VENTNOR HIGH STREET

TOWN COUNCIL MEETING	REPORT 95/20	14 DECEMBER 2020

The purpose of this Report is to make available to Members a proposal by Councillor Stephen Cockett for a development within the High Street.

NO.	DETAILS

1) BACKGROUND

a) Development of the High Street/Pier Street area of the town has featured on the Town Council's regeneration planning since July 2017.

b) A Disability Risk Assessment by Isle Access, completed in May 2018 – available here – identified a wide range of issues following which, at the Town Council's request, Island Roads produced a plan to addresses those issues.

c) The central requirements to remove on-street parking a widen the northern pavement were considered too radical and too great a threat to traders in the area to proceed with at this time.

2) THE PROPOSAL

a) Councillor Stephen Cockett's proposal attached to this Report seeks to address the particular aspects of the Boots'/Seasons' corner and crossings over the High Street.

3) RECOMMENDATION

Members are recommended to consider the proposal and the recommendations it includes.

High street footway modifications.

This proposal seeks to agree a scheme in principle which can be sent to Island Roads for assessment in conjunction with the topographical survey which was completed in early 2020. Additionally, Island Roads should be requested to provide a quotation for realising the outlined works.

Once feasibility and a costing is in-hand the council can decide on whether to proceed with these works in full or in part.

As such my proposal is to forward the attached annex to IR with the above stated requests.
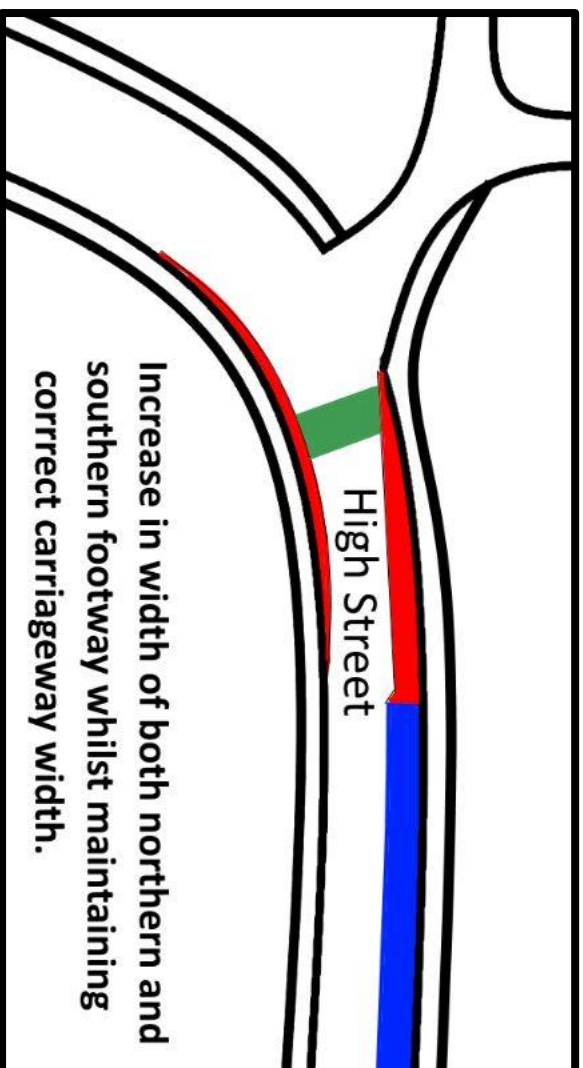
High Street Corner:

The footway at this corner of the High Street is known to be narrow and sloping. This is compounded significantly by occurrences of heavy vehicles such as buses mounting the footway. Heavy vehicles often become forced onto the southern footway because of illegal parking outside the Ventnor Arts Club (13 High Street)

This proposal aims to prevent the occurrences of vehicles mounting the southern footway by means of modifying both the northern and southern footways with a co-benefit of a more generalised improvement of those footway sections and subsequent generalised improvement to the townscape and the experience of moving through the town. It can be observed that the majority of pedestrian traffic traversing the town east to west uses this footway.

Depending on the applicable highway regulations regarding required sight lines and the surface slopes this location may also qualify for being made into a dropped kerb crossing point which may reduce the number of informal crossings taken in this area and improve accessibility for pushchairs and mobility scooters.

As envisaged the footway extension would go into the space currently occupied by the motorcycle bay on the north side and as far as the boundary between Tramezzini and Downton Shabby on the south side. Though this is wholly dependent on professional assessment by the highway's authority.

High Street

Increase in width of both northern and southern footway whilst maintaining corrrect carriageway width.

1, Footway extended to prevent illegal parking that forces buses onto southern footway.

2, Dropped kerb crossing – pending highways authority advice.

3, Extended footway to improve safety and amenity.

*Red line indicates start of improvements.

Existing situation.

High Street Crossing:

The main section of the High Street between Church Street and Spring Hill does not have a formalised pedestrian crossing.

Pedestrians wishing to traverse between north and south footways must informally cross the road.

The distance between traffic controlled dropped curb crossings is approximately 200 meters. At the eastern end of the High Street the available formal crossing point with a dropped curb is situated between TESCO and the central car park. At the western end it is at the Church Road traffic lights.

This proposal aims to ameliorate this situation by providing a drop curb crossing within the main body of the High Street.

The precise location of this crossing would be dependent on traffic regulations related to safe sight lines, but the suggestion described here uses the last available parking space outside Premier convenience shop.

High Street

Spring Hill