Wootton Bridge & Whippingham

Walking & Cycling Environment

Report

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Creative Interpretation

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Contents

Terms

Key terms used in the report:

Active Travel – Travel that involves physical input from the user, principally used to describe walking and cycling (including electrically assisted cycles)

Build out – An extension to the footway "built out" into the carriageway, either to widen the footway for a short distance, reduce traffic speeds or to provide a convenient crossing point.

Carriageway – The part of a highway which vehicles are permitted to use (as are pedestrians).

Close Pass – The act of overtaking a person cycling with insufficient clearance for safety and comfort.

Continuous footway – A junction/entrance layout where the footway continues and vehicles access the turning by crossing the footway, giving way to pedestrians.

Controlled crossing – A crossing point where movement of traffic is controlled to allow pedestrians to cross. These are typically Puffin crossings (push button traffic lights that only serve the pedestrian crossing), traffic lights at junctions which include a pedestrian phase, and zebra crossings, where pedestrians have priority over traffic on the crossing.

Crossfall – the gradient across a footway. Footways should have a gentle crossfall to ensure an even walking surface but good drainage.

Desire line – The most common route users wish to take (typically the most direct route). Desire lines and user behaviour do not always accord with formal provision of footways, crossings etc.

Dooring – Being struck by a car door being opened into your path.

Dropped kerb – An area where the kerb height is lowered to either allow vehicles or pedestrians to cross between the carriageway and footway. Dropped kerbs typically still have a small "upstand" (vertical edge) while full flush kerbs give a smooth transition between footway and carriageway.

Enclosure – In this context enclosure refers to a footway feeling confined by structures on one or both sides, such as buildings or parked cars. While enclosure can be helpful to a degree, references

in this report are to enclosure that makes people feel hemmed in and reduces the space available to them.

Footway – The part of a highway separate from the vehicle carriageway for use by pedestrians only.

Formal crossing – A formal crossing point typically with dropped kerbs or a raised platform to allow people to cross the road. May be a **controlled crossing** or an **uncontrolled crossing**.

Link – A section of footway or carriageway.

National Cycle Network (NCN) – A series of traffic-free paths and quiet, on-road cycling and walking routes established by national charity Sustrans.

Raised Table/Speed Table – A raised area of carriageway with ramps either side. Often used at crossings or across whole junctions.

Section 106 Agreement – An agreement under section 106 of the Town and Country planning Act to provide site -specific mitigation (often via a monetary contribution to the local authority) connected with a development.

Shared space – An area with a continuous level where pedestrians and vehicles share the same space.

Tactile paving – Textured paving added at crossings or hazard areas to help visually impaired users

Uncontrolled crossing – A formal crossing point created to allow pedestrians to cross the road more easily but with no traffic control. In this report we refer to any such point where dropped kerbs have been provided for pedestrians to cross as an uncontrolled crossing.

Wheeled users – A catch-all term for those using wheeled devices on the pavement, including wheelchairs, electric scooters and pushchairs.

Why is the pedestrian and cycling environment important?

Walking and cycling (often collectively referred to as "Active Travel") are important modes of transport.

Almost everyone walks as part of a journey, and walking is the sole mode of travel for many trips. On the Isle of Wight 52.6% of adults walk (for at least 10 minutes) at least five times per week – more than the south-east average of 49.9%. However, when it comes to walking for utility purposes that number falls to 17.7%, dropping well below the south-east average of 22.7%, suggesting that this could be increased locally.

Cycling is less prevalent; conditions in many areas dissuade many people from cycling regularly, however there has been a marked growth in cycling in the UK in the last 10 years (Source: Cycling UK). Cycling can extend the distance travelled by active travel and can provide a means of independent travel for many people who do not drive or have no access to a vehicle. Many people with disabilities are able to cycle significant distances even if they are unable to walk far.

As is typical for villages, car use is relatively high in both Wootton Bridge and Whippingham, however active travel is still important. Typically, many local trips will be made on foot, and for some households active and public transport is their only option. 11.6% of households in Wootton Bridge and 9.7% of households in Whippingham have no car. For over 65s, almost double the number live in a car free-household. Women are more likely to live in a household with no car. 29.4% of women over 65 in Wootton Bridge have no car in the household, while in Whippingham the figure is 26.5% (2011 Census).

> "If everyone in England were sufficiently active, nearly 37,000 deaths a year could be prevented. Being physically active significantly reduces the risk of several major health conditions by between 20% and 60%, including heart disease, stroke, type 2 diabetes, colon and breast cancer and Alzheimer's disease. Physical activity helps maintain a healthy weight, improves cholesterol levels, reduces blood pressure, builds healthy muscles and bones, improves balance and reduces the risk of falls."
>
> (Source: Walking for Health: Walking Works)

For some people walking or cycling are their only available choices, while others will make the decision to walk, cycle, or use another mode of transport depending on various factors, not least the quality of their experience. If walking and cycling is convenient, safe and efficient then more people will opt to walk and cycle, and those who have no other choice will enjoy a better quality of life.

Local shopping is under threat from out of town shopping and Internet sales. Providing a high-quality experience for people visiting village shops is a vital part of ensuring they continue to thrive; a strong pedestrian environment and good cycle access is a key part of this.

"Across Europe, studies have linked the quality of public spaces to people's perceptions of attractiveness of an area, contributing towards their quality of life and influencing where they shop…there is consistent evidence that customers like pedestrian environments and dislike traffic. Retailers have been shown to over-estimate the importance of the car for customer travel." (Source: Living Streets, The Pedestrian Pound, The business case for better streets and places)

Almost 1 in 5 people in the UK has a disability, 57% of whom have impaired mobility. For this group of people, the quality of the pedestrian and cycling environment can have a critical impact on their ability to access places to enable them to lead full lives. An accessible environment must consider more than just mobility-related disability however. People with cognitive disabilities can have their mobility restricted by complex environments, while people with fatigue or breathing related conditions may require more frequent rest opportunities. With an aging society, and a high proportion of older residents on the Isle of Wight, providing an accessible environment becomes even more critical. Both parishes have a relatively elderly population. In Whippingham 39.5% of the population are over the age of 65, the highest proportion in any Isle of Wight parish. In Wootton Bridge the figure is 29.9% (IOW average 23.8%).

Scope and approach

This audit was commissioned by Wootton Bridge Parish Council in partnership with Whippingham Parish Council to inform their own future activity around improving the environment for people walking and cycling around the two parishes and onwards to other destinations. The recommendations made are not all things which are in the gift of the Parish Councils to deliver, however they could usefully provide a lead in the local community on moving forward positive changes in the parishes, working with other partners, particularly the Isle of Wight Council and their highways contractor, Island Roads.

The study area took in the full extent of both parishes, except for a small section of Havenstreet Main Road, which is within the boundary of Wootton Bridge parish boundary but is functionally disconnected from the street network in the parish. All streets maintained by the local authority were surveyed on foot/by bicycle. Observations were coupled with the surveyor's local knowledge of the area. Streets were often divided into shorter "links" between junctions with other streets and each link assessed separately. Unadopted roads were not include in the survey work, though observations on these are made in the report.

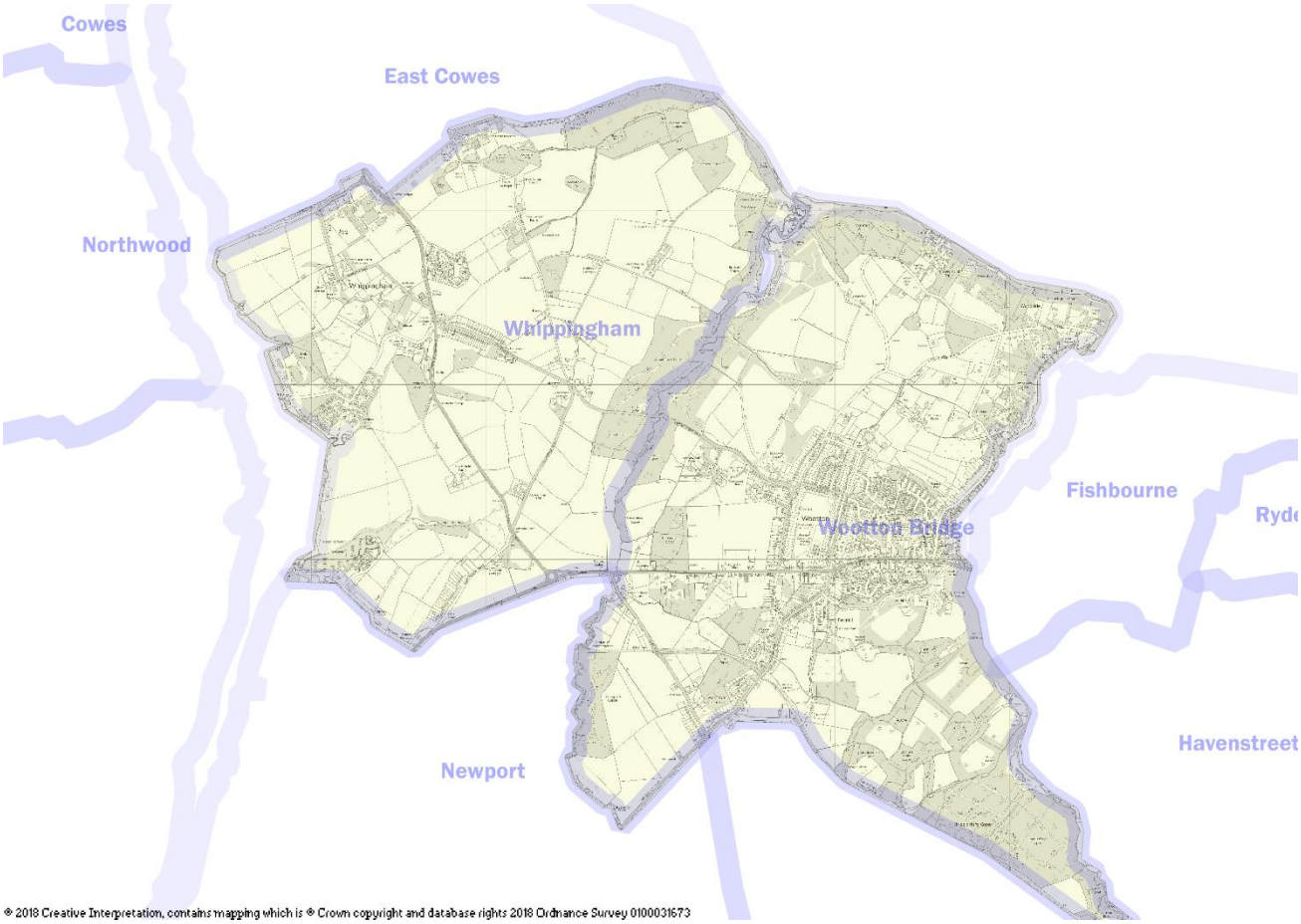


Figure 1 - Map showing the study area

The following information was recorded in relation to the environment for people walking:

Footway widths – the footway was measured on both sides at various points along each link including the perceived narrowest section. These measurements were taken from edge to edge of the footway, including the width of the kerb and do not account for obstacles such as bollards. A "typical" width was estimated, usually the width of the largest section or an estimated average width where there was significant variation.

Traffic volume – this was categorised as very low, low, medium or high. This was a subjective assessment based on observations during the survey and existing local knowledge.

Traffic speeds – point measurements of free-flowing vehicles taken using a handheld radar were coupled with visual observations and local knowledge to categorise the speed environment of each street.

Impact of parked cars – footway parking, enclosure, dooring risk and crossing difficulty because of parked cars on the highway were all assessed as low, medium or high impact on the pedestrian environment. Where only part of a link had on-street parking the impact across the street as a whole was assessed.

Barriers and obstacles – key barriers to pedestrian movement were noted and photographed. Appendix 1 shows these. Many other minor obstructions were also observed but not noted. These records should be treated as illustrative rather than definitive.

Crossings – formal crossing points (controlled and uncontrolled) were noted and photographed. Presence of a dropped kerb and tactile paving were also noted. Dropped kerbs were noted as flush or dropped, based on a basic visual inspection. Some kerbs had a slight upstand but were close enough to completely flush to categorise them as such. Some crossings are flush on one side and dropped on the other, these have been categorised as dropped. Some kerbs appeared lower than those around but may not have been deliberately lowered to provide a crossing point, a judgement call was made on this on a case by case basis. These records should be treated as indicative rather than definitive but should be a useful starting point for identifying crossings which are not fully flush.

Seating - provision of formal seating was noted.

Other issues - Notes were taken on specific issues identified on particular links.

The following information was recorded in relation to the environment for people cycling:

Vehicle speed and volume

The same data was utilised as for walking.

Close-pass risk

Each street was assessed for the risk of vehicles attempting to overtake unsafely. The assessment was made on the basis of typical observed widths. Very long narrow segments were also scored as a risk factor, as vehicles following a cyclist for a long period of time without being able to pass can be intimidating and drivers will sometimes attempt to overtake even if it is virtually impossible to pass.

Additional factors

Other factors which can affect cycling safety and comfort were also recorded as follows:

- Wide side road junctions
- Kerbside activity with no buffer (for example end on or angled parking, significant pedestrian movements including incursions into the carriageway)
- Parked cars
- Visibility problems
- Traffic calming causing stops or problematic deviation (either horizontal or vertical)

A surveyor ranking was also recorded, based on the perception of the street's suitability for cycling. Additional notes were also made by the surveyor as required.

Key factors not measured

Two important factors were intentionally excluded from the data collected:

Surface quality - The standard of a surface can have a significant impact on the walkability or cyclability of a street. However, Island roads are in the process of being brought up to a common standard so any classification on this basis would only be valid for a short period of time. As such no analysis was made.

Gradients - All other things being equal, flat roads are more cyclable than hilly ones. New cyclists are likely to prefer flatter cycling, and a large hill can be a key factor in determining whether someone will consider cycling a particular journey. However, in many hilly areas in countries with better developed cycling infrastructure cycling levels are still high, and not just among the super-fit. This suggests terrain is less of a barrier than traffic conditions. In addition, the rise in the quality and number of electric bikes in use means that options for easy cycling exist for many more people in hilly areas.

Gradient certainly needs to be considered when planning cycle routes and networks, however there is no reason to simply write off hilly areas as not being suitable for cycling, or infrastructure investment.

Scoring and weighting - cyclability

Each cycling issue was assigned a score. These were heavily weighted to volume and speed of vehicles as these are the most significant factors affecting cyclability.

The total score for a street is calculated by adding all the individual scores together. Streets were then ranked based on the following categories:

Class 1 will be low-traffic, low-speed streets. These streets will generally be suitable for users who would ordinarily only cycle in traffic-free environments, such as off-road cycle tracks.

Class 2 may have slightly higher speeds OR slightly higher levels of use by motor vehicles. They will be useable by most ability levels, but may be less comfortable and less confident users may be less likely to cycle if too much of their journey is on these streets.

Class 3 may combine slightly higher volumes and speeds of traffic, Factors other than speed/volume may tip a street which would otherwise be class 2 into this category. Some people will not cycle on roads at this level, others will seek to avoid them but they may be acceptable if they form a small proportion of a route.

Class 4 may have high traffic volumes or high speeds, or a combination of moderate volume and speed. Less confident users are unlikely to use these streets. Moderately confident users may use them but are unlikely to be encouraged to cycle if they must use them. Even confident users will often prefer to seek alternatives.

Class 5 will have combinations of high traffic volume and speed and many users will not cycle on these streets. Even confident users are likely to feel uncomfortable and may be deterred from cycling as much as they might if they must use these streets.

These scores are then used to map the cyclability of streets, showing in colour coded format which areas are cyclable by most users and which are likely to dissuade some users.

Limitations

The scope of the study did not extend to detailed survey work or examination of specific locations, its intent was to gain an overview of the walking and cycling environment in the area. Likewise, recommendations made in this report are general recommendations. In planning future changes, further survey work will be required to ensure the viability, safety and efficacy of the interventions suggested.

Issues

A variety of different issues have an impact on how safe and comfortable an area is to walk or cycle around. The main issues considered in this report are outlined below.

Permeability

For walking and cycling to be effective as means of transport it is important that distances from point to point are as short as possible. This enables walk/cycle time to be competitive with other modes and maximises the convenience of active travel. A more permeable environment ensures more destinations are accessible within typical walking or cycling times.

Several issues affect permeability the key ones are:

- **Block size** – The distance between one side street/path and the next can make a significant difference to the length of a trip. The longer the block the greater the difference between straight line distance and walking distance.
- **Crossing frequency and type** – On quieter roads many pedestrians will cross where it is most convenient, however many people prefer or need to use formalised crossings. If these are infrequent their journey can be extended significantly. Where roads are busier crossings may need to be controlled and more people may rely on them.

- **Traffic speed and volume** – Traffic reduces the permeability of an area, with light, slow-moving traffic many pedestrians can still cross roads largely at will; as traffic increases crossing becomes more difficult. Streets gradually become less permeable and eventually almost completely impermeable to some users as traffic speeds and volumes increase. Similarly, high volume/speed streets are not conducive to people cycling, and such a street can often act as a barrier between quieter local streets either side.
- **Parked cars** – On street parking can reduce crossing convenience through a combination of physical obstruction of crossing opportunities and reducing visibility, making crossing more dangerous
- **Road width** – Wider roads take longer to cross, which can compound issues with traffic volume and speed. They also tend to encourage higher vehicle speeds. Road width is particularly an issue for slower pedestrians and cyclists. At junctions, road widths are often increased to increase vehicle turning ease, however this can dramatically increase crossing distances for people walking and the length of time people cycling are exposed to risk from turning vehicles.

Junctions

Road junctions often create extra complexity for pedestrians and cyclists. There are more potential conflict points with motorised traffic and more directions to look for traffic. In addition, vehicle drivers will be dealing with extra complexities and so may have less attention focused on people walking and cycling. There are opportunities for confusion regarding informal signals. For example, a vehicle may stop to allow another vehicle to continue, but a pedestrian might perceive the vehicle has stopped for them to cross. Junction layouts need to be carefully considered to ensure danger and inconvenience to pedestrians is minimised.

Vehicle speeds

Perception of vehicle speeds can vary dramatically depending on perspective. With clear forward visibility and a straight road 30mph may seem appropriate, even slow, to a driver, but excessively fast to a person trying to cross the road or to someone being overtaken while cycling. This can lead to a situation where drivers feel their speed is appropriate, but pedestrian and cyclist safety and comfort is adversely affected.

Children have reduced abilities to judge speeds, and vehicles travelling at above 20mph might not even be perceived as approaching. Older people also typically struggle more to assess vehicle speeds accurately.

When people are struck by cars the chance of the pedestrian being injured or killed increases with speed. Studies on fatality risk from a collision vary in the risk levels found at different speeds, yet

the change in relative risk between collisions at 20mph and 30mph is always high. ROSPA use a figure of 1.5% fatality risk at 20mph and 8% at 30mph. As speeds fall below 20mph risk of fatality and injury gradually falls further. At speeds above 30mph small increases in speed lead to much higher risk of serious injury or fatality.

A further consideration is the ability of drivers to stop at a given speed and hence avoid an accident. A typical stopping distance at 20mph is 12m; at 30mph this distance doubles to 24m.

> *"A vehicle travelling at 20mph would stop in time to avoid a child running out three car-lengths in front. The same vehicle travelling at 25mph would not be able to stop in time, and would hit the child at 18mph (29km/h). This is roughly the same impact as a child falling from an upstairs window."* *(Source: Brake)*

In a people-centric environment it is hard to see any circumstance where speeds in excess of 20mph are appropriate. In some situations even speeds of 20mph will be too high, particularly in locations where pedestrian volumes are high and pedestrians are likely to step into the carriageway, or where vehicles are unexpected.

Vehicle volume

There are various obvious effects of increased traffic volume in local streets. In general, increased volumes of motor vehicles leads to more pollution, noise and risk of collisions.

There are also broader social impacts of increased traffic volumes. Various studies have shown that social interactions on streets with higher traffic levels are significantly lower. Higher traffic volumes clearly create a barrier effect between the two sides of a residential street, and it would appear likely that this impact will also be felt on retail streets, with less movement from one side of the street to the other on busier roads.

Footway widths

Adequate footway width is vital for walking to be comfortable and efficient. Government guidance on footway widths is given in Manual for Streets and Inclusive Mobility. In general, 2000mm is deemed the minimum unobstructed width required for footways on quiet streets; this allows adequate width for two wheelchair users to pass comfortably. Where this is not possible due to physical constraints 1500mm should be regarded as the minimum acceptable, allowing a wheelchair user and a walker to pass.

Useable width is often lower than physical width due to enclosure. Greater width is needed when one or both sides of a footway are enclosed. Enclosure can be created by walls, obstructions or parked cars. Research carried out for Transport for London identified the need for an additional

200mm buffer around an obstacle, wall or kerb, as people do not walk right up against a wall or other object.

Around junctions and crossing points additional width is normally required to accommodate a wider variety of movement patterns, including pedestrians merging, crossing paths and turning (especially for wheeled users). Additional space is also needed to allow space for pedestrians to cross the road without obstructing others wishing to continue on the footway. A minimum space of 1200mm x 1200mm is typically needed to make a 90 degree turn in a wheelchair, and significantly more space is required by many mobility scooters.

Formal crossings

Formal crossings form an important part of the pedestrian environment. They are designed to provide convenient, safe points for all users to be able to cross the street. They are particularly important for visually impaired people, children, wheelchair and mobility scooter users, people with pushchairs and people with impaired mobility. Controlled crossing points (such as zebra crossings, puffin crossings and crossings at traffic lights) provide the additional benefit of priority over vehicles and are particularly important on busier roads and for the most vulnerable pedestrians. Uncontrolled crossings provide a formal crossing point but rely on people finding a gap in traffic to cross.

Parked cars

Parked cars often create problems for pedestrians due to the enclosure effect on the adjacent footway. They also create a risk of pedestrians being struck by car doors (dooring) or obstructed by open car doors. Dooring is higher risk in areas with high turnover (e.g. 30 min waiting). A further risk to pedestrians is from vehicles overrunning the footway when parking. A commonly observed parking technique in a tight space is to enter in forward gear and overrun the footway to park in a single manoeuvre, rather than reversing into the space. Areas with narrow footways are disproportionately affected by parked cars as there is inadequate width to absorb these extra activities.

Parked cars can also create a barrier to crossing the road, both in terms of physically restricting where people can cross and reducing visibility.

Parking on the footway causes obstruction to pedestrians, often forcing them into the carriageway. This can particularly be an issue for wheeled users who are unable to pass but also cannot move freely onto the carriageway away from formal crossing points. Footway parking can also cause damage to footways which are typically not built to withstand the same loads as vehicle carriageways.

Parked cars can also increase the risk to people cycling. They are also at risk of dooring injuries when drivers or passengers open the door into them, or into their path. Parked cars can also cause visibility problems and overtaking parked vehicles can add to risk for people cycling.

Pedestrian and cycle routes

Increasing permeability is vital, but some routes will see heavier use than others and may need specific treatment to ensure active travel is an effective and efficient option for people. In addition, some areas are particularly heavily used by older people and consideration should be given to the need for high standards of accessibility on these sections.

Retail areas

In retail areas the movement needs of pedestrians is supplemented by additional requirements. People need space to browse, shops often want to display their goods outside; streets also serve as a meeting place where people stop to chat. Pedestrian flows in and out of shops are high with movement-paths becoming much more complex than the linear movements more typical of other streets. Shopping streets also see some of the highest pedestrian numbers. Accommodating vehicle movements in this sort of environment is difficult, and typically when vehicles are permitted into these areas the disruptive effect is significant. Footway space is often sacrificed leaving inadequate space for pedestrians; the flow and place functions of the street become a point of conflict, and stopping, windows shopping etc. become less pleasant experiences.

Seating

Seating provides a range of important roles. It helps create social outdoor spaces, particularly important in village centres, parks and amenity spaces. It also provides rest opportunities, and these can be important along a walking route, not just at the end of it. Ideally seating should be provided at 100m intervals along walking routes, to accommodate pedestrians who can only walk modest distances without resting.

Findings

The survey work revealed many issues with the walking and cycling environment in the two parishes. The first part of this section will cover general findings and the second will provide more detail about specific parts of the study area. In addition, information is provided about crossing points, missing crossing points, and street by street observations on footway width, traffic speed/volume and the impact of parked cars on the pedestrian environment.

Footway width

Footway widths on many streets were adequate, with typical widths of around 1.8m. While current guidance suggests a minimum width of 2m, a footway slightly below this width still provides reasonable utility where pedestrian numbers are relatively low. However, footways in some areas fell well below an acceptable standard. Increasingly there is a need for our street environment to cater for people using various mobility aids, from walking sticks to mobility scooters, and this highlights the inadequacies in footway width even more. Some footways have inadequate space for two pedestrians to pass. Others would not permit a walker and wheelchair user to pass.

Footway width is compromised by obstacles in some areas. These can have a significant impact on the usable width.

An assessment was made of the typical and minimum width on each link surveyed. These are shown in Appendix 2. It is important to note that these are footway-edge to footway-edge measures, include the kerb in the available width and do not account for narrowing caused by obstructions. As such the usable width is often lower. The measurements should only be used as an approximate guide to the character of a specific section of footway.

Formal crossings

In many streets formal crossing points (either controlled or uncontrolled) are completely absent, while in other streets they are not provided frequently or consistently enough. At junctions it is important for all arms of the junction to have crossings (typically an uncontrolled crossing except at major junctions) to maximise choice of direction. Where crossings are provided they are often of a poor standard, with a variety of issues including inadequate width, excessive gradient or crossfall, missing or incorrect tactile paving and non-flush kerbs. Locations which do not have a formal crossing but appear to need one are shown in figures 2 and 3. A list and maps showing all the crossing surveyed is contained in Appendix 3.

Turning circles of wheelchairs and scooters are often not accommodated by dimensions and geometry of crossings. This can lead to people having extended journeys to find an alternative, attempting dangerous manoeuvres or opting to use the carriageway instead of the footway.

People on foot often have to make frequent changes in level to cross roads while vehicle traffic is unimpeded by level changes. In addition, crossings frequently disrupt the level of the footway for users walking along it. This is particularly an issue for wheeled users, where the wheels on only one side of the wheelchair/pushchair/scooter change levels. This can cause users to veer into the road, and in extremis could cause a user to tip over.

Traffic speeds observed at some crossing points were too high to allow for safe, comfortable crossings. In general, these excessive speeds were not above the current speed limit.

Treatment of private entrances varies considerably. In some situations, the footway is continuous, with pedestrians having clear priority. In others, very minor entrances are configured as kerbed junctions, with pedestrians losing priority and being forced to change level.

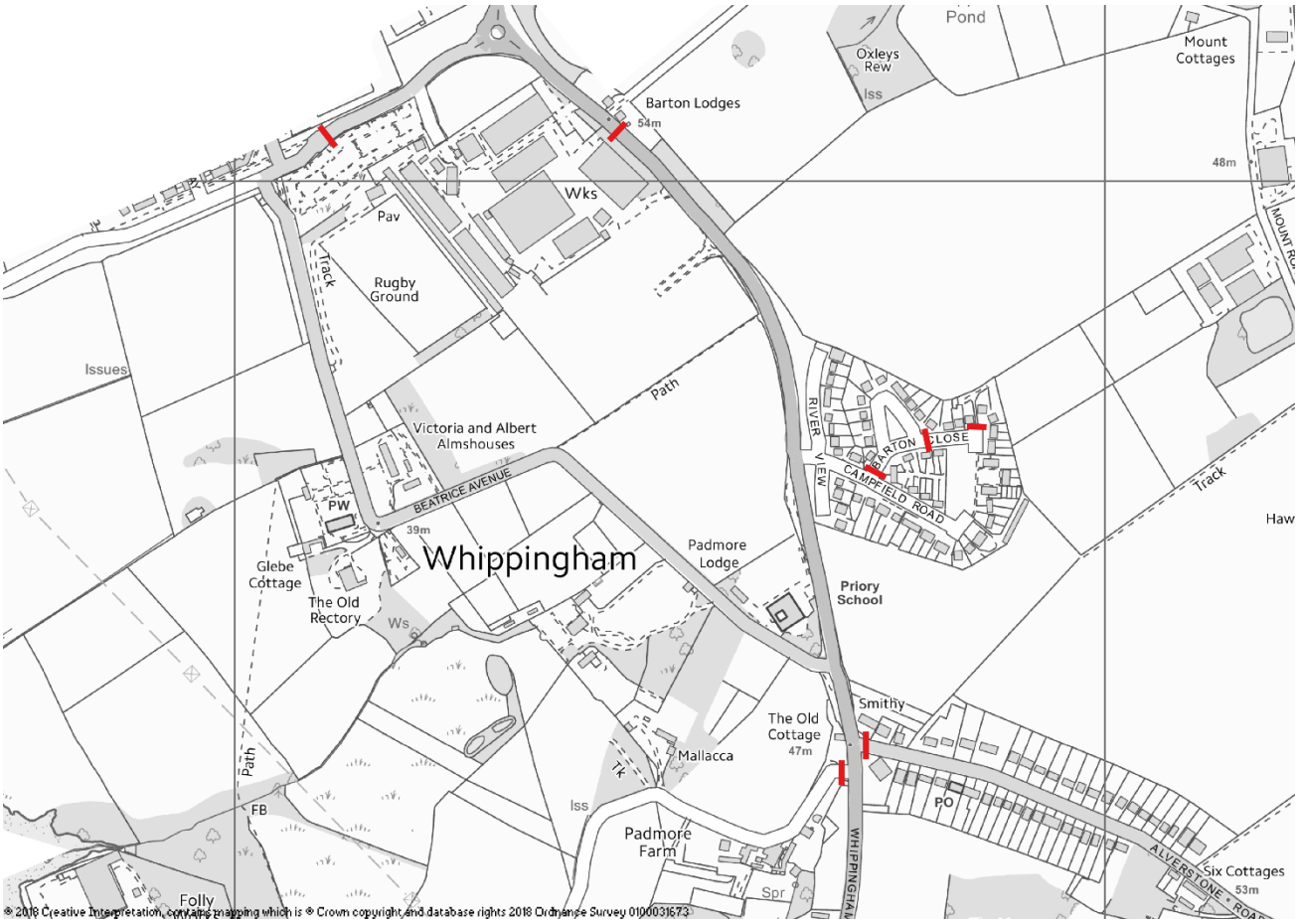


Figure 2 - Missing Crossings (Whippingham)

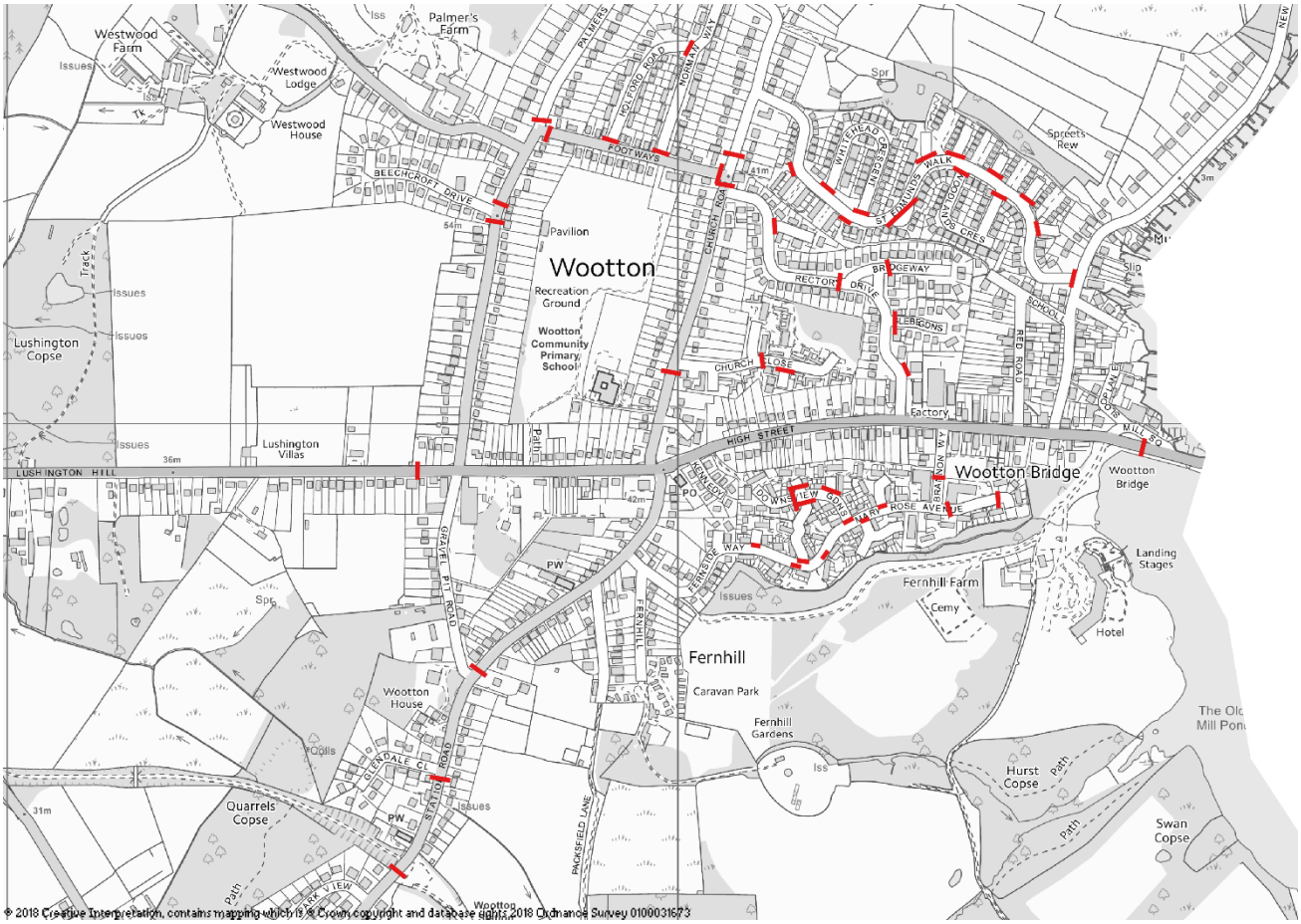


Figure 3 - Missing Crossings (Wootton Bridge)

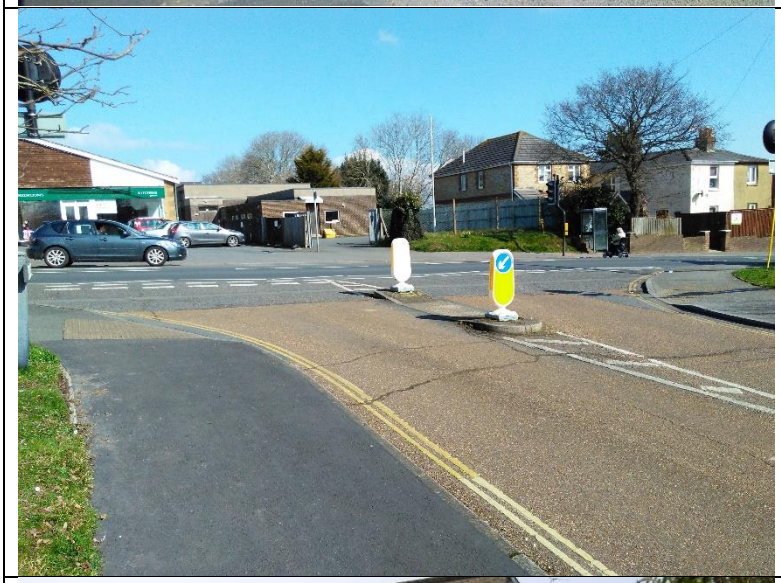
Parked cars

In some areas parked cars limited visibility and reduce the effective width of the footway.

Footway parking was not noted as a major issue in any single area; however, footway parking was observed to be quite widespread throughout Wootton Bridge.

Problem junctions

Many of the road junctions observed cause some level of difficulty for pedestrians and could be modified to improve the pedestrian experience. This would typically involve improving crossings, reducing vehicle turning speeds, reducing crossing distances and improving inter-visibility between pedestrians and motorists. It is beyond the scope of this report to make recommendations for every junction, however some examples of junctions that provide a poor environment for people walking and cycling are shown in photos following.

	Junction of Fernhill /Station Road Wide junction permits fast turns and lengthens crossing times when walking along Station Road. Formal crossing point is offset significantly from desire line
	Junction of Brannon Way/High Street Wide junction permits relatively fast turns with low attention on pedestrians. Crossing point is offset from desire line. Central Island is too narrow.
	St Edmunds Walk This looks like a major road junction but only provides access to a block of garages. Vehicles are prioritised over pedestrians. The junction is exceptionally wide and no formal crossing is provided.

	Junction of St Edmunds Walk/Woodlands Crescent Many of the junctions in this area are configured like this, with wide junction mouths providing long levels of exposure for people walking and cycling. Vehicles can turn excessively fast for the nature of the streets. The street is purely residential in nature so access for large vehicles is rarely needed. No formal crossing is provided.
	Church Close Here two minor car park entrances in quick succession are prioritised over pedestrians, who have an undulating footway which is particularly problematic for people with mobility issues.

	Junction of Campfield Road/River Way The mouth of this junction is extremely wide, at the kerb line it is over four times the width of the side road itself. This layout can easily leave a pedestrian stranded in the middle of the road if a car appears and turns in front of them. Crossing facilities are poor, with a dropped kerb on one side but not the other. Narrowing the junction would also allow for expansion of the green space.
	Junction of Mill Lane/North Fairlee Road The main road here has a 40mph limit and heavy traffic flows. Navigating the junction when walking and cycling is difficult, with no crossing facilities to get between the shared path and Mill Lane.

Seating

Benches are provided in a number of areas throughout the two parishes, their locations are shown in Figure 4 - Map showing seating locations with 50m buffer. Ideally the buffers should join together in main activity areas, indicating distances of no more than 100m between seatingThis map also shows a 50m radius around each. Where these circles join together it indicates seating opportunities are no more than 100m apart, which is a good starting point for a comprehensive network of seating to allow for different abilities to walk without a rest.

Whippingham has seating at frequent locations along Whippingham Road between Campfield Road and Alverstone Road, providing seating that is never much more than 100m apart along this section, including at each bus stop on both sides of the road.

In Wootton Bridge there are several benches, but distances between them are often much higher even in the centre and along main walking routes and there are no benches at or close to most bus stops. Some bus stops have small areas of “perch” seating, but even this is not provided at some key stops.

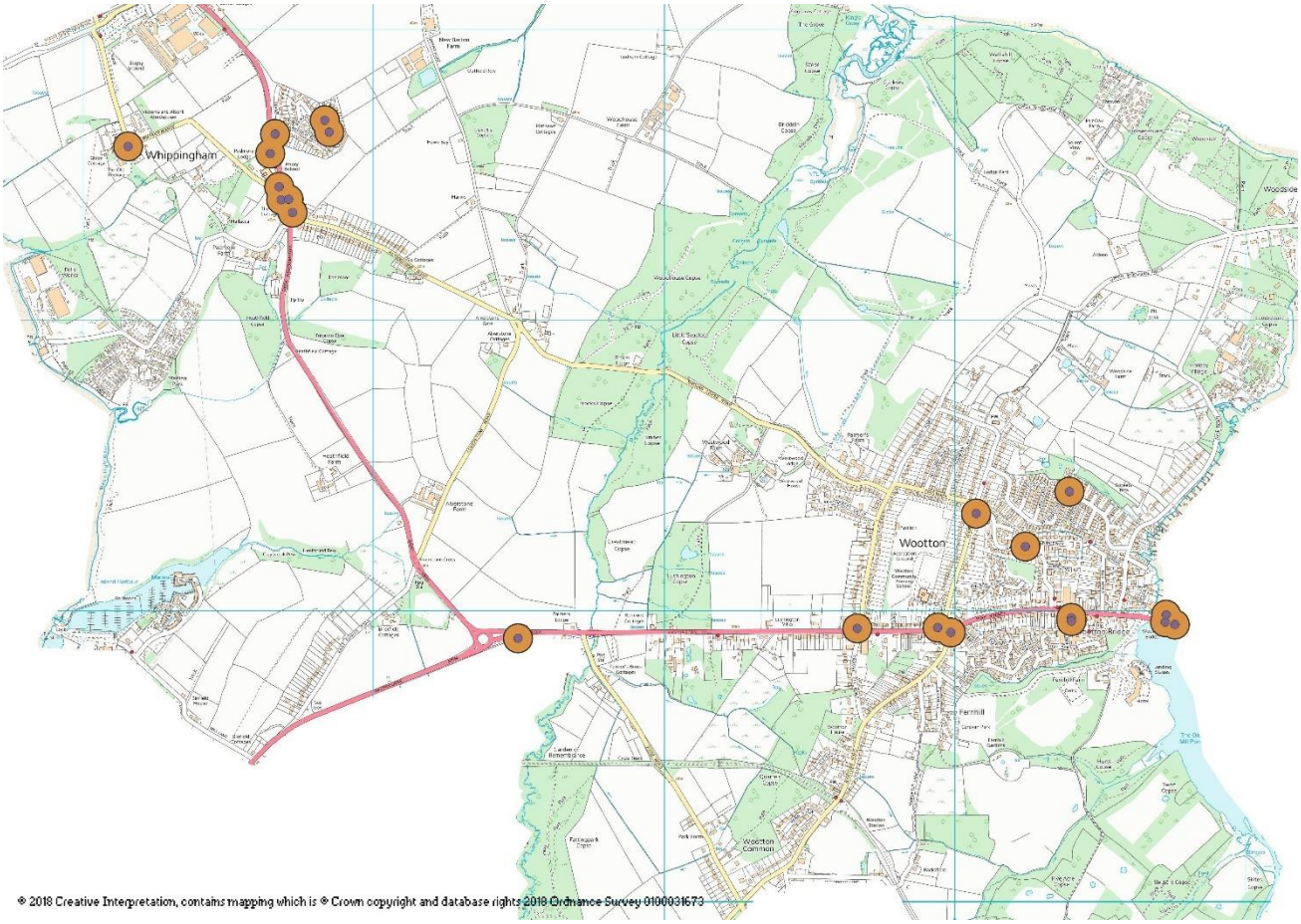


Figure 4 - Map showing seating locations with 50m buffer. Ideally the buffers should join together in main activity areas, indicating distances of no more than 100m between seating

Planting

Planting can add significantly to the appeal of urban spaces, and in areas like the village square in Brannon Way the positive impact of planned planting can be seen. Most other public spaces are either dominated by concrete and tarmac or are grassed.

Unadopted roads

The parishes have a number of unadopted roads. These were not included in the survey work; however, they often provide through links on foot, connecting with other rights of way. Most have

a poor surface and no footways which is not ideal for walking or cycling. From an active travel perspective upgrade of many of these roads would be beneficial.

Other rights of way

In addition to the street network, other rights of way provide access on foot and sometime by cycle. These routes are usually more suitable for leisure activity, but some are useful for practical travel as well. NCN 22 provides a key off-road cycling link, and the planned East Medina Greenway extension from Island Harbour to East Cowes will provide an important new link.

Cyclability

The map below shows the results of the cyclability ranking for adopted roads in the parishes. CycleWight have produced a dataset using the same methodology for the Newport parish area which may assist planning networks across the border. To make cycling safe and attractive for all ages, from schoolchildren to pensioners, and abilities it is important to create a comprehensive network of easily cyclable roads (green) and off road /protected cycleways (purple).

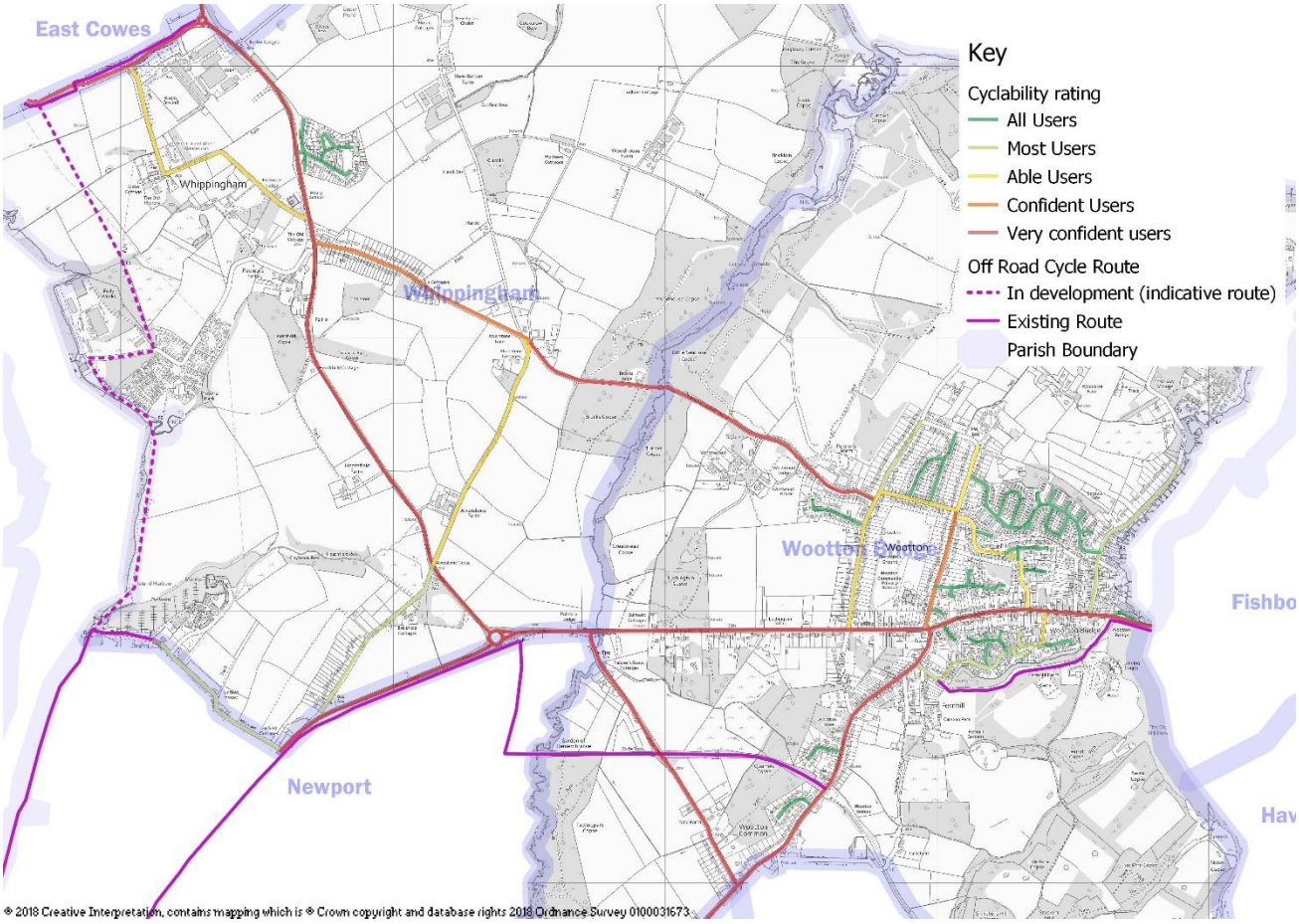


Figure 5 - Map showing cyclability rating of streets and off-road network

Key findings by area

Wootton Bridge Residential Estates

Most of the built-up area consists of housing estates built between the 1960s and the 1980s. Most of the estate roads are relatively low speed and fairly lightly traffic, though "rat-running" can be an issue, particularly at times when the main road is heavily congested. They generally provide a reasonable cycling and walking environment, though with some notable exceptions:

1. Lack of formal crossings. Very few formal crossings are provided. This is to the detriment of many people, but especially wheeled users, people with visibility impairments and others with reduced mobility. An example is St Edmunds Walk, which has only one crossing, and we identified 13 further locations where crossings are needed.
2. Church Road. Some vehicle speeds were observed to be particularly high here for a local residential street. Speeds in excess of 35mph were frequently observed with one vehicle recorded travelling at 49mph. Speeds were only studied over a short duration; a longer study would identify the extent of the issues here. For much of the west side there is no footway, while the footway to the east is narrow, typically around 1.3m.
3. Rectory Drive, Palmers Road, Footways and Brannon Way provide a poorer cycling environment than some of the other streets due to higher volumes and speeds of vehicles. In the case of Brannon Way, use to access the car park is the key factor. The other streets are affected by use for through vehicle movements. Without additional survey work the mix between through vehicles and local access cannot be accurately determined, but these streets do seem to be more heavily used than surrounding streets.

Wootton Bridge Main Roads

Wootton Bridge is bisected by the main A3054 (Kite Hill/High Street/Lushington Hill). This is the main road between Ryde and Newport and is one of the busiest routes on the Island. It acts as a major barrier between the two sides of the village, making north-south movements on foot or cycle difficult. An assortment of formal crossings are provided, over the 1km stretch from the creek to palmers Road there is one zebra crossing, two puffin crossings, one uncontrolled crossing and the junction with Station Road/Church road has traffic-light controlled crossings on each arm. There are, however, three significant sections with no crossing points, of 190m, 300m and 380m length. The lack of a crossing adjacent to the Sloop Inn is of note. There are trip attractors on both sides of the road, and bus stops which serve as the local stops for the residential streets along New Road. Crossing the road is very difficult at this point with high flows and speeds. The uncontrolled crossing near the junction with Rectory Drive has a central refuge island of a substandard width, offering just about enough space for an ambulant pedestrian to wait, but not enough for someone with a pushchair, wheelchair or walking frame for example.

This road also forms the village centre, with shops located on both sides of the road. The environment is very much dominated by motor traffic, with continual noise, fumes and visual intrusion from traffic detracting from the feel of the village.

Footway widths are just about adequate for most stretches, though ideally in a village centre would be much wider to allow for people to stop and chat, look in shops and move around freely. Some sections of footway are very narrow however, with widths on the south side dropping below 1m north of the village centre. Parking bays intrude on what would otherwise be useful pedestrian spaces.

Pedestrian movements along the main road are interrupted by various junctions which often provide poor crossing facilities and require pedestrians to cross wide junction mouths and/or deviate from a direct route. Crossing side streets can be difficult, with vehicles able to turn quickly allowing little time to judge the safety of crossing.

The traffic volume on this road makes cycling an unpleasant experience. Cycling N-S is also made difficult as there are a lack of streets which cross the main road, most N-S movements require some travel along the A3054.

Station Road acts as a secondary route to Newport and for movements towards the south of the Island via Briddlesford Road. While not as busy as the A3054, it still carries a fairly high volume of traffic including HGVs and buses. Houses line both sides north of the stream railway and on one side further south. There are missing sections of footway on both sides, so people have to cross the street to use the footway on the opposite side. Widths are typically adequate (around 1.8m) but with sections as narrow as 1m. Vehicle speeds frequently exceed the 30mph limit, especially towards the south end. Bus stops at Wootton Station are not ideally positioned as they interfere with pedestrian movements. Station Road is far from ideal for cycling due to the combination of traffic volume and speeds, compounded by sections which pose a close-pass risk and parked cars along parts of the street.

Park Road

Park Road is a rural lane with a 40mph speed limit for most of its length, 30mph at the “built up” end to the south. It has a varied width, with some sections only just allowing space for two cars to pass. This road has exceptionally high traffic volumes for its nature, with average week-day flows in winter approaching 5,000 vehicles per day (IWC traffic count). The survey process flagged up significant concerns with vehicle speeds, with large numbers of vehicles travelling over the posted speed limit at locations where in the surveyor’s judgement an appropriate speed would be significantly *below* the limit. Due to the significance of speed issues on this section two 10-minute surveys were conducted, one at the cycle track crossing and one midway through the 30mph

section. Only free-flowing vehicle speeds were measured and if a series of vehicles were following one another at the same speed only the lead vehicle speed was recorded. At the cycle crossing 53 observations were made, ranging between 22mph and 44mph, with a mean speed of 35mph and an 85th percentile speed of 38mph. In the 30mph section 30 observations were made, ranging between 26mph and 41mph, with a mean speed of 32mph and an 85th percentile speed of 35mph. Subsequent to the site visit we were provided with results of a longer-term speed survey carried out in 2017. This showed an 85th percentile speed of 39mph and mean speed of 34mph at the cycle crossing with an average of 5 vehicles per hour passing this point at over 45mph during the daytime. In the 30mph section the 85th percentile speed was 33mph, mean speed 28 mph and an average of 15 vehicles per hour passed this point at over 35mph during the daytime.

We would suggest the nature of this lane means speeds of 20-30mph would be compatible with the mixed use of the lane by people walking and cycling (and potentially riding horses, though no horse-riding was observed), and the residential nature of one end of the lane. Current speeds put vulnerable users at risk, and current safety levels are probably only achieved via safety by avoidance – most people simply don't walk or cycle here because conditions are so poor.

Whippingham Village

Campfield Road and the streets running off it form one of the main residential areas in Whippingham. These streets have very low volumes of traffic, serving residential properties only. Speeds were observed to be low. These conditions make for easy cycling, however there is a lack of onward connectivity; anyone cycling will quickly have to negotiate Whippingham Road. Footway widths are generally adequate, though footways are absent in some areas. Given the nature of the development this isn't unduly problematic, though there is a lack of crossings where footways end to assist people switching to the opposite footway. No crossings are provided except at the Riverview/Campfield Road junction and these crossings are inadequate, having a mixture of missing tactile paving, dropped kerbs only on one side of a crossing, and a sub-standard refuge Island only 1.2m wide.

Alverstone Road is another significant residential street. This rural lane has no footway except around the junction with Whippingham Road. This is fairly typical of this type of village street, but traffic volumes can be moderate at times, with traffic using Brocks Copse Road as a route between Wootton Bridge and East Cowes. In addition, there are often fairly large numbers of parked cars, particular at the east end, which can make walking and cycling this section more difficult. Out of the village the lane reverts to national speed limit, forming a relatively narrow two-way country lane. Traffic volumes and speeds are too high to create conditions which are conducive to cycling for all.

Folly lane is an unadopted lane, and as such falls outside of the remit of the audit. However, a significant proportion of Whippingham's population live here, principally in the park-home development, Medina Park. The lane itself is in a poor state of repair and is narrow with poor visibility in various places. It currently serves Medina Park, the Folly Inn and the marina, though traffic volumes are relatively low (under 1,000 vehicles per day according to a 2012 count). Planning consent has been granted for a major development on former industrial land next to the Medina, and if enacted this will see a new/upgraded access road created with parallel footpath along much of its length.

Beatrice Avenue used to provide the main route into parts of East Cowes adjacent to the boundary with Whippingham, as well as serving properties along its length. The development of Hawthorn Meadows and construction of Saunders Way now provides a much more suitable route for motor vehicles, however we observed that most vehicles using Beatrice Avenue appear to be passing through rather than accessing properties along Beatrice Avenue itself. No footways are present, with all users sharing the same space. Traffic flows were relatively low, though higher than might be expected given the limited obvious use of the street. Speeds were typically around 35-40mph, though the sharp bends slow vehicles at various points. This section is quite heavily used by people walking and cycling and forms part of the Round the Island route. Between the church and Saunders Way a shared path is provided. This provides separation from one of the faster sections of Beatrice Avenue, however transitions to and from the route are poor and many people appear to opt to cycle on the main carriageway instead.

Saunders Way carries a fairly high volume of traffic (expected to increase once the link to East Cowes is opened) and speeds are high, which makes the road itself a poor environment for cycling. A shared route is provided, principally along the north side, however there are numerous design issues with this route which reduce its usability, including many junctions where people walking and cycling must give way, poor junction visibility, barriers installed on the route, and a switch to the south side of the road approaching the river, meaning users have to cross fast moving traffic. Facilities to join and leave the route are poor, particularly at the Whippingham Road roundabout.

Island Harbour/Racecourse/East Cowes Road

The streets within the Island Harbour development are all unadopted, however Mill Lane was included in the survey area as it also forms part of a key dedicated cycle route. Mill Lane sees fairly low speeds and volumes of traffic. It has no footways, but as a rural lane works reasonably well as a shared surface. Speed bumps provide effective traffic calming, but the use of bolt-on humps means they are unpleasant for cycling, and for some users may cause significant discomfort. They are also problematic for wheelchair and mobility scooter users.

The Mill Lane/North Fairlee Road junction is problematic for people walking and cycling. Traffic flows are heavy and speeds are relatively high, which makes crossing the road to the shared route opposite is difficult. This route is likely to be used by family groups, schoolchildren and tourists who may have little cycling experience and this junction is particularly problematic for these users. Planning consent for development at Island Harbour requires the modification of this junction. Two schemes have been consented, one provides highway capacity increases with no real improvements to facilities for people walking and cycling, while the other proposes a more comprehensive modification of the junction with traffic lights, controlled crossings for walking and cycling and much improved facilities for cycling within the junction. Any improvements to active travel these junction changes can offer should be encouraged.

East Cowes Road once formed the main route for vehicles from Newport to East Cowes but is now closed to motor traffic at the Racecourse end. It provides access to residential properties spread along the north side, and also provides a connection for people walking and cycling. It will also provide walking and cycling access to the new football ground planned for land between East Cowes Road and the Racecourse. A footway serves the majority of residential properties and will also give access to the football ground. Traffic flows are very low and speeds generally low. At the western end the carriageway transitions into a cycleway, which then crosses the main road to join a shared-use route forming part of National Cycle Network Route 22 (NCN22). This link is also used by pedestrians crossing to use the shared path or the bus stop opposite. The Racecourse crossing is very poor, with a central Island not providing sufficient width to shelter a pedestrian and substantially narrower than the length of a bicycle. Other elements of the crossing arrangements are poor. A condition was attached to the football ground planning permission requiring the upgrade of this crossing.

Links between Mill Lane and East Cowes Road are poor. There is a clear desire line on the verge alongside the Racecourse where people move between these two roads avoiding the formal route which involves crossing the busy main road twice, with no/poor crossing facilities.

Racecourse/North Fairlee Road provides a poor environment for cycling, with high vehicle volumes and speeds and various pinch points. However, the northern footway has been designated as a shared use route and while this route is substandard in various areas does provide a more attractive option for many people cycling.

Whippingham Road

The A3021 forms the main route in and out of East Cowes and is a busy, fast moving road. The southern section is subject to a 50/60mph limit, has no footways or cycle provision and does not provide an attractive proposition for walking and cycling. Through the village and on towards East

Cowes the speed limit drops to 40mph, and traffic appears to be typically within the posted limit. However, even at this speed traffic provides a major severance effect, particularly considering the high volume of vehicles. Crossing can be difficult even at formal crossing points. One controlled crossing point is provided which provides some help, though does not meet the needs for all pedestrian movements. This section is still not conducive to cycling and even cycling across the road to get from Alverstone Road to Beatrice Avenue is difficult. On this stretch the footway is laid out as a segregated cycle/pedestrian route, but the width available means this section is almost unusable as laid out.

The area outside the school is heavily dominated by the road. Guard rail is used on both sides of the road. We would question the safety benefit of this in light of recent studies which suggest guard rail can actually increase risk (through reduced driver attention, and by trapping crossing pedestrians and passing cyclists). The guard rail also reduces the width of the footway and makes it feel overly enclosed. The lay-by to the north of the school creates a significant disruption for pedestrians. No footway is provided and people walking have to mix with manoeuvring vehicles including large HGVs.

Discussion & recommendations

The audit has highlighted that some significant shortcomings in the pedestrian and cycling environment in the two parishes. The sheer number of positive changes that could be made, often at a very detailed level, means it is almost impossible to list everything; however, the following gives an indication of the sorts of changes that could be made. Overall any changes that can be made which improve the deficiencies highlighted in the report are likely to be positive and we would suggest the aspiration should be for higher standards for future facilities for walking and cycling.

Over the last hundred years our streets have changed from places where motorised traffic was almost unknown to places often dominated by vehicles. Growth in traffic has happened over a long period, and society has adapted to it and patterns of life have changed around it. In many areas that has had a deleterious effect on quality of life. To reverse some of that decline in quality of life we need to re-think how we use our streets and, in particular, how we use them for motor transport.

Government guidance, including Manual for Streets places significant evidence on planning based on a user hierarchy that puts consideration of pedestrian needs first, followed by cyclists. This contrasts with much of the current situation, where pedestrians and cyclists are (quite literally) squeezed to the edges and “accommodated” around motor traffic. It is also important to remember that residential and village centre streets are important social spaces, not just transport conduits.

There are several different ways the pedestrian and cycling environment could be improved. Perhaps the most important is limiting the impact of motor vehicles and minimising the interaction between pedestrians and vehicles. A key part of this is distinguishing between the different roles of different streets and their purposes. We would suggest that in many areas measures are needed to reduce through traffic using inappropriate residential streets and quiet lanes and ensure motor vehicle movements in these areas are primarily local and low speed and there is a greater focus on provision for safe walking and cycling.

Overarching Recommendations

These recommendations set out key overarching principles for change, later in this section we give suggestions for specific potential improvement initiatives.

Creating a forgiving environment

Just as a parachutist would not jump out of a plane without a reserve chute, so our streets need to be designed to allow for things to go wrong. This is perhaps most true of residential and shopping areas. A child suddenly running into a street, an older person not noticing an approaching vehicle, a motorist not seeing a pedestrian because the sun was shining in their eyes; these are all situations

which happen on a daily basis. If our streets are designed to be forging, then these issues are less likely to lead to a collision, and if there is a collision it is likely to be less serious. Essentially, forgiving design moves beyond designing for how people **should** behave in an ideal world, and looks at what is needed to keep people safe when considering the range of human behaviours and potential for errors being made. Keeping vehicle speeds low where vehicles and pedestrians will be mixing is a key part of this.

Recommendation: Ensure design of all new highway schemes are designed to create a forgiving environment that minimises the impact of mistakes and poor judgements

Reducing of vehicle speeds

As outlined earlier, speeds in excess of 20mph are not compatible with residential areas and other places where there is significant mixing of people walking, cycling and driving. Keeping speeds below 20mph reduces risk, improves liveability and helps create a more forgiving environment.

Recommendation: Implement 20mph zones/limits in residential streets.

Recommendation: Investigate opportunities to modify traffic flows to reduce traffic speeds. Changes to on street parking locations and similar measures can reduce speeds with minimal re-engineering of streets required.

Recommendation: Introduce measures which improve the pedestrian environment while also reducing vehicle speeds. Interventions include raised crossings, build-outs, footway widening, and surfacing changes.

Footway width

Where footway widths are highlighted as inadequate, opportunities may exist to widen these and provide an improved environment for people walking. It may be possible to move forward footway widening projects as stand-alone projects, as part of wider improvement works or in conjunction with development in the area (either as a planning condition or via section 106 funding)

Recommendation: Identify priority footway widening projects and funding opportunities to progress these.

Recommendations: Utilise opportunities through new developments to widen footways.

Formal crossings

Across the parishes there is a significant problem with inadequate provision of formal crossing points for pedestrians. For anyone with mobility issues and particularly wheeled users this makes active travel very difficult.

Any opportunity to create a crossing where one is currently missing will add to the quality of the pedestrian environment and particularly the accessibility of the town. Improvements to existing crossings may be possible through planning gain or as part of a wider improvement programme.

Dropped kerbs for crossings are a vital part of pedestrian infrastructure, however they should not be seen as the only, or even the most desirable, means of providing an accessible crossing point. Dropped kerbs can lead to significant gradients being added to footways, and in many situations it may be better to keep the footway level and raise the carriageway. This should be the standard approach for minor accesses, where pedestrians should retain a level route and priority over motor vehicles. This arrangement also helps keep vehicle speeds down. Appendix 4 shows some examples of different approaches to crossing provision.

Recommendation: Identify opportunities to create and improve crossings as part of other initiatives and new development in the area.

Recommendation: Convert crossings to raised crossings in areas where this would improve existing crossings. Ensure new crossings are raised where this is appropriate.

Recommendation: Ensure that all new minor entrances are configured as continuous footway unless there is a compelling reason why this cannot be accommodated.

Improving junctions

Many junctions have features that make them difficult for pedestrians. Design of corner radii can have a critical impact on pedestrians. A large radius creates a wide crossing point, and increased traffic speeds (see figure 6 for a graphical explanation). Pedestrian crossing points are either offset from desire lines or start/end on a radius section which is not ideal. Within residential areas keeping junction geometry tight should be a priority, to create improved conditions for walking and cycling. This approach is strongly supported by government guidance in Manual for Streets and Manual for Street 2. Some junctions laid out on principles contained in earlier guidance would benefit from re-engineering to tighten corner radii.

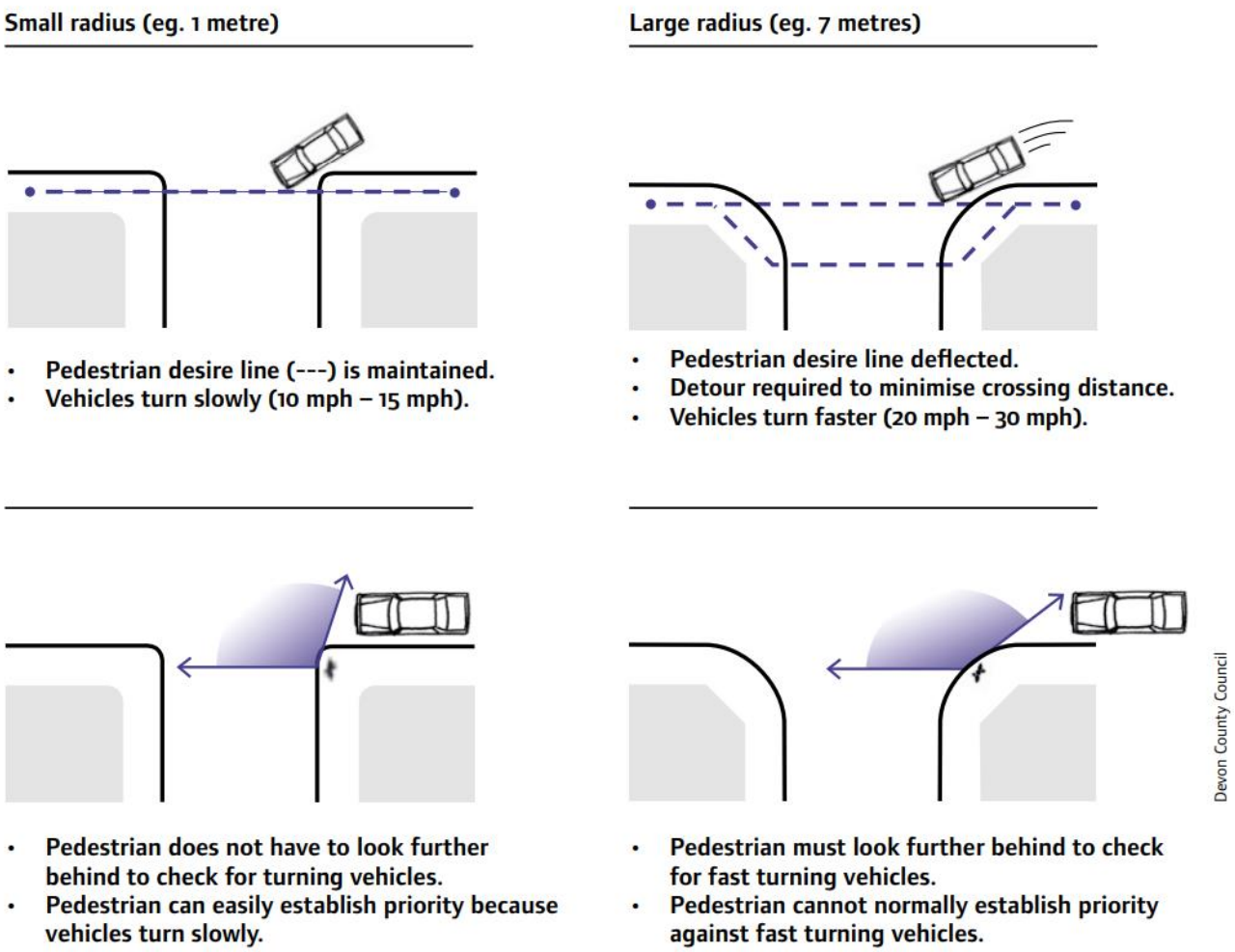


Figure 6 - The effects of corner radii on pedestrians. Source: Manual for Streets

Recommendation: Seek opportunities to remodel existing junctions to a more pedestrian friendly format, in particular alongside other street works.

Recommendation: Ensure new junctions and redesigned junctions are laid out to provide the best pedestrian environment possible

Ensuring new development enhances the pedestrian environment

Where new development is proposed, developers should be expected to ensure the pedestrian environment within and around the development is of a high standard. For larger developments developers should also be expected to contribute to wider public realm improvements.

Recommendation: Through the planning system, ensure developments meet a high standard for pedestrian accessibility and contribute to improving the pedestrian environment in town.

Seating

Opportunities to sit and rest are limited around the centre of Wootton Bridge.

Recommendation: Increase seating opportunities, aiming towards a network of seats no more than 100m apart in the centre of the village.

Barriers

Various barriers to pedestrian movements have been identified in Appendix 1. Where possibly these should be removed to improve the pedestrian environment.

Recommendation: Explore opportunities to evaluate and remove barriers with Isle of Wight Council/Island Roads.

Site Specific Recommendations

These are indicative ideas of the sorts of measures that could be used to deal with identified issues. We would suggest this are used as starting point for discussion. Each parish, or the two working together, may wish to develop a more detailed plan, consulting with local residents, to improve the liveability of the parishes through walking and cycling improvements.

The heart of the village – Wootton Bridge village centre

The centre of Wootton Bridge is currently dominated by the main road. While reducing traffic volume would be ideal, with a lack of alternative options and continued growth in the Island's population, traffic volume is more likely to increase. However, steps can be taken to mitigate the damage caused and reduce the impact of traffic on the village centre. We would suggest a series of measures could be introduced to slow traffic, reduce the visual dominance of vehicles and improve the look and feel of the centre of the village.

- Reducing speeds – a 20mph limit could be introduced in the central area, possibly between Wootton Creek and Rectory Drive. This would encompass the main areas of activity and both controlled crossings but would only introduce minor delays to vehicles passing through. In practice congestion and turning vehicles mean speeds are often below 20mph already. In addition, various of the other suggested changes would help reinforce the 20mph limit, creating an environment where it is clear to motorists they are driving through an active village and should adapt their driving style accordingly.
- Prioritising Crossings - Both controlled crossings should be modified to include a raised table. This helps re-prioritise pedestrians, ensures level footways passing the crossing and provides physical traffic calming to reinforce the low-speed environment. These crossings should use sinusoidal humps, with relatively gentle entry and exit ramps to ensure bus passengers are not caused discomfort.
- Streetscape improvements – Targeted improvements to paving, seating and planting in the heart of the village can help create a greater sense of place. This will make the area more pleasant to walk around, but also reinforce the sense of driving through a place, rather than

simply along a road. Positive improvements were made to the end of Brannon Way, which has a higher-quality feel than some other parts of the centre of Wootton Bridge.

- Junction improvements – several junctions would benefit from modifications to place greater importance on pedestrian convenience and comfort, reduce vehicle speeds and make them feel more like streets for people, rather than just roads for vehicles. Brannon Way, Rectory Drive and New Road could be narrowed where the meet the High Street and the pedestrian crossing placed on a raised table following pedestrian desire lines, removing the substandard refuge in Brannon Way. The Red Road junction could be reconfigured as continuous footway.
- On Street Parking changes – It may be possible to reduce the level of on street parking provision without causing harm to High Street businesses. It is important to acknowledge the importance of passing trade for some businesses, such as the takeaways and so some short-stay parking very close by probably support this business. However, if parking supply is greater than needed, and people are parking on-street who would otherwise use the car park, then some space could be put to better uses, such as providing seating, planting or wider footways. This change would also reduce the visual dominance of vehicle infrastructure and help rebalance the village towards human scale use of space. We would recommend further survey work to assess the level of parking need.

Brocks Copse/Beatrice Ave Quiet Lanes

These country lanes provide an important walking and cycling link between Wootton Bridge and Whippingham, and onwards to East Cowes. East Cowes provides significant employment opportunities, supermarkets and access to the mainland, as is easily reachable by bicycle from both villages. At present the volume and speed of traffic using these streets reduces their usability for people cycling, they do not provide an environment which is likely to encourage people to take up cycling for transport. They also provide an important part of the Island's tourism offer, carrying both the Round the Island cycle route and the Coastal Path (though the latter may move as the England Costal Path progresses).

Given their strong value for walking and cycling, and the difficulties caused by significant numbers of motor vehicles using them, we would suggest they should be converted to active travel routes, principally for walking, cycling and horse-riding with motor vehicles only using them for access. This could be achieved by creating physical restrictions at a single point in Brocks Copse Lane and a single point in Beatrice Avenue. Motor Vehicle access would remain to all properties along the route, while through traffic would be rerouted onto the more suitable main road network. These changes would massively strengthen the island's cycle network at a minimal cost and improve quality of life for local residents. It would probably also reduce rat running through residential streets in Wootton Bridge.

Park Road improvements

Park Road is another rural lane that sees heavy use, and is signed as a route to Sandown, Ventnor and various tourist attractions. Driver behaviour tends to reflect a desire to move quickly from A to B, rather than considerate driving on a rural lane with a mixture of users. Not only does this render Park Road itself difficult to use on foot or cycle but it also causes significant problems at the point where the old railway line cycle track crosses the road. Ideally traffic should not use this route but stick to the main road network, however this would almost certainly push more traffic into Wootton Bridge, therefore we would recommend a series of changes to ensure people using this route acknowledge its country lane mixed-use status. We would suggest several key changes:

1. A reduction in the speed limit to 30mph for the whole length of the road. Speeds of 40mph along this stretch are not compatible with safe walking and cycling.
2. Modification to the junction with Lushington Hill. As laid out the junction causes problems for pedestrians walking along Lushington Hill, and sets the wrong tone for the road, giving the impression it is another relatively major road. This junction could be narrowed significantly, given drivers a visual cue that they need to modify their behaviour as the transition from one street type to another.
3. Reconfiguration of the cycle track crossing to provide better visibility through relocating the gates/fences and placing the crossing on a speed hump to reduce vehicle speeds. It may also be useful to narrow the road to a single lane here to provide a shorter crossing and better visibility, with alternating traffic flows.
4. Modifications to road markings to move the road edge markings slightly further from the verge, visually narrowing the road to slow vehicles, and removing the centre line in sections where it is present, again, slowing vehicles and inducing a greater sense of caution.
5. Addition of traffic calming at either end the residential area to further reinforce the need for low speeds and promote a sense of transition for drivers arriving from faster roads such as Briddlesford Road.

Downsview Gardens to High Street Link

This link is currently set out for pedestrian use only, but there is sufficient space to widen the surfaced area slightly and signpost this as a shared use route to allow cycling, increasing the cycle permeability of the area. At the High Street end a feeder lane could connect to the advanced stop line at the traffic lights, creating a link to Church Road and strengthening north-south cycling links. This link is only likely to be used by local residents and may well already be informally used in this way.

Station Road cycle bypass

The former railway line connects Station Road to the crematorium, with onward links to Newport on traffic-free routes. However, the linkage from the end of the railway route into Wootton is via Station Road which is a does not offer a suitable environment for all users. It also forms a weak link in NCN 23 which is traffic-free though most of the village. Station Road offers little scope for improvement, but it may be possible to create a new section of route from Wootton Station to join up with Packsfield Lane or Fernhill. Such a route would require the use of private land over which access would need to be negotiated. If a route could be agreed this would provide a significant improvement to the continuity of NCN 23 and connect residential estates in Wootton via a continuous traffic-free/low-traffic route right into Newport.

Church Road

The biggest issue identified in Church Road was excessive speed. This suggests some form of traffic calming may be needed, or design changes made to the street to change who drivers view it and hence their driving style. However before proceeding with this we would recommend a more thorough investigation, with some longer-term speed surveys.

Wootton Bridge Recreation Ground

The Recreation Ground offers an opportunity to create a traffic-free shared route between High Street and Footways. This would serve as an alternative to Church Road and Palmers Road. This could then be extended via an upgrade of public footway N215 to connect with Gravel Pit Road. This would then provide onward connection to the old railway line track with only a short distance on Station Road.

The idea of a surfaced path round the perimeter of the recreation ground has been previously suggested, and this could work well, providing both a through route and a jogging/walking/cycling path round the park, ideal for recreation and for teaching young children to ride a bike.

Island Technology Park

The developing Island Technology park in Whippingham has poor cycle access, served only by Whippingham Road. This important employment and education site could be linked in with local housing and the wider cycling network with some upgrades to existing rights of way.

1. Upgrade of public footpath CS25 to permit cycling. This would connect Whippingham Road with Beatrice Avenue.
2. Widen the existing footway alongside Whippingham Road from CS25 to the Island Technology Park Entrance.
3. Reconfigure the entrance to the technology park to create a safe access for people cycling and improve pedestrian crossing facilities at this junction.

4. Create a new uncontrolled crossing point across Whippingham Road near CS25 and a short section of shared-use path linking to the north end of River View. This would connect local residents to the technology park but also provide an improved link to East Cowes via Beatrice Avenue.

Improving cycle links to Ryde, Newport and East Cowes

Improving conditions for cycling within the parishes is important, but many journeys to neighbouring towns could be easily made by cycle (conventional or electric) by most people if good quality traffic free/low traffic routes are available. This means a need to improve links to Newport, East Cowes and Ryde in particular. Improving these links will strengthen access to the Island's main employment and shopping areas, secondary schools and many other services. Key areas which would benefit from improvement are:

- Old railway line between Wootton and Newport. To include surfacing improvements along the whole length and creation of new cycle access between the crematorium and Little Fairlee Farm.
- Island Harbour to East Cowes. A feasibility study is currently being carried out into this route, and capital funding has been allocated to delivering the route. Connections to various parts of Whippingham should be possible, particularly if some of the other changes above are made.
- Whippingham to Newport via East Cowes Road. Creation of an improved route using Alverstone Road and East Cowes Road to connect the village to Mill Lane and onwards to Newport should be relatively simple, but requires significant improvements to the Racecourse Crossing and a short new link to Mill Lane.
- Wootton Bridge to East Cowes. A quality route could be achieved by modifying Alverstone Road and Beatrice Avenue as highlighted previously.
- Wootton Bridge to Ryde. Much of this route now exists, however improvements are needed to Kite Hill, and ideally an alternative to using Fishbourne Lane, or at least modifications to Fishbourne Lane to make cycling safer.

Capitalise on passing cyclists

Visitors on bikes can be a real opportunity for local businesses. In Yarmouth and Newchurch new cafes have been established based largely on visitors using adjacent cycle tracks. Wootton Bridge is on NCN22 and both Wootton Bridge and Whippingham are on the Round the Island cycle route.

One issue for Wootton Bridge is that cyclists on NCN 22 bypass the village centre. One possible way to capture some of the revenue potential would be to create a cycle parking and information spot by the old mill pond (subject to obtaining landowner consent). This would provide an attractive stopping point, but also encourage people to walk or cycle into the village or use the pub. The fact the village has toilets is a further attractor, particularly with the loss of many public toilets across the Island.

Figure 7 - Visiting cyclists

Eastern High Street Crossing

Crossing the road around the creek is very difficult, as highlighted earlier in the report. This could be overcome by introducing a controlled crossing just west of Mill Square. In conjunction with a reduced speed limit of 20mph starting around this point, a humped zebra crossing could be introduced to help reduce speeds in the village and at the crossing. This would require a more comprehensive safety audit but would appear to be deliverable. The crossing is likely to be only sporadically used, much like the zebra at the other end of the village so should have minimal impact on traffic flow.

Brannon Way

Brannon Way is an area with significant activity, with the community centre and doctor's surgery on one side, and car park and pharmacy (around the corner) on the other side. People coming from the north side of the village to the community centre/surgery are likely to use the controlled crossing across the High Street and hence need to cross Brannon Way.

While traffic volumes on Brannon Way are not huge, the car park does increase volume significantly on the northern section. The importance of this connection for pedestrians is not recognised in the layout of the road which could be modified to give a much stronger sense of place and rebalance the environment towards human-scale activities. Widened footways, improved crossings and more planting would help establish a greater sense of a pedestrian dominated environment.

Recommendation: Develop a plan to move forward specific improvement initiatives, either directly or with relevant partners.

Appendix 1 – Barriers and obstacles

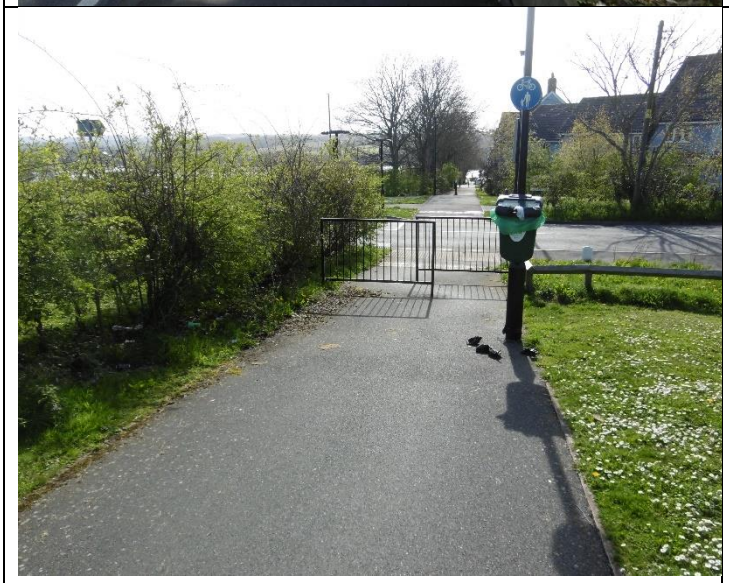
	<u>New Road</u> Telegraph pole narrows footway to 0.8m leaving inadequate width for a wheelchair user. Localised footway widening may provide an easier solution than relocation of the pole.
	<u>Brannon Way</u> The purpose of this bollard is not clear and it narrows the footway and provides a pedestrian collision risk. Unless there is a strong rationale for its retention it should be removed and the footway restored to full width.

	<u>Rectory Drive</u> These two bollards appear to have been installed to prevent vehicles overrunning the exit from Tesco. This exit is already very wide and we would question their necessity. They intrude into the footway providing a pedestrian collision risk and reducing available width. They should be removed unless there is a strong rationale for retention.
	<u>Church Road</u> Telegraph pole narrows footway to 0.8m leaving inadequate width for a wheelchair user. Localised footway widening may provide an easier solution than relocation of the pole.
	<u>Public Footpath N79</u> This barrier leaves only a 0.8m gap which is likely to completely prevent wheelchair access. Ideally the barrier should be removed, at very least it should be modified to provide wheelchair access. Upgrades to the rest of the footpath would improve its usability as a utility route.

	<u>High Street</u> This lamppost is in the main pedestrian flow. Ideally it should be relocated to the back of the footway.
	<u>High Street</u> The last bollard in this row is in line with the crossing and makes movements around the crossing area unnecessarily difficult. This bollard could probably be removed with no ill effects. The use of bollards here does little for the look and feel of the area. An alternative solution would be some planting along the edge of the forecourt area in raised beds or similar to prevent vehicle encroachment onto the footway. This would improve the area aesthetically and provide the same function as the bollards do now. Alternatively, the business owners could choose to remove all parking to the front of the shop and create a more attractive space for customers with planting and seating.
	<u>High Street</u> Street furniture narrows this section of footway to 1.3m at points. The whole length is narrow and feels enclosed by the wall and guardrail. This corner could be remodelled to widen the footway, allowing the guardrail to be removed while still allowing sufficient space for traffic movements.

	<u>High Street</u> The rationale behind this bollard is unclear. It would appear that it could be removed, however if there is an overriding rationale for retention then it should be relocated so it is not in the centre of the footway.
	<u>High Street</u> This bollard creates a pinch point with the streetlamp diagonally opposite. Its purpose is unclear as overrun would appear unlikely here and it offers no protection against footway parking. It should be removed unless there is a strong rationale for retention.
	<u>Brannon Way Car Park</u> The footway on the right connects to the eastern end of Mary Rose Avenue with the car park and onwards to the village centre. The lack of dropped kerb restricts access.

	<u>Whippingham Road</u> This long run of guardrail, present only on one side of the road, could trap pedestrians (crossing) or cyclists (riding along the carriageway). While this is a sensitive site outside a school, options should be investigated to allow removal of the guardrail and implementation of more active-travel friendly safety measures.
	<u>Alverstone Road</u> These bollards appear to be installed to prevent overrun/footway parking by vehicles accessing the forge. They present a collision risk for pedestrians, particularly those with visual impairments. An alternative layout with the introduction of a grass verge and clearly defined routes for pedestrians and vehicles access the forge may provide a better solution.
	<u>Whippingham Road</u> The footway ends at either side of layby with people forced to walk on the layby itself which provide a poor and unsafe environment. There are no dropped kerbs to allow through access for wheeled users. Creation of a continuous pedestrian route here is possible in various ways – through reallocation of space from the layby or creation of a footway on the current verge.

	<u>Whippingham Road</u> This bus stop could be located in verge space to maintain footway width. It currently narrows the footway to 1.3m to the kerb edge, alongside a 40mph road.
	<u>Saunders Way</u> These chicane barriers are set 1.4m apart, with a gap of 1.2m from the path edge to barrier. This arrangement is inconvenient for all users and completely inaccessible for some types of cycle (modified cycles for disabled people, tandems, cycle trailers) and probably some mobility scooters. These barriers do not comply with current guidance. Chicane barriers should only ever be used as a last resort and should never be as close together as these. The junction could almost certainly be laid out in a safe configuration without any need for barriers. There is sufficient space to curve the shared path on the approach to slow cyclists. Coupled with reduction of the hedge to improve visibility and creation of a raised crossing point to slow vehicles this would provide a vastly superior layout,

	<u>Beatrice Avenue</u> These bollards partly obscure visibility of children and add to turn difficulty for cyclists. They appear unnecessary and could probably be removed. Consideration should be given to installing a raised table for the cycling and walking crossing to slow vehicles at this point.
	<u>High Street</u> The bus shelter narrows the footway width to 1.2m which provides inadequate width for pedestrians even without anyone waiting at the stop. Mounting the canopy on uprights at the back of the footway in line with the adjacent lamppost would maximise available footway width. In addition, the footway could be widened here with the removal of the right turn “half lane” for the tiny number of vehicles turning into Kennedy Close.

	<u>High Street</u> At this point the footway disappears into the garage forecourt. The flush kerb gives no warning to visually impaired pedestrians. Ideally the footway should continue alongside the garage, however this is likely to require major redevelopment. As an interim measure warning tactile paving should be installed.
	<u>Lusington Hill</u> There is a severe adverse camber to the footway here with huge variation in footway heights. This may be adjusted within the Island Roads upgrade programme but if not should be a target for remedial action.

	<u>Mill Lane</u> Bolt-on speed humps across the full width of the lane provide an obstacle for wheeled users.
	<u>Station Road</u> The bus shelter could be relocated from the footway to the verge or by reducing the bay size.
	<u>Station Road</u> The bus stop is in the middle of the footway, causing a significant obstruction. It could be relocated to the verge or by reducing the bay size.

Appendix 2 – Audit key results (pedestrian environment) by street

Street	Ref	Side A faces	Side A width		Side A notes	Side B width		Side B Notes	Speed	Volume	Surveyor's notes
			Min	Typical		Min	Typical				
Alverstone Road	520	East	Absent	Absent		Absent	Absent		<35	2	
Alverstone Road	521	North	Absent	Absent		Absent	Absent		<35	3	
Barton Close	511	North	2.0m	2.0m	Absent to south of crescent section	2.0m	2.0m		<20	1	
Beatrice Avenue	502	West	3m+	3m+	Some edge loss to vegetation, reduces to 2.7	Absent	Absent		<35	2	
Beatrice Avenue	503	South	Absent	Absent	Rural lane, no footway	Absent	Absent	Rural lane, no footway	<35	2	
Beechcroft Drive	561	North	1.8m	1.8m		1.8m	1.8m		<20	1	
Brannon Way	544	East	1.8m	1.8m		1.8m	1.8m		<25	3	
Bridgeway	538	North	1.8m	1.8m		1.8m	1.8m		<20	1	
Brocks Copse Road	522	North	Absent	Absent		Absent	Absent		35+	4	
Campfield Road	508	North	2.0m	2.0m	End section absent	2.0m	2.0m		<20	1	
Church Close	559	North	1.8m	1.8m	Absent at West end	1.8m	1.8m		<20	1	Footway takes winding course round parked cars
Church Road	557	East	1.3m	1.3m		1.8m	1.8m	Mostly absent	<35	3	
Church Road	532	West	1.8m	1.8m	Mostly absent	1.5m	1.3m	Narrowed further by obstruction	<30	3	Turns to private road at end
Downsview Gardens	547	North	1.7m	1.7m	Partly absent	1.7m	1.7m	North South section is	<20	1	

Street	Ref	Side A faces	Side A width		Side A notes	Side B width		Side B Notes	Speed	Volume	Surveyor's notes
			Min	Typical		Min	Typical				
								shared surface			
East Cowes Road	519	North	1.8m	1.8m	Footway only past houses. No footway link to Racecourse but pedestrians can use cycle link	Absent	Absent		<25	1	
Fernside Way	548	North	1.8m	1.8m		1.5m	1.8m	One narrow run of 1.5	<25	2	
Footways	535	North	1.8m	1.8m		1.8m	1.8m		<30	3	
Glebe Gardens	539	North	1.8m	1.8m		1.8m	1.8m		<20	1	
Glendale Close	554	West	1.8m	1.8m		Absent	Absent		<20	1	
High Street	543	South	<1m	1.5m	Mostly around 1.8 in village centre, narrower further west.	1.3m	1.8m	Very mixed	<30	5 Heavy 5K+	Very high flows. Speeds over 30 fairly common, speeds often held down by turning movements and congestion. Constant smell of exhaust fumes. Crossing very difficult away from controlled crossing points.
High Street	560	North	1.4m	1.7m		1.4m	1.7m		<30	5 Heavy 5K+	
Holford Road	534	East	1.8m	1.8m		1.8m	1.8m		<20	1	
Kennedy Close	556	East	1.8m	1.8m		1.8m	1.8m		<20	1	

Street	Ref	Side A faces	Side A width		Side A notes	Side B width		Side B Notes	Speed	Volume	Surveyor's notes
			Min	Typical		Min	Typical				
Kite Hill	542	South	1.8m	2.4m	Shared use	1.2m	1.5m	Only provides access to bus stop	<35	5 Heavy 5K+	
Lushington Hill	563	North	1.7m	1.7m	Large part absent	1.0m	1.7m	Very variable, narrowest section near Racecourse Roundabout.	35+	5 Heavy 5K+	Harwoods garage has no footway, pedestrians tend to use the forecourt. Traffic makes walking unpleasant (speed, volume, proximity).
Mary Rose Avenue	545	North	Absent	Absent	Almost all absent. Small section at Hammerhead.	1.5m	1.8m		<20	1	Footway to car park at end
Mary Rose Avenue	546	North	1.6m	1.6m		1.5m	1.6m		<20	3	Lots of minor entrances which almost all break the continuity of the footway, serious lack of dropped kerbs.
Mill Lane	517	North	Absent	Absent		Absent	Absent		<25	2	
Mill Square	541	North	Absent	Absent		Absent	Absent		<20	1	
New Road	527	East	Absent	Absent	Short section of footway at south end	<1m	1.1m	Very narrow and with some severe crossfall at crossovers	<25	2	
New Road	528	East	1.0m	1.2m		1.1m	1.3m		<20	3	
Norman Way	533	East	1.8m	1.8m		1.8m	1.8m		<20	1	
Palmers Road	523	East	1.8m	1.8m		1.8m	1.8m		<25	1	Ends in private road
Palmers Road	562	East	1.2m	1.8m	Mostly 1.8 but a few narrower sections	Absent	Absent		<30	3	

Street	Ref	Side A faces	Side A width		Side A notes	Side B width		Side B Notes	Speed	Volume	Surveyor's notes
			Min	Typical		Min	Typical				
Park Road	565	East	Absent	Absent		Absent	Absent		35+	4	Flow nearly at 5000 on council records. Observed multiple vehicles travelling over 50mph in 10-minute observation. Speeds at cycle crossing frequently at or over the legal 40mph limit.
Park View	555	North	1.8m	1.8m		1.9m	1.8m		<20	1	
Racecourse	518	North	Absent	Absent		1.5m	1.8m	Shared use	35+	5 Heavy 5K+	
Rectory Close	537	North	1.8m	1.8m		1.8m	1.8m		<20	1	
Rectory Drive	536	East	1.8m	1.8m		1.8m	1.8m		<30	3	
River View	510	West	Absent	Absent	No footway on west side	2.0m	2.0m		<20	1	Path at end to Whippingham road, however no tactile paving or landing point opposite.
River View	509	West	Absent	Absent	No footway on west side	2.0m	2.0m		<20	1	
Saunders Way	500	South	2.0m	2.0m		3m+	3m+	Shared use	<35	4	
Saunders Way	501	South	1.9m	1.9m		3m+	3m+	Shared use	<35	4	Incoherent cycling facilities
St Edmunds Walk	529	North	1.8m	1.8m		1.8m	1.8m		<20	2	Footway continually interrupted by minor accesses, often excessively wide. Lots of dropped kerbs (for drives) give something of a roller coaster effect. End on parking

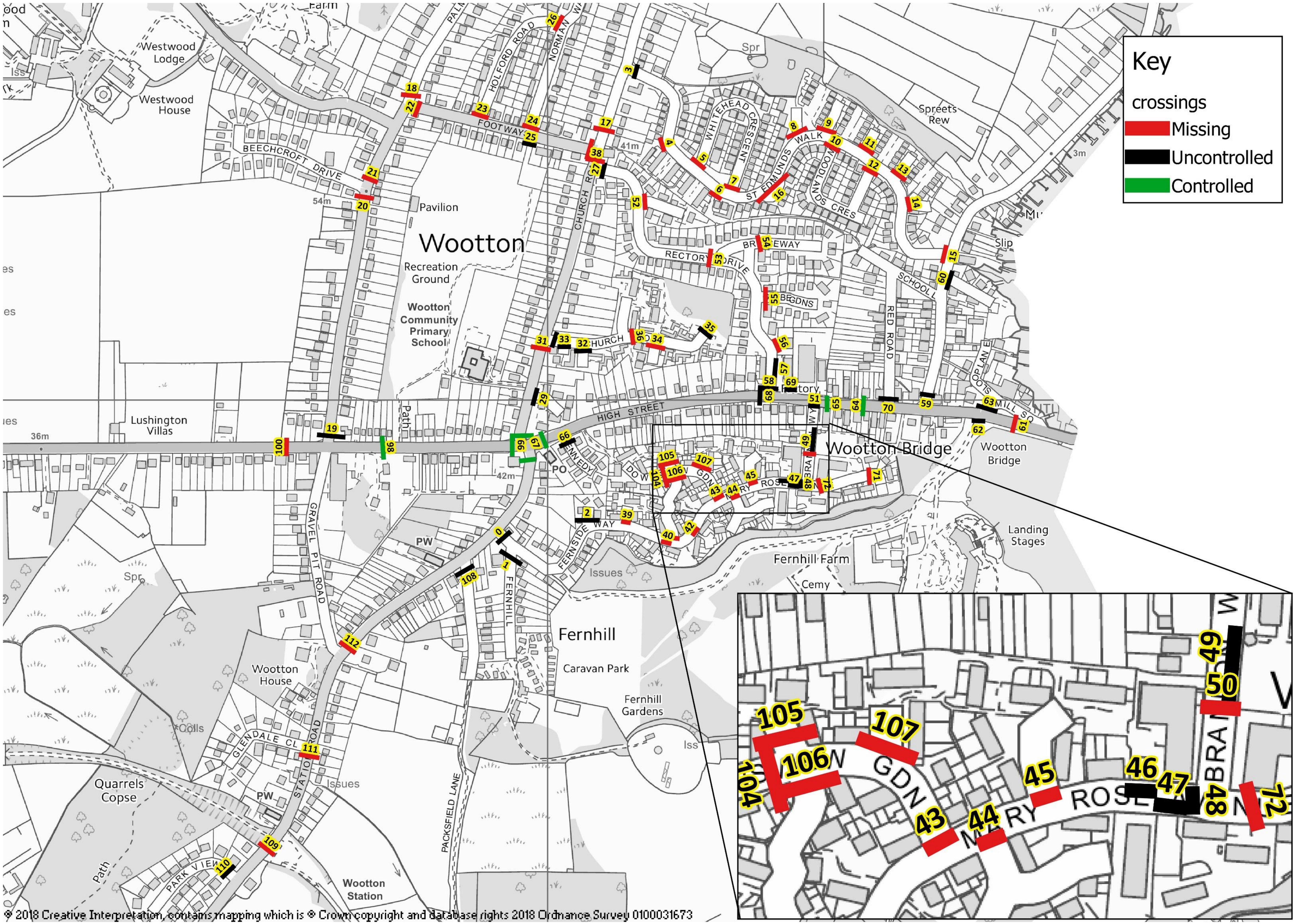
Street	Ref	Side A faces	Side A width		Side A notes	Side B width		Side B Notes	Speed	Volume	Surveyor's notes
			Min	Typical		Min	Typical				
											can cause overhang issues plus risk to cyclists.
Station Road	551	East	1.5m	1.8m	Absent in sections	1m	1.8m	Absent in places	<35	5 Heavy 5K+	
Whippingham Road	513	East	Absent	Absent		Absent	Absent		<35	5 Heavy 5K+	
Whippingham Road	505	West	1.1m	1.8m	Very variable, absent at layby.	1.1m	1.5m	Absent for North section	<35	5 Heavy 5K+	
Whitehead Crescent	531	North	1.8m	1.8m		1.8m	1.8m		<20	1	
Whiterails Road	564	North	Absent	Absent		Absent	Absent		35+	5 Heavy 5K+	
Woodlands Crescent	530	North	1.8m	1.8m		1.8m	1.8m		<20	1	Hammerhead gives long route in the absence of a crossing point
Wootton Lodge	558	North	Absent	Absent	Absent	Absent	Absent	Absent	<20	1	

Appendix 3 – Record and map of crossings/missing crossings

Ref	Photo	Type	Dropped Kerb	Tactile Paving	Surveyors Notes
0	P1020030	Uncontrolled	Flush	Yes	Significant offset from desire line
1	P2010001	Uncontrolled	Level or CF	No	Private road
2	P2010002	Uncontrolled	Dropped	No	
3	P1020016	Uncontrolled	Flush	Yes	Offset
4	P1020017	Missing			
5	P1020018	Missing			
6	P1020019	Missing			
7	P1020020	Missing			
8	P1020021	Missing			
9	P1020022	Missing			
10	P1020023	Missing			
11	P1020023	Missing			
12	P1020026	Missing			
13	P1020027	Missing			
14	P1020028	Missing			
15	P1020029	Missing			
16	P1020032	Missing			
17	P1020033	Missing			Footway ends with no crossing to reach opposite footway
18	P1020038	Missing			Missing
19	P1020040	Uncontrolled	Flush	Yes	Steep slope and poor visibility. Would benefit from raised table
20	P1020043	Missing			
21	P1020043	Missing			
22	P1020044	Missing			
23	P1020045	Missing			
24	P1020046	Missing			
25	P1020047	Uncontrolled	Flush	Yes	Steep slope.
26	P1020048	Missing			
27	P1020050	Uncontrolled	Flush	Yes	
28	P1020052	Uncontrolled	Flush	Yes	
29	P1020054	Uncontrolled	Flush	No	
30	P1020054	Traffic Lights	Dropped	Yes	
31	P1020056	Missing			
32	P1020058	Uncontrolled	Dropped	Yes	
33	P1020057	Uncontrolled	Dropped	Yes	Very poor drop
34	P1020059	Missing			
35	P1020060	Uncontrolled	Dropped	Yes	
36	P1020063	Missing			
37	Photo not available	Missing	None	No	
38	Photo not available	Missing	None	No	
39	P2010003	Missing			
40	P2010004	Missing			
41	P2010005	Missing			
42	P2010006	Missing			
43	P2010007	Missing			Very high kerb

Ref	Photo	Type	Dropped Kerb	Tactile Paving	Surveyors Notes
44	P2010008	Missing			
45	P2010009	Missing			
46	P2010010	Uncontrolled	Level or CF	Yes	Tactile appears unhelpful. Unduly steep drop down for pedestrians for minor private entrance.
47	P2010012	Uncontrolled	Level or CF	No	Would be better if pedestrian surface continued across entrance
48	P2010013	Uncontrolled	Dropped	Yes	Limited visibility and steep angle.
49	P2010015	Uncontrolled	Level or CF	No	
50	P2010016	Missing			No crossing point from car park to community centre and medical centre
51	P2010019	Uncontrolled	Dropped	Yes	Wide bell mouth allows fast turns, significant angles on dropped kerb, splitter island is less than 1m wide, not suitable for use as a pedestrian refuge.
52	P1020064	Missing			
53	P1020065	Missing			
54	P1020066	Missing			
55	P1020067	Missing			
56	P1020068	Missing			
57	P1020070	Uncontrolled	Level or CF	No	Car park exit
58	P1020071	Uncontrolled	Dropped	Yes	
59	P1020073	Uncontrolled	Dropped	Partial or incorrect	Offset. Poor drop.
60	P1020076	Uncontrolled	Level or CF	No	Indistinct due to maintenance issues
61	P1020079	Missing			Footway ends on north side with no crossing point. Also, no link between sloop Inn and lakeside hotel or between bus stops.
62	P1020083	Uncontrolled	Flush	Yes	Warning tactile unhelpful, poorly placed.
63	P1020084	Uncontrolled	Dropped	No	Junction design allows fast left turns
64	P1020089	Puffin or similar	Dropped	Yes	
65	P1020089	Puffin or similar	Dropped	Yes	Dropped kerb one side, flush the other.
66	P1020096	Uncontrolled	Flush	Yes	Very offset
67	P1020100	Traffic Lights	Flush	Partial or incorrect	No tail on north side tactile. 1.8m refuge with no push button.
68	P1020105	Uncontrolled	Dropped	Yes	Steep gradient on north side. 1.2m refuge.
69	P1020106	Uncontrolled	Level or CF	No	CF, severe crossfall
70	P1020108	Uncontrolled	Dropped	Yes	On large radius, drain on line of crossing.
71	P1020110	Missing			Footway ends, no crossing to reach opposite one.
72	P1020111	Missing			Footway ends directly opposite parking bay. No crossing point.
73	P1020113	Puffin or similar	Dropped		Almost flush
74	P1020115	Uncontrolled	Flush	Yes	1.2m wide refuge. Very steep.
75	P1020116	Uncontrolled	Flush	Yes	Wide crossing. Restricted visibility
76	P1020126	Uncontrolled	Flush	Yes	Very steep
77	P1020127	Missing			
78	P1020128	Missing			
79	P1020136	Uncontrolled	Flush	Yes	1.2m Central refuge
80	P1020137	Uncontrolled	Flush	Yes	1.2m refuge. Footway ends on East Side.
81	P1020154	Uncontrolled	Flush	Yes	Off desire line but still on radius and wide crossing. Traffic can turn fast.

Ref	Photo	Type	Dropped Kerb	Tactile Paving	Surveyors Notes
82	P1020170	Missing			Dropped kerb one side. Access to bus stop.
83	P1020176	Uncontrolled	Flush	Partial or incorrect	2 lanes wide either side. Offset at centre Island, tactile could easily be misunderstood.
84	P1020182	Uncontrolled	Flush	Yes	Wide, on radius, steep and adverse camber.
85	P1020184	Missing			Obvious crossing point but no provision
86	P1020187	Uncontrolled	Flush	Yes	Planting restricts visibility. Turn speeds fairly fast. Would suit raised crossing, possibly priority.
87	P1020190	Uncontrolled	Flush	Yes	1.6m refuge on shared use crossing. Visibility to west hampered by parked cars.
88	P1020192	Uncontrolled	Flush	Partial or incorrect	Visibility obscured by parked cars. Relatively fast turn in. Would suit raised crossing. Tactile missing on cover.
89	P1020194	Uncontrolled	Flush	No	Shared crossing. Restricted visibility. 40mph.
90	P1020200	Uncontrolled	Flush		On radius, steep adverse camber.
91	P1020203	Uncontrolled	Flush	Yes	Steep on one side.
92	P1020231	Uncontrolled	Dropped	No	Only one side dropped
93	P1020232	Uncontrolled	Dropped	No	Poorly defined.
94	P1020235	Missing			No footway
95	P1020236	Missing			Footway ends
96	P1020238	Missing			
97	P1020239	Uncontrolled	Dropped	No	Only dropped one side
98	P1020241	Zebra	Flush	Yes	Limited waiting area. Approaching vehicle speeds can be high.
99	P1020245	Traffic Lights	Flush	Yes	
100	P1020249	Missing			Footway ends on north side
101	P1020267	Uncontrolled	Flush	Yes	Very poor visibility, wide crossing, fast flowing vehicles. Few vehicles turn right out yet dedicated lane provided
102	P1020278	Uncontrolled	Flush	Partial or incorrect	Cycle track tactile - helps no one. Steep slopes, sub 1m refuge.
103	P1020282	Uncontrolled	Dropped	Yes	No tactile indication of shared use.
104	P1020299	Missing			
105	P1020300	Missing			
106	P1020301	Missing			
107	P1020302	Missing			
108	P1020303	Uncontrolled	Dropped	No	
109	P1020305	Missing			Footway ends
110	P1020307	Uncontrolled	Flush	Yes	Offset
111	P1020314	Missing			Footway ends
112	P1020316	Missing			Footway ends
113	P1020307	Traffic Lights	Flush	Yes	


Key
crossings
Missing
Uncontrolled
Controlled
Wootton
Wootton Bridge
Fernhill
Recreation Ground
Wootton Community Primary School
Pavilion
Westwood Lodge
Westwood House
Lushington Villas
Wootton House
Quarrels Copse
Wootton Station
Fernhill Farm
Fernhill Gardens
Caravan Park
Landing Stages
Spreets Rew
BEECHCROFT DRIVE
HOLFORD ROAD
NORMAN WAY
FOOTWAY
CHURCH ROAD
WHITEHEAD CRESCENT
ST EDMUNDS WALK
WOODLANDS CRES
RECTORY DRIVE
BRIDLEWAY
SCHOOL LANE
RED ROAD
HIGH STREET
KENNEDY
MARY ROSE
BRANNON WAY
FERNSIDE WAY
GRAVEL PIT ROAD
FERNHILL
PACKSFIELD LANE
STATION ROAD
GLENDALE CL
PARK VIEW
MILL SQ
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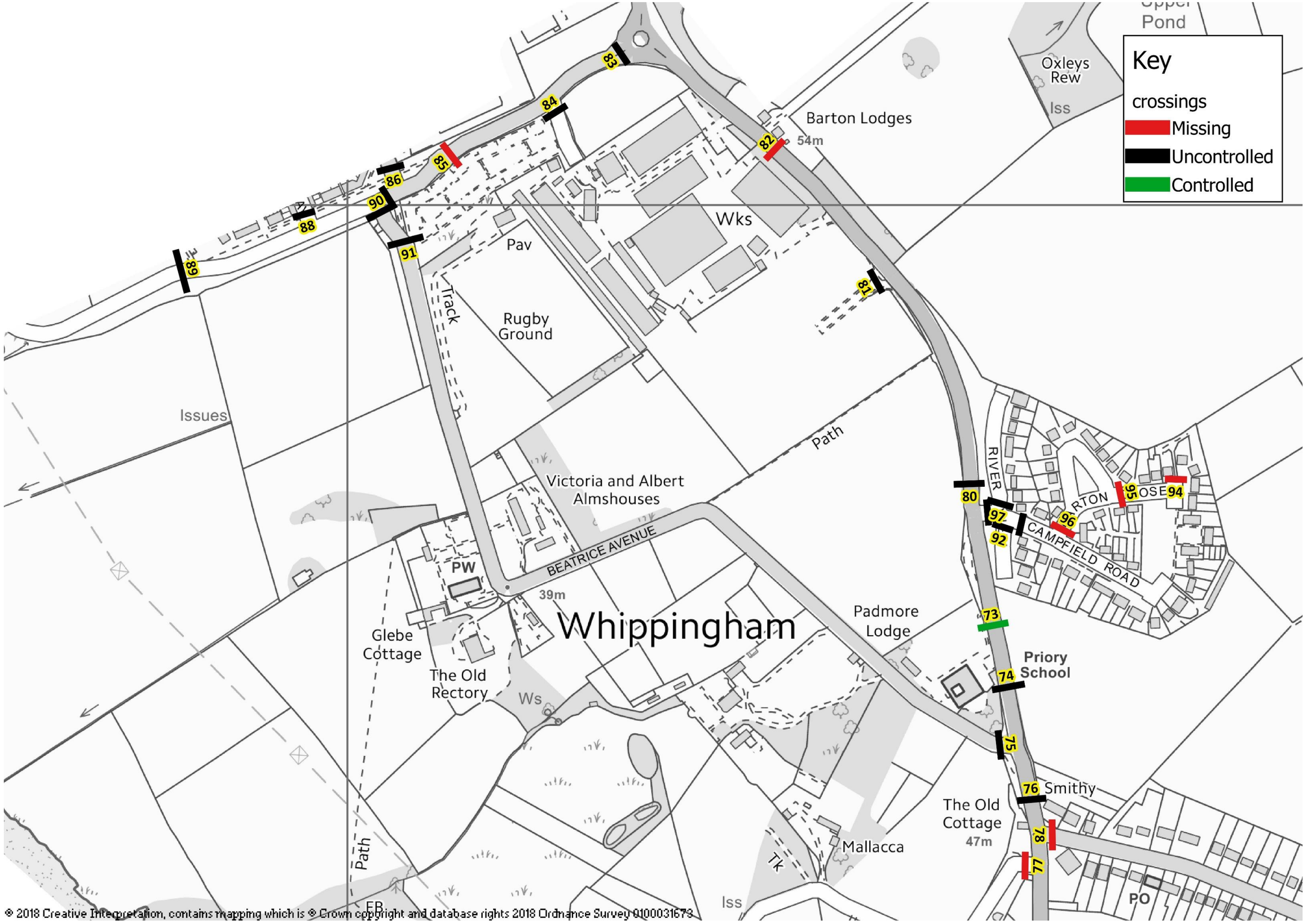

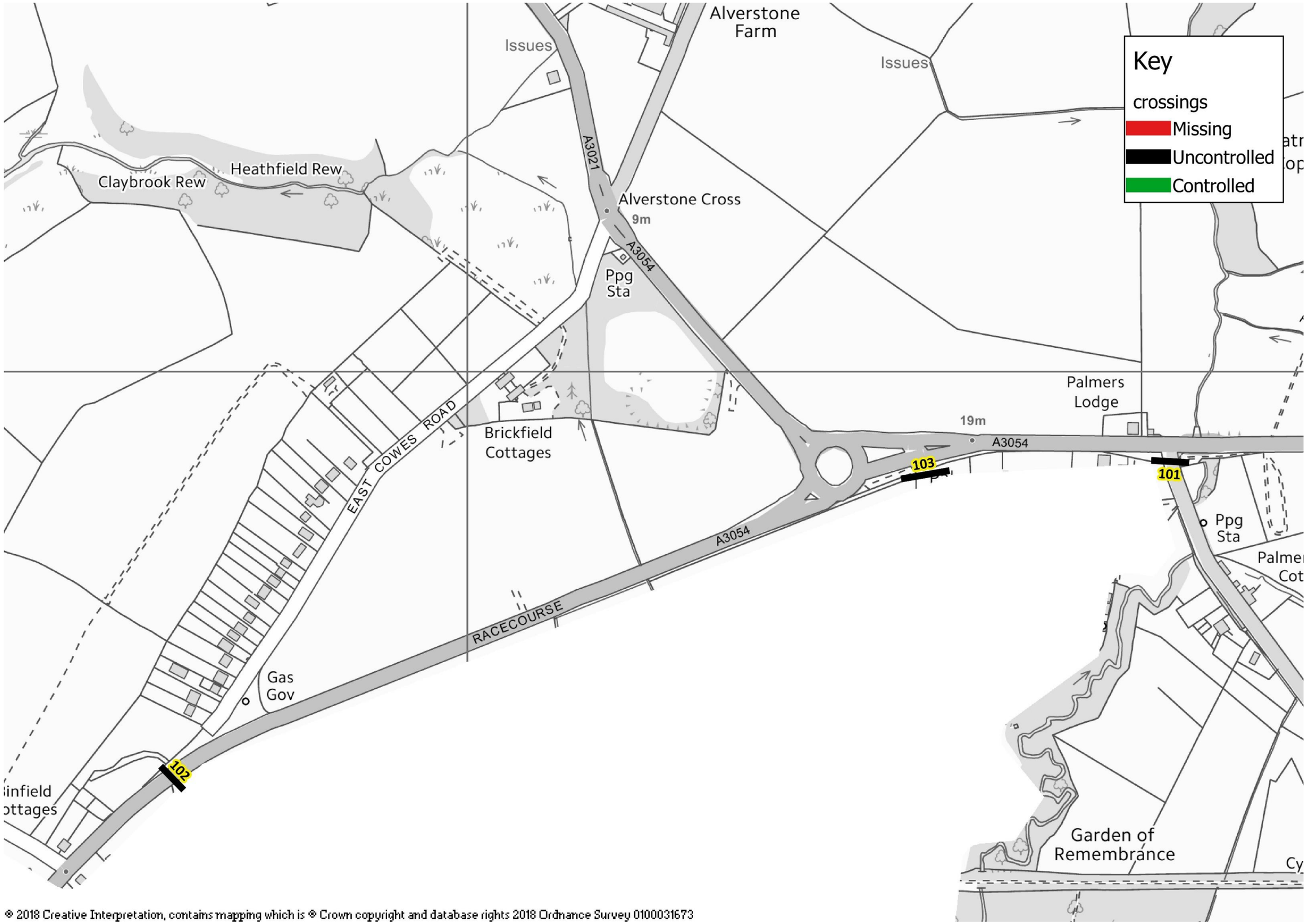

Appendix 4 – Uncontrolled Crossing types

One of the key areas for improvement identified is pedestrian crossings, particularly uncontrolled crossings. In most places these crossings exist in the two parishes they are achieved through sloping the footway down to meet the carriageway. Crossing like this should be laid flush and with tactile paving to help visually impaired users. However, this arrangement should not automatically be used as it has several disadvantages over alternative approaches. The level change can be uncomfortable for people walking and particularly for wheeled users. People travelling past the crossing along the footway are often inconvenienced by the footway dropping away to one side – this is a serious issue when footways are narrow, where wheeled users may be pulled off course and into the carriageway. Dropped kerbs also create a sense of vehicle priority, even when turning into side streets across the main flow of pedestrians. There are various other alternatives available, several of which are illustrated on the following pages. The most appropriate option will depend on the setting, although budgetary constraints may also be an issue.

Raised table at junction – The carriageway is raised up at the junction to create a level crossing point for pedestrians. This also helps slow vehicles turning in to the street to make crossing easier and safer. (Tierney Street, London)

Crossing on raised table – here a crossing is provided mid-way along the street on a raised table, providing a level footway and slowing vehicles. In this case it is combined with a pinch point for vehicles with single alternate lane working. (Seaview Road, Cowes)

Footway paving continuous across this car park entrance, indicating clear pedestrian priority. The footway drops gently towards the crossing in this instance. (Sea Street, Newport)

At a four-way junction (this photo shows one arm) the carriageway slops up to footway level, giving a large level area, with formal crossing points identified through changes in paving and provision of tactile paving. (Monmouth Street, Bath)

	
In Denmark this sort of arrangement is common. The tarmac cycleway and paved footway continuous across the side road, and vehicles use a tarmac ramp to adjust to the level. (Nyvej, Aabenraa, Denmark)	In the Netherlands this is a common arrangement for private accesses and minor streets. The footway continues across the turning and a ramped kerb is provided for vehicles crossing over. (Hoofdweg, Hoofddorp, Netherlands)
	
A similar approach to the Netherlands design has been used here, keeping priority with the footway and slowing turning vehicles (Blechynden Terrace, Southampton)	