in all respects, PLUS:



**The key effects**

Pedestrianised area in the High Street extends from Mill Street to Holyrood Street. Vehicular access no longer possible from St. James Square to lower High Street, west of Holyrood Street.  
 Lower St. James Street: One-way northbound between High Street and Lugley Street.

**CONTRA-FLOW (BUSES ONLY)**

This would improve bus access. Both options C and D involve the creation of a contra-flow bus lane southbound from Lower St. James Street/ St. James Square to the bus station in South Street. In Option D, the contra-flow extends along Lower St. James Street to the junction with Lugley Street.  
 This two-way "corridor" would give priority to buses travelling between Hunnycross and the bus station. The contra-flow route would give buses easier, more direct access (via St. James Square) and remove potential conflicts with other traffic.  
 The contra-flow lane allows only buses to travel southbound from Lower St. James Street to the bus station and eastwards from the bus station to South Street and beyond.