

GETTING ABOUT

Flyer comments relating to roads & traffic, pavements & footpaths, cycling: 604

Adult Questionnaire – question number: 18, 19, 20, 21, 22, 23, 24, and further comments: 50

Youth Questionnaire – question number: 17, 19, 21

A Getting About Working Group has overseen the task of analysing information about roads and traffic, pavements and footpaths, and cycling issues from the Flyer, creating questions for the Adult Questionnaire, and helping to summarize the results into Action Plans. In their work they have also liaised with other key professionals such as officers from the Isle of Wight Council (Highways and Transport). These officers discussed with the Working Group how our Plan links with such strategies as the existing Local Transport Plan for the period to 2011 (LTP2) and how it will help in the next year or so with the development of LTP3 for a further 10-15 years. This wealth of data and information has been considered by the group and is summarized below.

Yarmouth is a compact historic small town whose infrastructure, streets and arterial road layouts have been strongly influenced by its long history as a port, and current status as a rural service centre, ferry terminal and tourism destination.

The main artery through Yarmouth is the A3054 running to the south of the town centre. The town itself consists of a number of streets to and from the Town Square and additionally side roads off Tennyson Road.

There are free time-limited parking spaces in and around Yarmouth. In addition there are three pay and display areas: a large car park some 200 yards from the town centre (250 car spaces), Pier Square and close to Yarmouth Common. There is a bus and coach park (10-12 spaces) north of the A3054 with this area also serving as the main bus stop for connections to Freshwater and Newport (Services 7 and 11).

Thorley is a linear hamlet that largely follows the line of the B3401, which also serves as

part of the Round the Island cycle route. A number of minor rural roads connect Thorley to the A3054 in the north (Hill Place Lane) and the B3399 in the south (Wilmington Lane and Broad Lane).



Bus terminal and coach parking © MC

The area is well served by public rights of way with a number of footpaths and bridleways, a particularly well used route being the Public Bridleway along the former railway line from Thorley Road to the Causeway in Freshwater which is also available for cyclists as an 'off-road' cycleway. The promoted Coastal Path runs along the seawall in the north of the area and a small section of the Tennyson Trail runs across the ridge of the downs in the south.



Thorley © AF

KEY ISSUES

We wish to see better-maintained roads in our area, as their condition is a matter of great concern to our community. In particular Tennyson Road, Thorley Road and Wilmingham Lane are cited most often as being a problem, although nearly every road in the area was mentioned in the 'write in' section of the Adult Questionnaire. Highway drainage is also a concern to us.

Our community would like better pavements, in Yarmouth town centre, and alongside Tennyson Road east of the Common (with width being a particular concern here). In Thorley the general lack of pavements is a concern to us and we would like to see better verge and hedgerow cutting and/or the provision of a dedicated footpath to overcome this.

We would like better traffic management in our area. Congestion at peak periods in Yarmouth can be a problem. The instigation of a 20mph zone north of Tennyson Road in the town centre is widely supported. We understand that a flashing School 20mph sign is to be installed near the School on Tennyson Road, but wish to keep the speed of traffic on the whole of Tennyson Road under review.

Our young people responded to an open question on safety when walking/cycling (YQ19 ii) with the need for less traffic speed, better street lighting, dedicated cycle paths, and better roads, footpaths and pavements.

Our community would like to improve safety of the narrow and winding Thorley Main Road. We would like to strengthen the current 30mph speed limit in Thorley through the provision of flashing signs at either end of the village.

Relevant Action Plan numbers

B9, B10, B11.

OTHER ISSUES

We value our existing car parking provision in Yarmouth town centre. The main car park in River Road is considered to be a major asset to the town as is the adjacent overspill area for ferry traffic marshalling.

Some people are dissatisfied with the present traffic / pedestrian system in the centre of Yarmouth, with Quay Street being a particular concern. The concept of a "shared space" scheme could be usefully investigated as part of the Village Design Statement study.

To help with road safety in Thorley we would like to see an increase in use of the current off-road parking in the area. This may require enforceable restrictions of on-road alternatives.

We value the Coastal Path but would like to improve its surface east of the Common. We would also welcome a general improvement to the whole of the northwest section of the Coastal Path from the Needles via Newtown through to Cowes.

We would like to improve provision for cyclists by supporting the extension of the Freshwater/Yarmouth Public Bridleway through to Newport to allow for a safe off road cycle route. Our community would like to upgrade the 'Estuary Way' to allow its use by walkers and cyclists and we would like to see the provision of a strategic cycle link from the ferry terminal to connect to the Freshwater/Yarmouth bridleway as a shared route with walkers.

Relevant Action Plan numbers

C4, C5.