

<p>I support the above traffic regulations as it will improve the local environment in this part of the high street for pedestrians and cyclists, and encourage town centre shopping.</p>
<p>Support - the road as it is prioritises car traffic and makes it quite hostile to pedestrians / this would be an improvement</p>
<p>I think this proposal can only help those who aren't in cars using Newport's High street. As a pedestrian it's hard to cross the street safely. As a cyclist I'm on high alert for people pulling out of parking places. Also anything to reduce the traffic volumes and the noise and emissions has got to be good for Newport.</p>
<p>I think this would be a significant improvement. The HighStreet is hazardous for pedestrians, wheelchair users, people with young choldrnodr dogs and cyclists at the moment. Crossing in many partsisa matter of praying. Lorries and vans make it quite hellish at times. I support these changes.</p>
<p>I think it will make the High Street a much more attractive site and more accessible</p>
<p>I believe that this is a very positive change to traffic regulations in the centre of Newport. The proposals combine improved priority for pedestrians with an enhanced public realm for visitors and shoppers and an uplift in ecological value and wildlife interest. These are exactly the changes needed to breathe new life into high streets.</p>
<p>I support the proposed new traffic regulations in Newport High Street. Improvements to the pedestrian experience is so important to encourage people to dwell longer on the high street. There is plenty of parking in nearby streets and car parks, to make up for the bays being removed. I look forward to the changes being made and seeing positive change for Newport.</p>
<p>Support. Improve environment for pedestrians.</p>
<p>I strongly support the measures proposed as these will provide a much improved pedestrian environment. Space in key streets in the town centre should not be used for car parking. Ideally the three P&amp;D spaces should be omitted to create more space for pedestrians and reduce danger from manoeuvring cars. Ample parking is available nearby and people should be encouraged to park in nearby car parks rather than on street.</p>
<p>I fully support the proposed improvements and would be even more delighted if they were accompanied by a 20mph speed limit through the High st</p>

Newport and Carisbrooke Community Council Planning and Consultation Committee – 27th April 2023  
Newport High Street – Heritage Action Zone Draft Proposed Traffic Regulation Orders Members were presented with a brief overview to where the scheme has come from with thanks to speaker Martin Gibson, the Programme Manager for Newport & Ryde High Street Heritage Action Zones. Members were given some rationale behind what is being put forward with these proposed traffic regulation orders. Overall, the discussion from councillors leading up to this moment has been supportive of the scheme. Members were happy to see that the proposed disabled spaces will be able to be accessed on both sides of the high street, with extra space allocated for the single proposed bay on the north side of the high street as well as the double bay on the south side of the high street. The retained loading bay further up the high street was also a welcome addition. Councillors have jointly shared concerns regarding pedestrian safety within the high street, so the installation of safer seating spaces as well as dwelling space for pedestrians throughout the high street is highly desirable. The environmental benefits of this scheme are an appreciated addition. Working with Southern Water, the scheme hopes to introduce sustainable drainage which in turn will reduce the storm overflow into the river Medina which is currently a significant environmental issue. This will all be implemented with funding drawn in by Southern Water who are looking at infiltration of water, as well as more sustainable areas including loading bays, parking bays and planting all being designed with permeable paving as part of the sustainable urban drainage system. The benefit of the reduction in street furniture and obstacles is something that councillors also welcome, as this provides better accessibility for pedestrians as well as safer movement around town. With the current volume of traffic and noise within the high street, members feel that pedestrians cannot currently enjoy the built heritage and environment of the town. Members are keen to see the restoration of some of the streetscape around the town centre and the conservation area, which hosts over 350 listed buildings and monuments, which is why another welcome benefit from this scheme is the proposed paving of the loading bay next to the grade 2 listed Victoria Monument, which in turn will enhance the visual area, allowing for the monument to be enjoyed by pedestrians. Members commented that the high street will change dramatically in terms of its visual appearance, with the proposed design allowing for narrowing of the carriageway in certain points as well as the introduction of wider seating spaces which in turn will make clear visual cues that this is a space where pedestrians have security and safety, which in turn will reduce speeds from through traffic. Members noted that there is compelling evidence that narrowing of carriageways has shown a reduction in the speed of vehicles in that area. It is hoped that this scheme will change people's perception as they travel through the town. The changing visual scene of the town may also encourage motorists to choose to use the car parking spaces at some of the surrounding car parks instead of travelling down the high street, knowing that the area is now not a vehicular space primarily. Members understand that this scheme is a starting point, not an end point, and this proposal will not eradicate all of the issues that the high street currently faces, but the benefits are clear to see and are welcomed. NEWPORT AND CARISBROOKE COMMUNITY COUNCIL WISH TO SUPPORT THIS PROPOSAL

In general, I support the proposed new traffic regulations in the High Street and Southern Waters proposal, but I do wonder how in practice this will work re car drivers shopping in Newport High Street. They won't.

I agree with the new traffic adjustments. In the image I see that there are trees and grills. I hope this will mitigate the concrete area for water run off.

I fully support this, it would be great to see our town centre setting an example for sustainable drainage and showing that it's not just the water company's problem, it's for all of us to work together. Would make the centre look nice and green too!

Approve

Support. As a pedestrian, this will be a pleasant change.

<p>I support the new traffic regs, BUT additional parking must be allocated in the town with 2hrs free parking to attract visitors. Also incentives must be made to attract independent businesses/shops back to the high st. Otherwise it will be a waste of time as no one will visit with the current state of business premises in Newport town centre.</p>
<p>I support the proposal, but I'm disappointed that it doesn't go further to remove vehicles from the high street. I believe this is a good step forward to improve the experience of people visiting Newport, and will help encourage them to spend more time and money on and around the high street</p>
<p>Support</p>
<p>Support</p>
<p>I fully support the proposed traffic regulations. I think they would be safer for pedestrians and give the town centre a more attractive, greener look. Moreover, I think the drainage improvements are fundamental to reducing storm overflows.</p>
<p>I am generally very supportive of the plans. It should provide greater balance between people and vehicles in a town centre currently dominated by car movement. It should also add some much needed greenery and seating down the high street, allowing for a more enjoyable space to move round the town. I'd assume this would improve traffic flow too as we should see less backup into the St James/High St junction with the addition of more 'NWAAT' zones. The only thing I would have liked to have changed is the removal of ALL 'pay &amp; display' down the high street and swapped out for 'Disabled badge holder' parking. We should be pushing non-badge holders to park in the many off-street car parks in Newport, allowing for greater accessibility for on-street parking to those who truly need it.</p>
<p>Support, less vehicular traffic the better (as long as alternative routes exist for through traffic - down by Castle Pub' round by Sainsburys)</p>
<p>Support. Reducing parking will improve traffic flow and encourage use of car parks. Wider pavements will be safer for pedestrians. Introducing flower beds will improve visual impact of Newport.</p>
<p>It will mean better access for disabled people. Make it a more pleasant for all to shop. Hopefully encourage more shops to open. Bring life to the town</p>
<p>I support the proposed changes. The town centre should be designed around the needs of pedestrians who visit the shops and services along the high street. A pleasant comfortable environment could boost footfall and benefit local businesses. Whilst, the movement of traffic is also important, the proposed designs does make significant improvements to the pedestrian experience. It would be even better if the whole section of road could be pedestrianised with traffic diverted via Towngate.</p>
<p>I work on the High Street and feel this is going to be a positive thing for Newport. The high street will attract people to stay longer if seating and planting are there. People just use the high street as a thoroughfare, now they will see more shops and spend more time looking at different shops, increasing footfall and business</p>
<p>I think it looks okay but maybe would be better if there was another seat opposite the bench in the picture. I think this would be better for pedestrians who need to sit down. Looks like it needs another waste bin or two to disused people from littering.</p>
<p>Strongly support</p>
<p>Yes, Newport needs green spaces and pleasant swell spaces as currently it's corridors of traffic with narrow</p>
<p>I fully support changes to encourage pedestrians, and to discourage people coming into town by car. The buses are mostly great. More greenery and trees improve air quality and visual appeal. Walking is good for us and should be encouraged from an early age. Jumping into our cars at every opportunity is no longer acceptable. Could workers who do need to use cars, eg care workers etc, have priority car charging?</p>

<p>I support these proposed new traffic regulations because I think they will make High Street, Newport a safer and pleasanter place for people to shop and spend their leisure time. I do not think that this main shopping street should be used as a through route for traffic, nor should it be used as a car park, except by those with mobility problems.</p>
<p>I support the proposals but suggest a raised kerb on both sides of the road because it's too easy for pedestrians to wander into the traffic</p>
<p>I generally support the scheme but I don't think it goes far enough. Cars should be entirely removed from Newport Town Centre. Pedestrians, wheelchairs and bicycles only. Wherever roads are deemed necessary, the speed limit should be a strictly enforced (one rule break, one year ban) 20mph</p>
<p>I fully support the plan</p>
<p>Fully support</p>
<p>I oppose the proposals. Newport High St is the heartbeat of the County town and this represents pedestrianisation by stealth, with a reduction to just 6 parking bays (3 for disabled) from a total of 20 in this stretch. A reduction of 70%. Not being able to park will be a deterrent to those who like to pop into a shop, with little real or tangible benefit to pedestrians or indeed cyclists. It would be better if the Council took steps to address the problem of through traffic west to east; something that has largely been ignored by all</p>
<p>I object to these proposals. This will further restrict access and footfall to the high street retailers will be reduced, probably causing even more closures to an already impoverished retail area.</p>
<p>Object. The High Street is already very quiet compared to recent years, further reducing the ability to park will only lead to fewer shoppers.</p>
<p>I object because I have not seen any consideration of the impact of the changes on surrounding roads. Will the changes lead to avoidance of the High Street by traffic and therefore increased traffic along nearby roads (eg Trafalgar Road - Medina Avenue). What is being done to make these surrounding roads safer for pedestrians? Will more cars now seek to park in York Road, for example? I would like to see an overall plan.</p>
<p>whole plan is well meaning but entirely misguided and will damage trade and town Centre vibrancy. Cars and convenient affordable parking are the lifeblood which is already stretched to breaking point. We are one of an increasing number having to move out of town (currently additional but parking even as it is driving people from town) to sustain business. It is not people first it will be a ghost town and ghetto.</p>
<p>I object to the suggested plans due to traffic pollution. My suggestion would be to make Newport high street traffic free. This is a relatively short piece of road and I have seen people wander straight out of the shops and across the road rather than walk to the existing pedestrian crossing. If the high street was traffic free then cafes and restaurants could potentially increase numbers of customers by having seating and tables outdoors as they do on the continent. No one would want to sit outside a cafe with traffic going past. Any parking facilities in the high street would become a free for all and traffic would be backed up whilst people wait for available spaces as they do in Union street.</p>
<p>I object to the proposals. I believe that the restrictions on vehicular access and stopping / parking will greatly effect the businesses in the high street and the town generally. This road is the main throughfare from Carrisbrooke to the other side of Newport and the narrowing of traffic road space, the limiting of unloading and some on street parking for the purely cosmetic attraction of a few shrubs and a couple of trees is not beneficial to the town, the inhabitants or visitors.</p>

I object to the proposed changes as it will lead to traffic congestion elsewhere in Newport. There is no problem with the layout as it is currently. People need short stay parking in the town centre to do some shopping and the proposed changes will simply kill off Newport as a shopping centre. The Isle of Wight roads were designed for horse and cart, and there is very little you can do to make it better to accommodate both motor traffic and pedestrians. Please think very carefully before making any change and listen to the comments

I do not support the new traffic regulations. This is the final nail in the coffin that will prevent more people shopping in Newport and. Death nall to the businesses that are loosing trade at the present time because of more shops closing We don't have a decent dress shop now in Newport it is a disastery

I strongly object to the proposal on the grounds that it will result in much increased traffic in the back street's surrounding the High Street (these streets being predominantly residential) and further traffic towards Carisbrooke will find its way through the Sylvan estate (more than it does at present) and this is not only a very residential area with children playing outside but also site for at least three schools. Additionally I object as it will be the final nail in the coffin of Newport as a shopping centre. One only had to reflect on the damage caused to Ryde High street and the loss of small businesses when that happened. It's only good for Poundland now! If you want to pedestrianise part of Newport town centre, the bit between HSBC and the monument would work - or the bit between the monument and Hong Kong Express even. Just having my say for once. Clearly a sign I'm getting old!

I strongly object to the new proposal. Firstly it is unfair to restrict everybody else's parking but remove the restriction on loading bays for yourselves. Secondly businesses in Newport already suffer for lack of parking facilities this will increase those issues. Thirdly and finally it is basically a 15 minute city plan by another name. I can not object strongly enough. The town was more accessible for everyone prior to the pandemic. The proposal will damage businesses further in my opinion. If large stores like HnM are closing down whilst maintaining success elsewhere in the UK you have to consider why. Lack of parking = lack of customers. It's a simple concept. Also where are the proposed electric charging stations to be situated? No mention of those here. Do you as a council actually cross reference your proposals to ensure they all run smoothly when being rolled out simultaneously? If traffic can not stop at any time would that not make it more difficult for pedestrians? The artistic impression shows many benches will be removed, does this really facilitate pedestrianising Newport town? Will it make it a nice place to be if people cant sit for 5 minutes with their shopping (when having to walk further to their vehicles) is such a small disabled bay sufficient? By removing traffic from what is essentially a main road traffic will be diverted around the town causing more traffic jams with the traffic lights surrounding Newport. More traffic jams = more air pollution, is this sensible when attempting to reach net zero? It will also presumably increase the length, mileage and time it takes to navigate around Newport rather than through it thus further increasing air pollution. Having lived previously in a mainland town that had been pedestrianised for decades I can confidently affirm less traffic = more people which in turn increases the risk of anti social and violent behaviour. There are many issues with the proposal, I can not stress My objection strongly enough.

I do not support these plans as it means reduced parking in this area and will therefore result on those wishing to park to shop in going elsewhere thereby having a negative impact upon local businesses

I cannot believe that anyone with a modicum of sense could support these proposals. Newport is already on its knees in terms of retail outlets and these proposals could signal the end for many of those that are still hanging on. Parking is a major problem at the moment in Newport and was exasperated by the extortionate hike in parking permits - resulting in empty car parks and fewer short term customers. If you are trying to create a safer high street pedestrian environment these idiotic proposals may well succeed - simply because there will be no reason for anyone to go into town, as there will be nothing to go there for, unless a visit to a Turkish barber, or a trip to a fast food outlet is considered to be essential. As a Newport resident I make no apology for my comments, as I am so frustrated with the way the town has been, and is being systematically run down by well intentioned, sadly thought out ideas from elected members of our poorly run Council.

Object - It is already difficult at times to find parking in Newport, reducing yet further the availability of parking will make people less likely to visit the town. There will be the added problem of making deliveries to shops more difficult which could result in businesses choosing to not have shops within the town

I object to the proposal as this will be the nail in the coffin of the independent shops which are already struggling in the present climate

There should be no pavements. The foot surface should be identical in height level and for materials used for the entire area. Retaining pavements causes demarcation. Speed limit should be 5mph at all times and pedestrians should have priority over vehicles

I assume whoever came up with the draft plan has been fired from their job, I have lived in Newport all my 55 years as I have never such a Mickey Mouse idea, the first thing that needs doing is getting rid of the bus only lanes

Unfortunately I don't support the removal of on street parking in this location. In my opinion this won't encourage more people to visit the town and support the retailers.

Object..roadside parking is the only reason I use the town centre. These proposals will be the final nail in the coffin for the town centre. In this area there are very few shops so a quick stop and shop is essential for creating a busy high street

This all looks pointless. With so few parking spaces might as well have none at all. It will just become a through fare for vehicles. With the change of traffic lights at the roundabout that only lets 2 or 3 cars through at a time there could either be long queues or vehicles - in frustration - will cease to use the road altogether. Time will tell. Disabled parking could be situated in Pyle street opposite the chemist. There is already a parking area for delivery vehicles just after the traffic lights. That could stay. The road could be completely closed ( I guess this is the long term plan that you will have discussed with retailers) and traffic encouraged to divert left towards Sainsburys or through the quieter Crocker street. I have seen various comment that it will kill off trading in the high street. What evidence is there for this? Trade is collapsing now with the street open. Done properly - and I don't think you are - It might, might, add a new and exciting dimension to the town. But tinkering at the edges is not going to work. It has to be big, bold and ground breaking. Such as - Dig up the road entirely and turn it into a nature reserve for people to truly sit and enjoy. Build in a rain garden, encourage birds and ducks. Go for it

I totally object to these proposed new traffic regulations in the High Street. It does not need widened pavements, they are plenty wide enough, the road needs to keep its width to attempt to keep the traffic flowing, it certainly does not need trees and planting for the local jobs to be destroyed and thrown around and seating to get broken or defaced. It needs to keep as much parking as possible to encourage people to use the shops in town that remain and are trying their best to survive. People like to park and pop in quite often for quick stops, by taking that option away you will deter them even more. This would particularly impinge on those that need to pop into a bank or building society quickly, not everyone does everything online and not everything can be done online.

Object you are putting the cart before the horse. Newport needs shops first to give you a reason to come to Newport in the first place. Address the route cause of Newports decline.

I feel that the visual sense will be improved but at sacrifice of the places where shoppers can park. This is a very popular parking area and until parking charges are reduced in Newport or there are additional free spaces ( short term) to support local traders, I do not support this scheme

Object the old road is fine as it is .

The whole length of the street should be pedestrianised so I do not support the proposal. A new route should be established for north- south traffic in central Newport by redesigning the Trafalgar Road route. Pedestrianisation is feasible in other town centres - Southampton, Chichester etc which have a higher volume of activity so requesting this in Newport is perfectly reasonable. I made this proposal in the original consultation and it has not been acknowledged/adopted. This scheme effectively does little to rejuvenate or environmentally improve central Newport and without pedestrianisation is both a major lost opportunity and unwise use of resources.

High streets up and down the country are dying - other local authorities have played and messed with streets too much, especially since Covid-19 - don't be the council to put the final nail in the coffin of high street shops. I do not agree.