



ESPLANADE TRAFFIC FLOW

TOWN COUNCIL MEETING

REPORT 23/21

8 MARCH 2021

The purpose of this Report is ask Members to consider requesting the Isle of Wight Council to agree and implement adjustments to the parking on the Esplanade to facilitate traffic flow along it and reduce the dangers from it.

NO. DETAILS

1) BACKGROUND

- a) Following observations of the difficulties for traffic moving in both directions along the Esplanade and the dangerous arising from it Steph Toogood has worked with our Economic Development Officer Nick Cox and consulted with the area's traders to develop a freer and safer experience.
- b) Her proposal is attached to this Report.

2) RECOMMENDATION

The Town Council is recommend to forward the proposal to the Isle of Wight Council as the Traffic Authority with a request to implement it, or appropriate variations of it in time for the 2021 season.

THE PROPOSAL

To reduce traffic congestion and delays on the Esplanade with minimal changes to on-street car parking spaces; and to improve public safety when walking between 'The Met' and 'The Mill Bay' pub on the north-side pavement, especially during the holiday season.

RESIDENTAL SURVEY

Prior survey work was undertaken to gain support of the hospitality proprietors and local residents working and living within the Esplanade area. To date, 100 survey forms were delivered and 22 have been returned supporting the proposal. No negative comments or resistance to the proposal have been received.

NEXT STEP

Provided the Town Council approves moving forward with this proposal, and depending on survey responses, there would be no reason not to liaise with the Highway Authority for the Island to formalise, approve and achieve this proposal. In addition, liaise with Isle of Wight car parking to put forward the benefits and to preserve the number of chargeable parking bays along the Esplanade.

SCHEMATICS

The following diagrams are approximations. The measurements taken are with ± 5 cm. The size of the current car parking bays was taken as 590cm length and 200cm width.

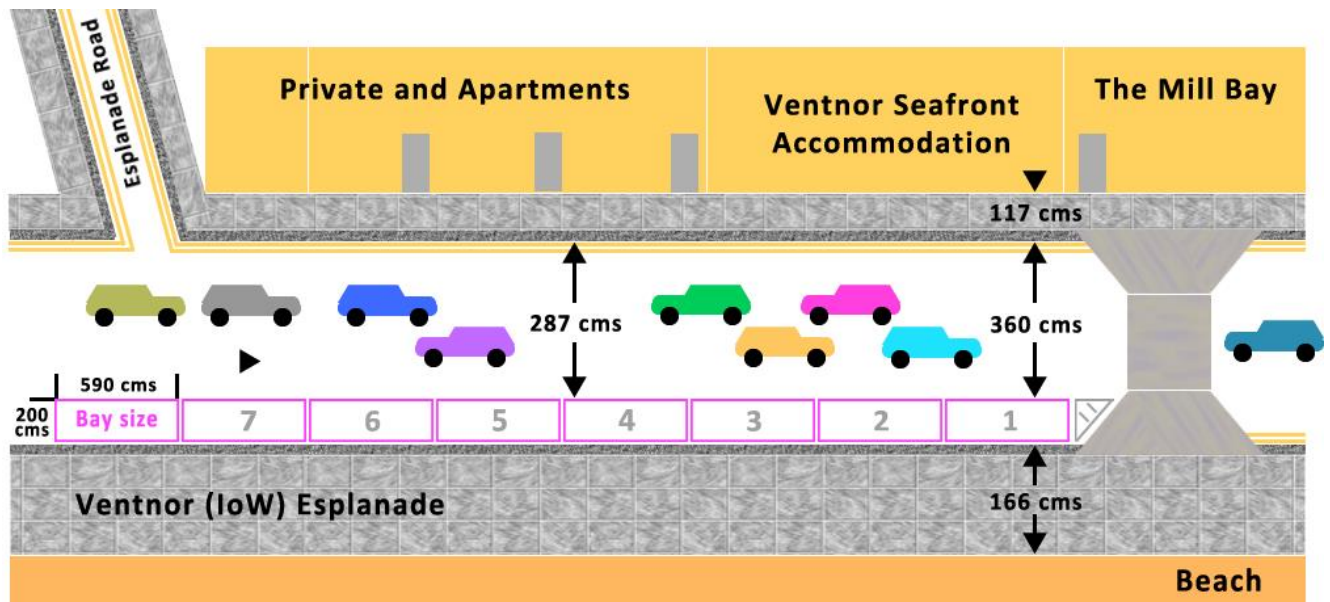
ERRORS

This is an initial review/draft document. Any problems with either the text or diagrams, please relay the problem/s to the author for immediate correction.

Steph Toogood
05-02-2021

Draft Schematics

A). Traffic congestion between The Mill Bay pub and Esplanade Road

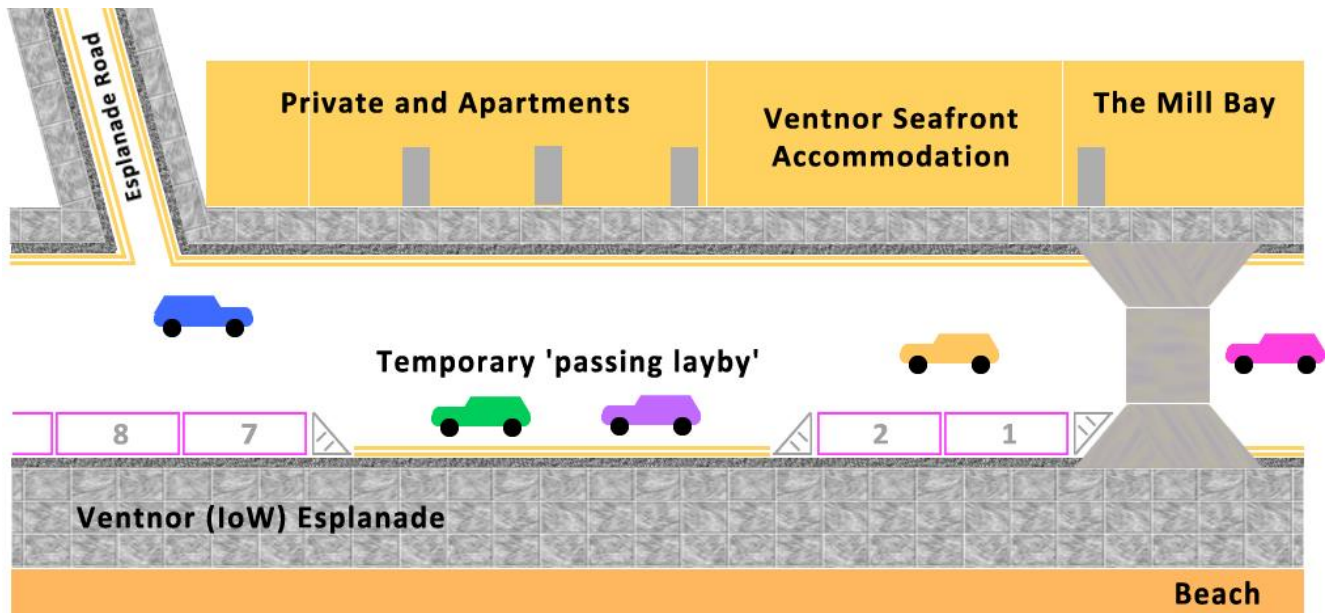


Single carriageway width in the UK with two lanes (one in either direction): 5.5m to 7.3m, depending on the traffic and number of access points on the road (like driveways). If the road is one-way, then the lane should be 3.65m. As shown above, the maximum width is 3.6m closest to the crossing, and even less, 2.87m towards Esplanade Road.

This infers that the stretch of road from the crossing point to Esplanade Road is unsuitable even for single lane traffic hindered by on-street parking. This leads to traffic congestion along this stretch of road, traffic delays, unsafe manoeuvring by motorists.

But more importantly placing the general public in danger when using the north-side footway, specifically people with mobility needs, families with young children and strollers. The full extent of this is experienced during the holiday season, bank holidays and local events on the Esplanade.

B). Creating a 'Passing Layby' to relieve traffic delays and congestion

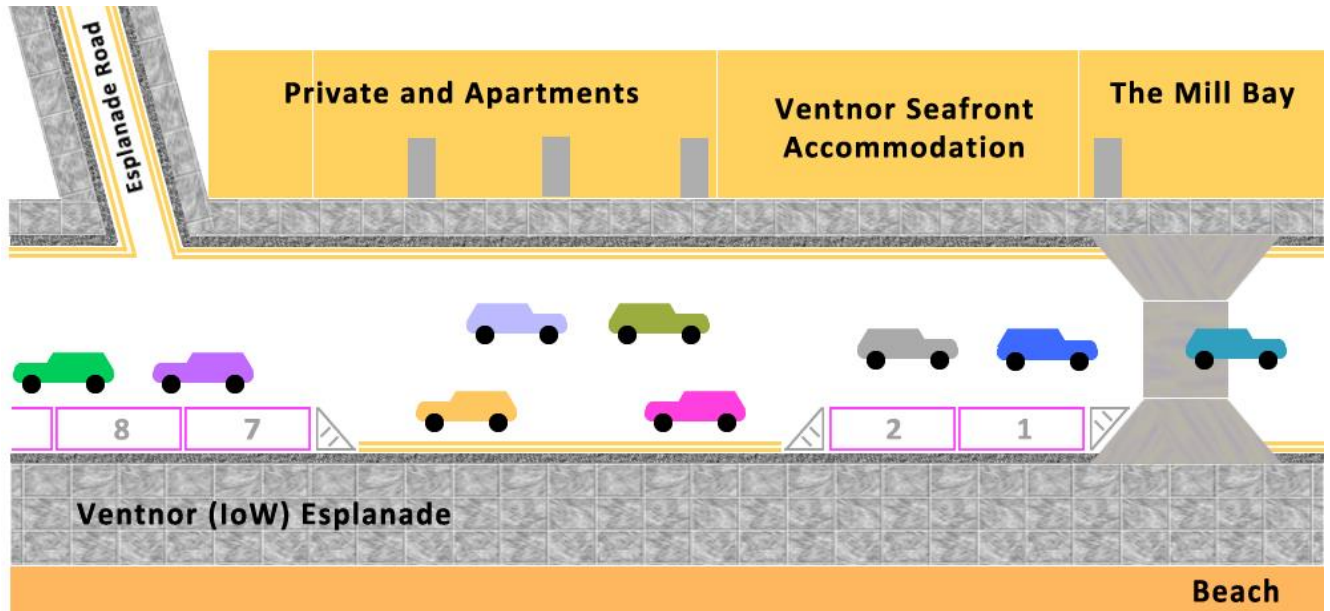


To alleviate the occurring traffic congestion and ever present dangers to the public, a safe option would be to remove three or four on-street parking bays after the crossing point to create a temporary 'passing layby' for traffic travelling westward along the Esplanade.

This would allow traffic moving eastward towards Shore Hill or eastern Esplanade car park to move more freely, towards and through, the crossing point next to The Mill Bay pub.

Traffic delays and congestion would be minimised along this short stretch of road, and the safety of people using the north-side pavement would be dramatically improved.

C). Minimal delay to the flow of traffic using the 'passing layby'



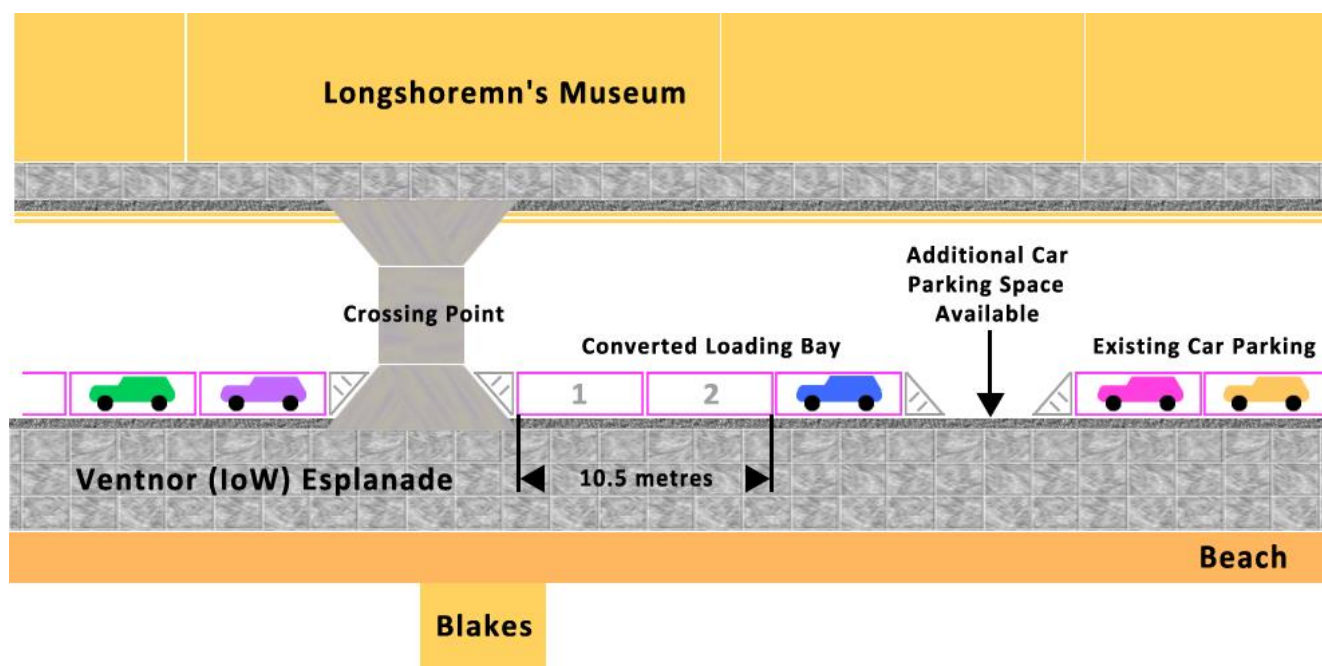
Traffic moving both westward and eastward along the Esplanade flows more freely in this section of the road with the added 'passing layby' between The Mill Bay pub and The Met.

Note that the suggested removal of these on-street parking bays, does not hinder traffic turning into, or coming out of, Esplanade Road.

The two car parking bays immediately after the crossing are maintained, and are beneficial for getting to the beach, or visiting nearby restaurants and pubs.

The line of site for motorists entering the crossing from Shore Hill is vastly improved, and viewing traffic passing The Met, and any vehicle problems ahead, are easily visible.

D). Adapting the current loading bay for chargeable car parking bays



The westward loading bay on the Esplanade opposite Blakes and Longshoreman's Museum is extremely rarely used for deliveries to hospitality venues on the promenade.

Deliveries tend to occur outside, or very near, to the premises they are delivering too. The lorries then proceed up to the turning circle near The Spyglass Inn, before travelling back eastward up Shore Hill.

The loading bay is close to 10.5 metres, equivalent to two on-street car parking bays, and could easily be extended to three and four parking bays if required. This is due to the additional on-street space eastward of the current loading bay.

Adjusting the loading bay for charged car parking would then compensate for the removal of the parking bays close to The Mill Bay pub.

It is a straightforward option that would help remove the traffic congestion eastward of the Esplanade and prevent any loss of car parking spaces along the promenade, and improve the line of sight for motorists travelling down Shore Hill towards the crossing point outside The Mill Bay.

We believe this proposal is a positive solution with minimum investment, and importantly interruption to traffic flow along the Esplanade.