

Analysis of Responses to Qualitative Questions – Other Comments

Other Comments	Commentary
Yes a tunnel x x	Beyond scope of the scheme but not precluded by it
<p>One of the best view points on the Island is the area just to the west of the pier, which has been designated as parking spaces. There's a huge missed opportunity here to have an amazing cafe and seating area, we are lacking good quality waterfront cafes with sea and sunset views. A building with lots of glass to make the most of our unique and spectacular views. It would be madness to lose the opportunity to add this for the sake of a couple of parking spots.</p>	<p>The drop off parking spaces immediately to the west of the pier access road have been deleted from the scheme. Whilst the construction of a new café building on western gardens is beyond the scope of the scheme this is not precluded by the proposal.</p>
<p>We are in a fortunate position to have a town on a beautiful beach, it is what brings tourists to the area but there are very few waterfront eateries /bars. When making this huge investment it seems crazy not to take the opportunity to provide a beautiful cafe, see stair ant or bar area that would overlook the water to the west of the pier. Something with large glass windows (similar to the bandstand in sandown), to give a year round place to appreciate our spectacular beach, and pier.</p>	<p>Whilst the construction of a new café building on western gardens is beyond the scope of the scheme this is not precluded by the proposal.</p>
<p>The scheme requires full public consultation, otherwise judicial review is likely. The toilet block should not be demolished. It provides a 34 hour facility. The proposed toilet in the station will not provide 24 hour access as the railway closes in the evening there is no access and it does not have the same capacity. This will deprive Ryde residents visitors and transport users of a vital facility necessary for human dignity and which is a human right. The council believes it will save £38,000 per year on toilet maintenance for those toilets. However that toilet block open 24 hours a day is a vital facility for Ryde and easily and conveniently accessed by visitors and locals alike. It is necessary and answers a basic human requirement which the proposed alternative smaller and with restricted opening hours will not do. Ryde should be visitor friendly. This proposal is not. The removal of a popular cafe easily accessible to all and the addition of a cafe in the station is simply not adequate. The cafe is used by interchange users and those that use the Western Gardens, which is a popular meeting point for residents and visitors alike. The road scheme is an old one from years ago when a new station building was proposed. It has just been stuck</p>	<p>Generally, there is no statutory requirement to undertake consultation on highways improvement schemes however we have been pleased to add value to this phase of design work by undertaking the recent public consultation and the ongoing targeted stakeholder engagement. Once the outline design of the scheme has been agreed, IWC will review all details to ascertain if any individual elements require any specific authorisation so as to ensure that the council continues to act in accordance with good practice, policy and the law.</p> <p>The current toilet block does not provide a 24hr facility and will be replaced within the refurbished station with extended opening hours. The refurbishment of the station will provide an option to accommodate a café and whilst the construction of a new café building on western</p>

<p>in without thought. It is not designed for or appropriate for this scheme. The loss of part of the Western Gardens for a pick up and drop off area and the rose garden is an unacceptable loss of amenity. This area is heavily used and is a popular meeting place. It will have a detrimental effect on the view of Ryde from the Pier considered very important by Historic England. It will also cause traffic difficulties and is unnecessary.</p>	<p>gardens is beyond the scope of the scheme this is not precluded by the proposal.</p> <p>The proposed highway arrangements largely reflect those previously promoted although those were not implemented due to commercial difference between partners at the time rather than fault with the scheme. However, the design has been re-assesed and modified to ensure it remains appropriate.</p> <p>The scheme provides a net increase in public amenity space and will remove the concrete block build café and toilet block which currently detracts from the Victorian streetscape.</p>
<p>Putting taxis on the south side of the Esplanade is impractical and will create congestion both for traffic and pedestrians. The bus station now works reasonably well. The new scheme will make it harder for buses to enter and exit causing delays and congestion. The existing arrangement allows for travellers to shelter in close proximity to their intended bus. Permitting buses to cross the Esplanade and go up George Street will slow down circulation and cause congestion. The provision for pedestrians is worse than it is currently. The reconfiguration of the roads and the loss of pavement space on the south side of the Esplanade lead to loss of amenity, more congestion, more pollution and a less attractive environment for residents and visitors alike. We adopt the comments of the former traffic consultant who has cricised this scheme. The road reconfiguration the drop off and pick up area and the new bus roadway and parking arrangements proposed are unnecessary harmful to the visual appreciation of and vista from and to Ryde Esplanade which is the sea facing boulevard of Ryde a Victorian town on the sea and its big selling point. The pier and the Esplanade are the first things a visitor using the ferry or the train experience. The Esplanade part of the scheme is unnecessary, detrimental to Ryde and needs to be completely rethought, with the money better spent on modest visually appealing improvements to ,for instance, the facade of the station facing the Esplanade and increasing the areas for flower displays.</p>	<p>The scheme provides 2 taxi ranks, one on each side of the road with intervisibility between the two allowing customers to access taxis from either side without having to cross the road and for operators to see when a rank is empty and move over to that.</p> <p>The current bus station does not work well with significant conflict between those waiting for a bus and pedestrians. Services accessing George Street currently have to U turn at the roundabout extending journey times and pollution.</p> <p>The reconfiguration increases pavement space on the south side of the road.</p> <p>The parallel parking of buses reduces the size of the area which needs to be provided for bus maneuvering and facilitate significant improvement to pedestrian walkways. The bus stops created are not lay over spaces and will only be occupied whilst buses are loading / unloading and consequently will obstruct vistas only fleetingly.</p> <p>The funds are not available to be spent alternatively rather must provide specific benefits to bus accessibility and service schedules</p>

<p>Do not let this dangerous scheme go ahead. As a cyclist and as a pedestrian I am very concerned. I know from experience frequent near-misses occur between cyclists and pedestrians in this area, added to now by reckless illegal use of e-scooters. We can at present safely walk through this area East/West in a straight line, crossing only one entry road, instead we will have to zig-zag and make six crossings, encountering cyclists manouvering about us while we shift past bus queues whichever way we are obliged to go. Pedestrians will lose the right to walk on the main Victorian pier as they have enjoyed doing for 200 years and be forced on to a modern cycle track, obliged to keep a lookout for mainly, commuting cyclists; it will be no pleasure, with an inferior view and the chagrin of seeing passing cars on the historical part of the pier with no appreciation of what they are travelling on. A notable and beloved Tulip Tree will be lost. There is already a danger point at the Quay Road junction where pedestrians heading West have to look out for traffic coming at them from the Esplanade, then traffic from Quay Road as well as - the dangerous bit - vehicles surprising them coming from the slip road unseen over their left shoulder. Looking out for cyclists passing close by will be an added hazard. Like most cyclists I want to get a move on and at present it takes very little time using the road. I don't want to slow down and carefully weave amongst families, prams, mobility scooters, dogs and bus passengers. There are pinch-points in this scheme - for example the exit from what will remain of the Rose Garden and where the loading bay Outside the Royal Esplanade is. Groups of people like to spread out and others need space. I don't want any of this scheme nor do my friends.</p>	<p>At present people walking from east to west must contend with conflict between pedestrians and those waiting for buses on a narrow walkway and have to cross the comparatively wide pier access road. The proposed arrangement significantly widens the pedestrian walkway and modifies the crossing of the pier access road so only one lane is crossed at a time on a raise pedestrian platform. The reinstatement of the tramway pier to provide segregated walking and cycling option will not prevent people from choosing to walk on the historic pier. The 'tulip tree' is retained as a part of the scheme. The scheme segregates cyclists form pedestrians at the Quay Road junction and will not mix those with other road users. The footway is widened at the exit to the Rose Garden to accommodate the cycle track without reducing the footway width. Similarly the exiting footway width is retained outside the Royal Esplanade.</p>
<p>Excellent scheme. Definitely use heritage themed street furniture signage etc. Please use the opportunity for some really spectacular planting and greening</p>	<p>Heritage themes street furniture is the preferred option from the consultation and is proposed. Significant planting and greening will be supported by the scheme and enlarged planting areas are now proposed.</p>
<p>This consultation is remarkably superficial. I understand that may be a consequence of the grant funding ,but to be asked about the colour of paving, planting and materials rather than the substance of a significant remodelling of a public space feels patronising. This scheme is a weak shadow of the schemes proposed in the past and a real sign of the decline in the level of ambition for the public realm</p>	<p>The consultation offers the opportunity to raise a wider variety of issues and such input is greatly appreciated. The highway arrangement options are practically limited by the need to create a bus connection between the bus station and George Street. The</p>

<p>locally. It still prioritises motorists over pedestrians which seem enormously retrograde given that most of the changes will impact more on pedestrians than motorists. The cycling provision is an improvement.</p>	<p>proposed highway arrangements largely reflect those previously promoted although those were not implemented due to commercial difference between partners at the time rather than fault with the scheme.</p> <p>The scheme significantly improves facilities for pedestrians who have been priorities in the design to ensure that the pedestrian desire lines are provided without obstruction and are given priority at road crossings with signals.</p>
<p>I don't think all this needs doing , just some areas need up grading</p>	<p>The current arrangements are simply not fit for purpose resulting in conflict between pedestrians and those waits for buses on a very narrow walkway and requiring bus service to travel extended distances with consequent implications for journey times and pollution.</p> <p>This scheme is a component of a much larger initiative which refurbishes the station and reinstates the tramway pier neither of which could be funded independently</p>
<p>Too much road looks like a motorway junction</p>	<p>The access road to the pier will be formed in two lanes with planting in the central area reducing the crossing width for pedestrians. Part of the drop-off zone will be replaced with planting. planting and different surfaces will also be used in other areas to reduce the visual impact of carriageways. Pedestrian friendly space has been prioritised over vehicular space.</p>
<p>Good idea to revamp the area</p>	<p>Agreed</p>
<p>I am still unsure if this is a project that will be beneficial overall but I will continue to study and consider</p>	<p>Consultation now concluded</p>
<p>More vegetation, more pedestrian access, preserve the view from/of the pier</p>	<p>The scheme significantly improves pedestrians access and will be modified to include a number of large raised planting beds</p>
<p>Consideration must be given from the start of the project how things like planting, Western Gardens and place making can be incorporated into the plan, not just an add on at the end. Things like getting the Coastal Gardener and ARC involved to look at more</p>	<p>The scheme has been modified to include a number of large raised stone planting beds and surface level planting the planting of which will be informed by ARC who will also</p>

<p>exciting planting options, looking to incorporate bee bus stops (Living roof bus stops as seen in places like Brighton, Leicester, Cardiff etc) could be quick wins for the council /transport providers to combat environmental issues, as well as fit with the priorities Ryde has. Consideration should be given to things like making one of the crossings rainbow as can be seen in London, Dublin, Bristol etc. Again linking with themes that are important to Ryde as a place. Specific updates, feedback, and collaboration with the local community will help to make this project one that fits with Ryde, rather than something that has been put upon it.</p>	<p>explore the opportunity for a 'feature' bus shelter to be implemented if funding allows.</p>
<p>Whilst the bus station area is long overdue for a revamp, the proposed scheme can at best described as naive and poorly thought out. In particular the proposed new pier entrance totally unnecessary, highly pedestrian unfriendly. Quite apart from the loss of a large chunk of the western gardens along with the public toilets etc.</p>	<p>The highway arrangement options are practically limited by the need to create a bus connection between the bus station and George Street. The proposed highway arrangements largely reflect those previously promoted although those were not implemented due to commercial difference between partners at the time rather than fault with the scheme. The scheme provides a net increase in public amenity space and will remove the concrete block build café and toilet block (replaced in the refurbished station) which currently obstruct the view of the Victorian streetscape.</p>
<p>To ask about colours and plants is an absolute insult when removal of the cafe and toilets is far more important. It is perfectly possible that new toilets in the station will either not happen or not be available. If smaller format buses were used then the lights and access to George Street would not be necessary. Most buses seem to run nearly empty and cause problems on the island's roads. A good regular bus service is important but not with these oversized buses. The bus station would not be as hazardous for pedestrians with smaller vehicles and improved visibility. Covid brings the possibility of more home working for professionals who want a better quality of life but need to be able to go to a London office. This interchange is vital to help smooth transit for people who may live on the island but have work commitments on the mainland.</p>	<p>The consultation offers the opportunity to raise a wider variety of issues and such input is greatly appreciated. This scheme is a component of a much larger initiative which refurbishes the station and reinstates the tramway pier neither of which could be funded independently and cannot be implemented independently. Smaller bus vehicles would not have the capacity necessary to deliver the current and expected increase in demand for bus service. The scheme will continue to maintain the key aim of support both frequent and occasional commuting to and from the Island.</p>

<p>The Isle of Wight Bus and Rail Users' Group (IWBRUG) would like to express its support for this project. The IWBRUG exists to promote the interests of bus and rail users in the Island and to campaign for improvements in public transport. We work to improve the lot of those for whom it is a necessity and to encourage its wider use. Our interests range from the general, such as concessionary fares, to the particular, such as co-ordination between bus and ferry services and Island Line trains, down to the detail of specific routes in local districts. We hold members' meetings every month in Newport and twice a year - (normally January and July) - we organise a public meeting, where representatives of the bus and train operators and the council attend to address the public, answer questions and outline service changes. The new interchange scheme replaces the present bus station layout with around 8 bus stops, retaining the existing capacity. The stops will all be close to the station entrance, enabling easy convenient interchange between buses and trains. It is important that the capacity for bus services is retained near the station to provide convenient connections. Many passengers arriving by ferry and train continue their journeys by bus to Ryde town centre and beyond, and will benefit from this facility. The scheme will give buses on the routes that use George Street direct access from the bus station. This will benefit routes 2, 3, 8, 37 and the Downs Breezer, comprising 7 buses/hour – half of the total of 14 buses/hour departing in the summer months. Bus travelling distances on these routes will be reduced by 1 km and times by over a minute without missing out any stops. This will be a great benefit – reducing delays to passengers, traffic on the Esplanade and saving carbon emissions. I hope that these comments can be given due consideration in the decision-making process. If you have any questions or would like to discuss any points, please do not hesitate to contact me. Regards, James Nevell Secretary, Isle of Wight Bus and Rail Users' Group 73 Monkton Street Ryde Isle of Wight PO33 2BB jamesnevell@hotmail.com</p>	<p>Agreed</p>
<p>Small point, but if waste bins are uncovered crows will be able to access them and create mess. It is to be hoped that there will sufficient bins and that they are emptied on a regular basis.</p>	<p>Noted – waste bins will be of the covered variety</p>

<p>The loss of the popular café, situated in the sunshine with views of the sea, is much criticised. Would it be possible to relocate it to one of the "gained Public Amenity Areas"? A "revitalised concession" sounds like an indoor kiosk with no seating or view. I think it's unfortunate that all the parking spaces outside local businesses on the Esplanade are going to be lost to taxi parking. Could this be reconsidered? Litter bins, regardless of design, need to be large capacity for busy periods along with being animal and bird proof. Litter bins in nearby parks are clearly not big enough as they are frequently overflowing and litter is spread about by foxes, crows and seagulls. This development would be an opportunity to rectify the situation and make less work for both council staff and volunteer litter pickers.</p> <p>need toilet</p>	<p>The refurbishment of the station will provide an option to accommodate a café and will provide replacement toilets. Whilst the construction of a new café building on western gardens is beyond the scope of the scheme this is not precluded by the proposal.</p> <p>Additional public parking spaces are to be created on the south side of the road to the east of George Street Additional waste bins will be provided as a part of the scheme</p>
<p>This project fails its own mandate to have proper input from residents of Ryde, for example in the choices above that are not reflective of history and historic furniture in place now which is key to the character of the esplanade and town, for example in the pushed nature of the project that has directly resulted in minimal opportunity for input from Ryde residents and all island resident users of these Ryde facilities, and for example in the reduced opportunity in terms of days to respond on any aspect of the proposal: the local island administration failed to serve the Ryde and wider community in this regard on this project; possibly this will invalidate the entire project and its funding as it is part of project mandate that this should be done in an effective manner I believe. Overall it seems unsatisfactory and outside of mandate for this to be presented in this way.</p>	<p>Generally, there is no statutory requirement to undertake consultation on highways improvement schemes however we have been pleased to add value to this phase of design work by undertaking the recent public consultation and the ongoing targeted stakeholder engagement. Once the outline design of the scheme has been agreed, IWC will review all details to ascertain if any individual elements require any specific authorisation so as to ensure that the council continues to act in accordance with good practice, policy and the law.</p> <p>The proposed highway arrangements largely reflect those previously approved although those were not implemented due to commercial difference between partners at the time rather than fault with the scheme.</p>
<p>I've spoken to as many taxi drivers and proprietors as I can and the general consensus is that we can't afford to lose any of our rank spaces. Trying to ascertain how many cars there are that use the rank at any given time is quite a tricky task but to give you an idea, Ryde taxis on their own have over 30 Hackney plated vehicles which can use the rank. That's without any of the other smaller firms and independents, I estimate the number has to be</p>	<p>The time taken to engage with taxi drivers and proprietors is appreciated. Taxi rank capacity is not determined on the basis of demand by taxi operators rather than the taxi customer demand. The proposal formally provides a two space taxi rank on the pier access road immediately adjacent to the station exit whilst also providing a 6 space rank on the opposite side of the road with</p>

around 50/55 cars and minibuses at least. Obviously at this time of year and given the current circumstances with the relaxation of the covid rules, you tend not to see too many cabs on the rank at any one time. However, once the season finishes and winter sets in, it's a daily occurrence that you can't even get on the rank due to the large number of vehicles queuing up down there. Reducing our spaces to six/eight is quite honestly very worrying for me and the other proprietors who rely on the rank for a large part of their income. Moving the rank over the road away from the other transport links is also causing concern amongst the drivers. Only last week I was dropping a nice family outside the Alamo as they were going for a meal to celebrate someones birthday. As we pulled up there was a couple, clearly intoxicated who were having a row and swearing at each other quite loudly. With several licensed premises on that side of the road, not only will it be putting the general public in the firing line if they have to wait there for taxis, we as drivers will have to sit outside these premises, day in, day out right by the tables where all the drinkers will be. Not an ideal situation at all, and not a pleasant environment to be working in. Another issue causing concern is the signage, directing people to the taxi rank. I can only see confusion amongst the general public as to where they are supposed to go for a taxi. Once the two cabs from over the road have gone, people will start to filter over the road towards the King Lud and this is only going to cause problems. People will be crossing the road unnecessarily and at busy times, this will create problems and possible accidents. Something that has been mentioned a few times is the possibility moving the rank further along to the spaces on the left, just by the bridge to the hovercraft. There would be enough room there for the same amount of spaces we have at the moment, the public would not have to try and cross the road and we would still be part of the transport hub. We feel it is important that taxis are easily accessible to everyone. This would not affect the businesses on the seafront, causing them to lose their parking spaces and trade, and I'm sure this idea would appease those business owners. There are no bus stops in this area. We would not be pulling out in front of buses as they will be going straight up George Street. It's also a good place for people to be waiting for taxis. There's already seating available there, along with the flower beds which is more

good intervisibility between each rank allowing operators to move from the south side to the north side once a space is free which also providing for customer collections on the south side of the road to better meet the needs of the night time economy. There is no basis to presume that people crossing the road will create problems and possibly accidents. The scheme has been designed to provided pedestrian priority on desire lines and all pedestrian crossings of the Esplanade are equipped with signal controlled crossings to provide both protection and priority for pedestrians. The taxi rank could be relocated to the Rose Garden and parking reinstated on the south side of the road and this option will be explored with operators as the scheme is finalised although this would place the rank more distant from the station exit and remote from the customer demand.

<p>preferable than waiting outside of the pub, both for the public, and for us.</p> <p>We feel this would be a safer compromise and you can still make all of the changes necessary to improve the interchange. At the end of the day, I think it's in the public's best interest not to have to cross the road to get to the taxi rank. It's in your best interest that you don't upset the businesses on the seafront, and as public transport providers, it would be more acceptable for us to be a part of the transport hub with enough spaces for everyone, and easy access for the public.</p>	
<p>Where I have not ticked an option, I have no view. However I think the whole scheme is ill thought out. The cafe is well used and long established, removing it leaves the western seafront without a food facility with outside seating. Traffic is prioritised over pedestrians and buses turning right across the carriageway to go up George st will cause confusion and in my view pedestrian accidents. Why not simply make the roundabout by Ryde castle hotel a "traditional" roundabout? I think converting the tramway to a walk/cycle way is the only good thing about the whole scheme! Please leave the space on the front of the pier vehicle entrance alone!!! As usual this is not consultation but a series of closed questions giving you false justification for options you have already decided.</p>	<p>The scheme does not prioritise traffic over pedestrians rather provides direct pedestrian connections on the desire lines supported with signal controlled crossing to give both safety and priority over vehicles when crossing the Esplanade. Retention of the existing arrangement would not secure the funding for the wider initiative to refurbish the station and reinstate the tramway pier nor realise the benefits of reduced journey time and pollution which minimise the impact and promote public transport use. The consultation offers the opportunity to raise a wider variety of issues and such input is greatly appreciated.</p>
<p>Don't knock down the cafe.</p>	<p>An alternative café concession opportunity will be created in the refurbished station</p>
<p>The addition of a dedicated cycle way is welcome. However it seems to pay lip service as it only runs for a short distance. Shared cycle / pedestrian ways are dangerous and do not meet the needs for either pedestrians or cyclists. Extending the dedicated cycle route to meet with the new tram way pier route is key if you are to avoid cyclists colliding with pedestrians or simply using the road way. The tram pier must also be segregated to ensure both cyclists and pedestrians can move safely. This is your chance to get this right and could be the beginning of seeing a dedicated cycle network that fans out from Ryde esplanade. That could have a dramatic impact on increased levels of cycling. Shared paths give no confidence to cyclists and place pedestrians in danger.</p>	<p>The shared use of the expansive section of paving north of the busway reflects the DfT design guidance LTN1/20 with the scheme is obliged to comply. The facility on the reinstated tramway pier will provide segregation between pedestrians and cyclists</p>

<p>AS IT IS, IT IS GOOD, WHY CHANGE ANYTHING?</p>	<p>The existing arrangement is not fit for purpose, does not promote the use of sustainable transport and provides a very poor image on the arrival to Ryde</p>
<p>Just leave it as it is</p>	<p>The existing arrangement is not fit for purpose, resulting in conflict between pedestrians and those waiting for buses on a very narrow walkway. It also does not promote the use of sustainable transport and provides a very poor image on the arrival to Ryde.</p>
<p>Make sure there is very clear signage to segregate traffic from pedestrians and ensure that it has excellent toilets, shops and cafes to welcome visitors to the island.</p>	<p>Where pedestrians and cyclists are segregated their routes will be surfaced in contrasting materials and marked accordingly. Toilets will be provide in the refurbished station</p>
<p>I think that the Ryde Transport Interchange scheme should be created to reflect the grandeur and elegance of Victorian Ryde, in keeping with such railways station fronts as Windsor.</p>	<p>Traditional / heritage design styles will be used</p>
<p>I like the scheme and think it will make the whole area much improved and it is very much needed. Although it could have gone further it is a great start and will be better than what we currently have .</p>	<p>Agreed</p>
<p>Survey Monkey survey design has not allowed us to do this easily and has narrowed comment into a series of choices. We have indicated our preference, as requested but this is an oversimplification of our considered comment which is given below. We are a local charity affiliated to the national statutory consultee for matters relating to nationally registered parks and gardens (Gardens Trust) for whom we provide comment on such sites on the island. In addition we have extensive inventory records developed from our own research and survey of designed landscape sites across the Isle of Wight, which has led us to put forward nominations for national registration and nominations for sites to be part of the Local List due to their designed landscape interest. We provide comment on any proposed changes for these Local Listed sites too. We also provide input into the development of national and local policies relating to designed parks, gardens and landscapes and have furthered our local knowledge through the completion of a number of projects such as the development of an Isle of Wight Parks, Gardens and Designed Landscape Historic Environment Action Plan and survey and record of</p>	<p>The consultation offers the opportunity to raise a wider variety of issues and such input is greatly appreciated. Yes this scheme is predominately a transport scheme focused on achieving an operational public transport interchange which is fit for purpose and will encourage people to make sustainable travel choices. The refined scheme includes significant additional planting features and opportunities consistent with the intent to make the location more than an interchange rather a destination in itself. While a Master Plan for the Public Realm for the whole Esplanade is beyond the scope of this project we will undertake work to ensure this project integrates well with the surrounding area as a part of the design process.</p>

<p>Isle of Wight Walled Kitchen Gardens. We recognise that the site in question is neither nationally registered nor on the local list. However, as this public consultation relates to a significant existing and indeed historic area of public realm with significant historic and great potential designed landscape value, we would like to provide our views. It seems to us that this scheme is predominantly a transport related project and suffers from a lack of considered and strategic thinking regarding the changes to the public realm at the site and also how these relate to other parts of the Esplanade from Western Gardens to North Walk. In light of the likely future changes at Ryde Arena, and the recent transfer of management of parts of Eastern Gardens and Ryde Harbour to Ryde Town Council, we see this lack of strategic thinking a major missed opportunity and flaw in the scheme. Over the last few years, there has been a concerted effort to raise the standard of planting and street scene at Western and Eastern Gardens. We understand that this has been a partnership approach between the Isle of Wight Council and Ryde Town Council and this is very welcome. The colourful bedding schemes have gone some way to emulate the former glorious planting which can be seen in many historic pictures and postcards of the area. We believe that there is an urgent need for a Master Plan for the public realm for the whole Esplanade with an aim to truly create a 'gateway' to the island and the historic town of Ryde. It is disappointing to see so much emphasis being placed on traffic management within this proposed scheme and so little information on pedestrian/public realm and how this will function and complement changes.</p>	
<p>Shared use with cyclists needs to be carefully managed and integrated to allow the continued safe and pleasurable use of pavements by those wishing to stroll along the Esplanade for leisure and quiet seaside enjoyment. In our opinion, there is great scope for an innovative design to create a corridor that would provide a consistent and cohesive traffic free public realm space along the whole northern area of Ryde between Western Gardens and Appley Park and onwards into Puckpool Park. Whilst we accept that this may be too broad to be included in this project we believe a piecemeal approach risks creating a disconnected and inharmonious scheme at the Interchange and may undermine other future schemes. We would urge the IW Council to engage with professional landscape</p>	<p>The creation of a cohesive traffic free public realm space along the whole northern area of Ryde between Western Gardens and Appley Park and onwards into Puckpool Park is beyond the scope of this scheme which is primarily predominately a transport scheme focused on achieving an operational public transport interchange which is fit for purpose and will encourage people to make sustainable travel choices.</p> <p>Heritage style furniture, conservation kerbing and the use of stone for</p>

<p>architects to consider this now even if this means a delay to the public realm elements of the scheme. A few years ago, architecture and design students (from, I believe Southampton or Solent University) were asked to devise some conceptual designs for future development on the island and I believe that the brief included schemes for Ryde seafront. These were very conceptual but did show innovation and raised some interesting questions and ideas. Have these been looked at to inform an approach or could they be re-engaged with to provide input? This could be an exemplar site for such an approach and contribute to aspirations for regeneration to have a strong cultural element as the area is already well used for many events and festivals which should also be factored into the design approach. In terms of suggested design pallet, we believe the examples shown in the consultation to be rather dated and anodyne. There is scope to draw on the hey day of the area (late C19th to early C20th) as the basis of a design scheme to evolve a new approach for the area . If this is not possible, then we would favour heritage style furniture, conservation kerbing and the use of stone for walls and planting, academy grey for paving and black for any metal work. We would not wish to see the use of Redgra or similar bright surface painting to demarcate any future cycle way. In terms of planting, we would suggest an updated coastal seafront scheme with a mix of bedding and naturalised coastal planting reflecting the location. John Brownscombe Chairman Isle of Wight Gardens Trust.</p>	<p>raised planting beds with limestone effect paving and black for any metal work. Planting style will adopt a seaside theme</p>
<p>Completely unnecessary, unneeded scheme of works. The green space and cafe are far more welcoming and relevant to the area</p>	<p>The existing arrangement is not fit for purpose, resulting in conflict between pedestrians and those waiting for buses on a very narrow walkway. It also does not promote the use of sustainable transport and provides a very poor image on the arrival to Ryde.</p> <p>The removal of the concrete block built café and toilet block which is not contemporary with the Victorian buildings or listed pier structure was highlighted as a positive in the 2019 community-led 'Ryde Esplanade and Interchange Plan Walkabout'. Although presenting a potential link to a specific era of investment in Western Gardens Historic England</p>

	<p>have said the “building is not identified as a building that contributes positively to the conservation area” and so as a key enabler for the wider scheme the plans for its demolition and relocation of facilities remain within the scheme. However, it is agreed that the design team should seek to softening the impact and interface of the scheme within Western Gardens</p>
<p>You really only need to remodel the bus and train stations and improve access to the hovercraft terminal.</p>	<p>Remodeling the bus station to allow services to exit to George street and hence realise the journey time saving and pollution reduction benefits requires some bus stops to be moved to the west with consequent implications for the pier access road.</p> <p>As a part of the original bid for this scheme, IWC sought funding for improved access to the hovercraft terminal but that part of the bid was not successful.</p>
<p>It’s a shame there was no meaningful consultation before the scheme was agreed.</p>	<p>The initial scheme has been developed in consultation with the Ryde Regeneration Group comprising representatives of the Town Council, Business Association and Ryde Society.</p> <p>Much of the proposed highway arrangements were previously agreed through consultation but not implemented due to commercial differences at the time.</p> <p>This consultation offers the opportunity to raise a wide variety of issues and such input is greatly appreciated.</p>
<p>You don't make it clear how I take a copy of what I have written. Why not / or can you explain how I do copy it?</p>	<p>The survey monkey system does not provide a mechanism for you to keep a copy of your representation</p>
<p>It is very disappointing that the opportunity to invest in sustainable transport is so half hearted with regard to cycling and this development. Shared paths with no segregation of cyclists and pedestrians are really not acceptable in these busy areas. The links into and out of the area have not been considered at all. There is no cycling provision on the South side of the</p>	<p>The cycling facilities have been designed in accordance with the DfT guidance LTN1/20 with which the scheme is obliged to comply.</p>

<p>Esplanade for traffic moving Westward , the area at the bottom of George Street is already problematic for cyclists and this will make it worse. Also, please note cycle route 22 does not really go to Newport - except for mountain bikers willing to ride over rough terrain. Calling it a National Cycle Route is laughable.</p>	
<p>The design only considers the Pier gateway and not the scheme within the context of full Ryde Esplanade from the Pavilion to the Western Gardens area. I am against this proposal and asks that the Buses be moved towards the current Car Parking area and make the area around the Station, Hovercraft Terminal the Gateway to the Island and improve the Western Gardens area. Cycle tracks to be maintained through but in a controlled way. This removes the need for extensive traffic movement in the Western Gardens area. The road design around the current Car Parking area just down from the Hovercraft Bridge area to be modified to allow Buses to turn to go up George street and Cars traffic flow limited to a single two way road. to reduce use of private car traffic flow.</p>	<p>Remodeling the bus station to allow services to exit to George street and hence realise the journey time saving and pollution reduction benefits requires that it be moved to the west with consequent implications for the pier access road and Western Gardens</p> <p>The scheme does not provide for extensive traffic movements in Western Gardens simply accommodates the pier access road. Car traffic flow is limited to a single lane two-way road except on the pier access road where the impact can be further softened by creating a tree lined central reservation</p>
<p>Being born on this lovely island and living in Ryde area for nearly 35 years I welcome this project. I feel that if we are to present a positive impression of our island this is so important that we get this right. I am torn between the modern and traditional styles proposed of the furniture as I think the style of the Victorian furniture is beautiful but the painting of it is high maintenance if to prevent it looking shabby. If there is a way of doing the style in a more hardwearing finish than is offered. Also the steel benches are not user friendly to all ages. The stone and wood done in Traditional style is more preferable. I hope there will be many more public toilets available to the public and not just in the bus station. These must be a world away from the existing ones where people avoid using. Stainless steel is a no no. Tiling with black grout is a better option or wet room styles. More lighting across the whole of the Seafront will allow more use by the public in the evening and less by those intent on criminal or antisocial activity. CCTV in areas of concern should be a priority. Everyone needs to feel safe to use our beautiful town and I hope you will have this in mind when considering the designs.</p>	<p>A traditional / heritage design style will be adopted for the project</p> <p>The public toilets will be replaced with fully disabled compliant facilities in the refurbished station building.</p> <p>Street lighting will be improved and the CCTV in the area retained</p>
<p>the interchange is fine as it is</p>	<p>The current arrangements are not fit for purpose and require buses to make extended journeys creating more pollution.</p>

Great idea not before time. Excellent plan.	Agreed
The public toilets and cafe have always been a feature of Ryde Esplanade, they're well used, the loo is popular and a good example of municipal consideration for people. Don't sweep them away just because a government grant is available. Remember that Ryde is about people.	The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building
People need a loo and a cafe.	The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building
Please avoid shared pedestrian/cycle routes as elderly and disabled pedestrians find many cyclists very rude and intimidating.	The cycling facilities do envisage the use of shared space for short distances and have been designed in accordance with the DfT guidance LTN1/20 with which the scheme is obliged to comply. The amount of shared space has been further reduced in the modified plan.
It would be nice if the businesses along the esplanade (king lud, the alamo, Hong Kong express, etc.) were given more space on the pavement for outdoor seating	The option to widen the pavements to provide opportunity for alfresco dining at this frontage rather than car parking has been resisted by the by the frontage businesses
Will the public toilets be open when the station is shut?	Yes, the toilets will have extended opening hours consistent with the opening times of the facilities at the pier head
I really hope the IW Council listens to the majority on this one and not the minority who just shout the loudest on internet forums and spread negativity. This is a positive move by the Council, 100%, and when you look at the plans it is clear it prioritises the pedestrian and cycle users of the interchange over car/taxi/bus movements. It will simply be a nicer place to be and far safer, just because people do not right that on internet comments sections doesn't mean the majority of people don't feel the same way!	Agreed
It's hard to see how pedestrians and cyclists will access the transformed pier and also with no plans shown of the buildings, how they will change, makes it all a bit worthless. If the new buildings are rubbish, why bother?	The pedestrian and cyclist connection to the reinstated pier will be made through a refurbished station including a linking concourse from the bus interchange
I am not opposed to the old tramway becoming a pedestrian and cycle path, and I am very much in favour of demolishing and rebuilding the station at the dry end of the pier. As a local resident in Ryde, I am opposed to traffic lights at the junction of George St and the Esplanade simply to convenience buses, I	Traffic lights are required at the bottom of George Street to give priority to both pedestrians and buses. The intent of the scheme is to improve the public transport offer and hence encourage people to make

<p>am opposed to moving the taxi rank, I am opposed to mixing pedestrians and cyclists anywhere, and I am amazed at the suggestion of putting a pedestrian crossing at the bottom of Union St as I believe this would make for further traffic congestion in Union St and more cars using St Thomas's St with its very narrow opening off Lind St. The traffic scheme seems mainly to have been constructed in favour of the bus station.</p>	<p>more sustainable travel choices and hence those modes are prioritised over traffic movements. The cycling facilities do envisage the use of shared space for short distances and have been designed in accordance with the DfT guidance LTN1/20 with which the scheme is obliged to comply. The amount of shared space has been further reduced in the modified plan. No additional controlled pedestrian crossing is proposed at the bottom of Union Street nor is there reason to believe that more traffic would route via St Thomas Street</p>
<p>Don't listen to the vocal minority. This is a huge improvement on what is there today. Another great investment in the Island.</p>	<p>Agreed</p>
<p>Why do we have to give so much space to cars? They should not be allowed up the pier, a regular train could do the job. The interchange should reflect a more greener way to move around the Island. Trains, Buses, Cycle Ways. The train station is a disgrace as is the ice rink and the pavilion.</p>	<p>The scheme modifies the highway arrangements to better priorities pedestrian, cyclist and bus movements over other traffic and facilitates the refurbishment of the train station</p>
<p>Please don't put traffic signals at the bottom of George street. Keep the current set up where buses continue to have to navigate the roundabout before turning left into George street. Traffic will then only be coming from one direction so will be safer for any pedestrians in the area. This area can be particularly busy on weekend evenings with pedestrians and often these pedestrians have had a drink and are a higher risk of walking into the road. Reducing the number of directions these pedestrians will need to look before safely crossing the road</p>	<p>That would not realise the savings in bus journey time and pollution nor provide a priority crossing facility for pedestrians promoting people to use more sustainable means of transport and key to the business case supporting the wider project</p>
<p>It's a horrible concreting over and another St Mary's "we have to spend the money" LEAVE IT ALONE don't be like the last lot</p>	<p>The proposal significantly increases the space allocated to both pedestrians and planting in comparison with the existing arrangements. The improvement at St Mary's has proved successful in reducing traffic queues delays and pollution whilst providing improved facilities for both cyclists and pedestrians</p>
<p>RYDE TRANSPORT INTERCHANGE Comments on "Consultation" scheme dated June 2021 Bob White, FIHE, MCIHT, MICE (retired) 1. PRINCIPLES 1.1 It is inconceivable that a major public realm scheme in a Conservation Area and affecting numerous Listed</p>	<p>It is not agreed that the proposals for the remodeling of the bus station and pier access cannot be considered / understood in the absence of</p>

Buildings should be consulted upon in part only, without knowledge of the architecture of the proposed buildings on the Ryde Esplanade railway station site. The proposed layout, let alone details thereof, cannot be read to a satisfactory degree without options for all elements. 1.2 While use of the Tram Pier for pedestrians (but NOT cyclists) and replacement of the station buildings will be of significant benefit, these aspects cannot drive a single, inappropriate scheme for the transport interchange, least of all one that will harm the Western Gardens and the wider Conservation Area. In addition, the “arrival” of pedestrians and cyclists into the “station plaza” is in no way detailed by the current layout. 1.3 Neither CycleWight nor the local access group feel they have been consulted, and both deplore the proposed layout. There is no evidence of Historic England being consulted on the impact upon the Conservation Area and Listed Buildings, neither are the views of the Council’s Conservation Officer in the public domain. 1.4 The absence of visualisations of the proposed layout means that it is not possible for Councillors to make an informed decision on its merits. Visualisations of the earlier “iconic station building” scheme, best described as “Kings Cross comes to Ryde” are horrendous, and even without the buildings they demonstrate why the current “consultation” layout will neither preserve nor enhance the Ryde Conservation Area. It must be possible that a proper assessment of the proposal by Historic England will attract intense criticism of the DfT funding approach. 1.5 This assessment only relates to the western (interchange) half of the “consultation” scheme. No urban design imagination appears to have been applied to the other half, but the most major flaws lie in the interchange area. It is very unlikely that a credible urban design consultancy would put its name to this scheme, whereas highway engineers working without sensitivity to wider issues might. 2. DETAIL 2.1 Safety 2.1.1 Mixing cyclists and pedestrians on the Tram Pier is fundamentally wrong. Cyclists observably use the Promenade Pier at speeds in excess of the 10 mph limit for motorised vehicles, and feel safe to do so. Subjecting the most vulnerable road users to the potential of frequent conflict with cyclists is irresponsible, and fails to understand cyclists’ own preferences. 2.1.2 The close proximity and angle of approach at the exit of the “drop-off/pick-up station loop” will create potential danger in respect off the safe reading of the signal

detailed knowledge of the proposed rail station refurbishment. The reinstatement of the tramway pier and refurbishment of the station do not drive the transport interchange scheme rather the key drivers that are to better prioritise pedestrian, cyclist and public transport movements improvement ahead of private cars to encourage a modal shift towards more sustainable means of transport. CycleWight, the local access group and Historic England have been invited to participate in this consultation. The council’s conservation officer would not ordinarily be consulted through a public consultation rather has been involved as appropriate at key points in the development of the scheme. The previously envisaged and approved iconic station building which was not constructed due to commercial differences between partners does not form a part of this project. The development of the scheme has been informed by both the Ryde Regeneration group comprising representatives of the town council, business association and Ryde Society and specialist architectural and place making advice secured from Hampshire County Council. Cyclists and pedestrians are not mixed on the tramway pier rather will be provided for in segregation, nor will they be excluded from continuing to use the existing historic pier. The egress from the pier access road has been moved marginally to the west and signaled crossing marginally to the east to improve the signal head visibility for vehicles leaving the pier. This arrangement will be subject to the safety audit process and is fond unacceptable will be revisited.

heads. Such proximity between junctions and crossings is to be avoided.

Furthermore, no bus bay should be set on a curve because buses are long and straight. 2.1.4 The introduction of additional traffic signals to facilitate direct bus egress onto George Street is both wholly inappropriate in terms of modern urban design and will also introduce the potential for more collisions. It is well known that traffic signals have the potential to increase vehicle speeds, while the good use of street materials can improve the coexistence of pedestrians and vehicles, along with allowing, for example, a safer appreciation of vehicle movement. 2.1.5 While two of the main pedestrian desire lines may be catered for in the “consultation scheme”, the direct route between the station and the parade of Listed Buildings is not. To place two walls of buses across this desire line is both unsightly and potentially dangerous. 2.1.6 It is my understanding that the only actual (demonstrable) highway safety concern, based on Personal Injury Collision records for the area, lies at the lower end of St. Thomas Street, immediately to the west of Union Street. Inexplicably, no contemporary use of materials and alternative layouts is offered to address that concern. 2.1.7 The proposed modification of the main signalised crossing close to Union Street appears to retain the “half and half” arrangement of the existing. This is far less satisfactory, and potentially less safe, than creating a single crossing, with no “trapping” of people in the middle of the road. 2.2 Congestion

2.2.1 A fundamental flaw of the proposed scheme in relation to traffic flow is the placing of the pier egress traffic behind the signalised crossing. Currently, a red light at the crossing releases pier traffic. In the proposed layout, vehicles queuing across the unsightly loop and up the pier will discharge exhaust fumes into the newly fashioned public realm, where there is an expectation that people will gather and linger. This is very bad design. While it is accepted that a good scheme will not encourage easier vehicular traffic flow, such that traffic could increase, it is inconceivable that the DfT would wish to support a scheme that could increase congestion within a key area of the public space. 2.3 Conservation Area and setting of Listed Buildings – quality of new public space 2.3.1 The station forecourt (though cluttered) and Western Gardens currently read as one in terms of public space, the pier access road and short-stay parking bays for the station being absorbed into the overall public space. This can readily be enhanced

The introduction of signals at George Street provides not only for bus access but also protected priority for pedestrians on a previously unavailable desire line whilst also allowing the integration of the zebra crossing facilitating the provision of additional car parking on the southern side of the road extension of the cycle way and increased planting on the northern side of the road.

The scheme facilitates pedestrian movements across the Esplanade rather than introducing obstructions to that in comparison with the existing arrangements.

There is no demonstrable highway safety concern in the area based on PIC data although improved pedestrian crossing facilities of St Thomas Street are included in the scheme to help people cross the road there.

The modification of the signalised crossing of the Esplanade to the east of Union Street does not retain the existing half and half arrangement rather creates a single crossing.

The intention of the scheme is to prioritise pedestrian, cyclist and public transport movement ahead of general traffic movements to promote the use of more sustainable travel modes which may result in greater delays for traffic. The DfT have awarded grant funding on the basis of implementation of this arrangement

The station forecourt and Western Gardens do not currently read as one public space, they are bisected by the pier access road practically enclosed by the rear walls of both buildings with no frontage activity creating a canyon effect which practically segregates the spaces.

The view southward from the existing pier is not of the Victorian facades on the southern side of the road rather the view greeting visitors is of the

<p>through decluttering and the use of better paving and landscaping materials. 2.3.2 The view southwards along the listed Promenade Pier is currently dominated by the listed parade that includes the King Lud public house and the charmingly refurbished Chocolate Apothecary. The low set Ryde Pier Café and toilets building is barely intrusive, and views from the pier open out onto the well-used café forecourt area of the Western Gardens. The north to south cohesion of the Listed Buildings within the Conservation Area will be sacrificed to achieve rows of buses (admittedly not a permanent barrier, but a regular one), and the view to the Western Gardens will become dominated by an unnecessary car loop and parking area on the sea wall, one that will have the appearance of a ramp because of level differences. 3. Conclusion 3.1 As stated in section 1.5, this assessment is not exhaustive. If a credible urban design consultancy, familiar with modern approaches to public realm design, was allowed to look again at the Ryde Transport Interchange with some knowledge of the proposed station architecture, “softer” options are likely to emerge with much better public realm and people movement options. Currently, the funding tail is wagging the placemaking dog, and, if this is unchecked, the outcome could be a very expensive dog’s dinner of a scheme that is more congested and less safe than the existing interchange. Ill-informed decision makers and pressurised designers could become liable for wasting public money and ruining this part of Ryde seafront. Bob White 26 July 2021</p>	<p>rear of the station and concrete block elevation of the rear of the toilet and café block obstructing views of Western Gardens.</p>
<p>Will the pedestrian and cycle lane on the pier not be at a lower level than the roadway? Putting people’s heads roughly level with the exhausts of cars on the roadway?</p>	<p>The desk of the reinstated tramway pier will be at a lower level than that of the historic pier although not to the degree that vehicle exhausts will be at head height</p>
<p>I think the plans need review. Removing the current ryde pier cafe and enviroment is less than ideal as is a great welcoming area.</p>	<p>The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building</p>
<p>Toilets along front to be similar to those near to the old high st post office in Newport self-funding</p>	<p>The public toilets will be replaced with fully disabled compliant facilities in the refurbished station building</p>
<p>Unclear where taxis will be located. Will there be enhancements to the Western Esplanade?</p>	<p>The taxis will be located in two ranks with intervisibility between those, one on the eastern side of the pier access road and one on the south side of the road</p>

<p>1. The scheme should be extended to the East to include redesign of pedestrian and traffic access to the Hoverport Terminal. 2. East-bound traffic should be permitted to turn right up George Street at the bus station lights, not only buses.</p>	<p>The extension of the scheme to the east is beyond the scope of the project although not precluded by it. The signal junction at St Georges Street does not have sufficient capacity to accommodate the additional turning movement which would either need to operate as a different phase or require the inclusion of a right turn lane. The purpose of the scheme is to reprioritise the space in favour of pedestrians, cyclists and public transport to encourage a shift to more sustainable transport modes. Providing for traffic to turn right into George Street would be inconsistent with that intention</p>
<p>Please remove the awful and tacky shops in the station building. Something to help tackle the addicts taking drugs in the toilets and the sharps they leave lying around - not a great look</p>	<p>The station will be refurbished as a part of the wider project</p>
<p>I would love a joined up cycle route from Seaview to Newport but it doesn't look joined up from your diagram. Coming from Seaview, the cycle signs peter out half way along the esplanade and I don't think it's possible now to get to Newport without going on the main road. It would help if you could draw a clear route from one side to the other for cyclists and put signage along it</p>	<p>The cycle route continues from the interchange to Ladies Walk on street using roads with low traffic volumes. The creation of an entirely off-road route from Seaview to Newport is beyond the scope of this scheme although not precluded by it</p>
<p>Lousy consultation. Should have been integrated with the proposals for the station and bus shelter rather than just this. An example of a lack of consultation by IW Council</p>	<p>The refurbishment of the station is being led by South Western Railway and whilst required for completion by April 2023 has a different development and implementation programme which has practically prevented a joined-up consultation of the different scheme promoted by different organisations</p>
<p>I don't like the design . It looks like the Hard in Portsmouth and I don't want the island to resemble Portsmouth in any way . The money would be better spent at the top of Ryde near Poundland . I think this idea is a disaster in fact I hate it .</p>	<p>The scheme does not take any design queues from the Hard in Portsmouth and it is difficult to see the comparison. It does not include an iconic glass building and adopts a traditional/heritage rather than modern design style</p>
<p>It is a waste of money, the stations need sorting out especially pier head and the bus station needs a tidy up</p>	<p>The scheme is funded from a DfT grant which would otherwise not be available</p>

<p>Doing up the train station building is not a bad idea but why the road? I spend a lot of time there. There is nothing to improve and at the expense of a lovely cafe with toilets and benches overlooking the Solent and pier. What does it say of us as an Island if we prefer having a cafe or seating area on the seafront in the middle of a monstrosity of a transport hub? And while there currently is a safe covered waiting and seated area for the busses, they want to replace it with a path shared by pedestrians, cyclists and scooterists, losing the rose garden? I can only assume that the people/person who came up with this either never spends time on Ryde seafront or gains something else out of it.</p>	<p>Remodeling the bus station is necessary to allow services to exit to George street and hence realise journey time savings and pollution reduction benefits promoting the use of more sustainable means of transport. This requires that the bus bays are moved to the west with consequent implications for the pier access road and Western Gardens. Whilst the café concession opportunity will be recreated in the station, the alfresco dining opportunity created on the station plaza will overlook the sea and the scheme does not preclude the option of developing additional café concessions on western gardens. The existing covered seating area for buses will be retained although widened to avoid conflict between waiting passengers and passing pedestrians. The Rose Garden will not be lost rather a footway provide through it to improve its accessibility.</p>
<p>The cafe needs to stay outside overlooking the sea, people, especially holidaymakers, whom we rely on, do not want to come on holiday and be cooped up in a bus station, it's madness to put it inside the bus station....</p>	<p>Whilst the café concession opportunity will be recreated in the station, the alfresco dining opportunity created on the station plaza will overlook the sea and the scheme does not preclude the option of developing additional café concessions on western gardens</p>
<p>the toilets should be spacious & easily accessible and clearly within view so people do not believe that only available for train passengers only. Concerned at the lack of trees considering we are a very green island although that is quickly being eroded by lack of action taken by planners and enforcers (ive been told not enough staff to check?)</p>	<p>The public toilets will be replaced with fully disabled compliant facilities in the refurbished station building The scheme has been further developed to include multiple surface level and raised planting beds, no existing trees will be removed to accommodate the scheme</p>
<p>This is not a consultation in most people's thoughts. You say the removal of the public toilets and cafe will open up the view of the pier, maybe but the new bus parking spaces will block the existing view of the length of the pier. The extra traffic lights for buses turning are not necessary, it's been quoted that Southern Vectis will save 8 minutes per journey. I've driven the current route at 20 mph and it took 57 seconds, these additional traffic lights will only cause</p>	<p>The view of the pier will not be negatively impacted by the new arrangement of bus stops with the majority being hidden behind the station building and others screened by largely existing planting. The traffic lights at the bottom of George Street are required to both priorities and safely accommodate</p>

<p>more stationary pollution around a pedestrian friendly area and occasional hourly tailbacks when the ferry arrives at the end of the pier. Proper consultation should have been instigated from the start. But what hope now! PS non of the options in the above survey demand my answer.</p>	<p>pedestrian crossing of the road on the desire line from the station whilst also reducing bus journey times. The journey time saving of 8 minutes is not recognized and did not form a part of the funding assessment. The development of the scheme has been informed by both the Ryde Regeneration group comprising representatives of the town council, business association and Ryde Society and specialist architectural and place making advice secured from Hampshire County Council. The proposed highway arrangements were previously agreed but not implemented due to commercial differences at the time</p>
<p>The western gardens is a valuable space and is used all year round. Any plan that takes out a grassed area and replaces it with road access is a flawed plan and wont get local support. Also removal of amenities' and a business in this current time is shear madness. There has been 2 or 3 better designs done in the past that achieve a better public realm outcome I cant understand why we are still spending money on new designs that change very little?</p>	<p>The scheme does not practically impact on the currently grassed area of Western Gardens beyond that necessary to widen the footway to accommodate a shared surface. The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building. The proposed highway arrangements are not entirely new designs rather were previously agreed but not implemented due to commercial differences at the time.</p>
<p>I would strongly object to the taxi rank being moved and the parking being taken from outside the local business on the esplanade. I see no reason for the taxi rank to be across the road. Surely using the car parking spaces further along after the bus station would be safer as then people do not have to cross the road.</p>	<p>The proposal formally provides a two-space taxi rank on the pier access road immediately adjacent to the station exit whilst also providing a six space rank on the opposite side of the road with good intervisibility between each rank allowing operators to move from the south side to the north side once a space is free which also providing for customer collections on the south side of the road to better meet the needs of the night time economy. There is no basis to presume that people crossing the road will create problems and possibly accidents. The</p>

	<p>scheme has been designed to provide pedestrian priority on desire lines and all pedestrian crossings of the Esplanade are equipped with signal-controlled crossings to provide both protection and priority for pedestrians. The taxi rank could be relocated to the Rose Garden and parking reinstated on the south side of the road and this option will be explored with operators as the scheme is finalised although this would place the rank more distant from the station exit and remote from the customer demand.</p>
<p>The present layout where the buses are discretely hidden around the corner remains far preferable than the new proposals - having buses visible in ranks on the road is not a nice sight. ditto the taxis. Re-furbish but leave site-lings as they are. Also no loss of the gardens, toilet and cafe. Also please NO global coffee shops such as Costa etc. lets support local coffee shop owners</p>	<p>The current bus arrangement prevents their access to George Street requiring an extended journey and consequent pollution. Remodeling the bus station is necessary to allow services to exit to George street and hence realise journey time savings and pollution reduction benefits promoting the use of more sustainable means of transport. This requires that the bus bays are moved to the west with consequent implications for the pier access road and Western Gardens. Whilst the café concession opportunity will be recreated in the station, the concession will be let by Southern Western Railway and the council will not have control over the operator</p>
<p>This scheme has my support. It will provide, convenient interchange between buses/trains/ferries which is important for commuters, visitors and other travelers. The direct bus access to George Street will reduce bus travel times and carbon emissions by avoiding unnecessary mileage on the Esplanade. However, it is also important that bus routes 4 and 9 can still reach the stop in Melville Street to pick up passengers. In the longer term, perhaps the proposed cycleway along the Esplanade could be relocated to north of the railway line (on the Hovercraft side), and the pavement restored to its present use as a footway. A new footbridge with ramps could be installed to enable cyclists to cross the rail line and reach the relocated cycleway. This would enable the gardens to be restored with flower</p>	<p>Agreed The installation of a new footbridge and provision of a cycleway on the north side of the railway is beyond the scope of the scheme although not precluded by it.</p>

beds along the Esplanade from the bus station to the rail tunnel.	
Does the new positions for the buses have an all weather shelter,as they are a long way from the present cover	Yes – each bus stop will be provided with a shelter incorporating real time information
You need to ask transport specialists and look at Portsmouth Gunwharf bus station . It works well and is modern, less susceptible to vandalism, drunks and drug abusers. Evening security should be considered in the budget to discourage antisocial behaviour which is often centered about both Ryde and Newport bus stations.	The scheme does not take any design queues from the Hard in Portsmouth rather will adopt a traditional/heritage rather than modern design style as is found to be preferred by this consultation
Taxis to have EQUAL priority with busses, not as an after thorght, Taxi rank to be accessible without walking past busses first	Taxis are an important part of the transport system but do not have equal priority to buses when developing / promoting sustainable travel solutions in which case the priorities are: pedestrians, cyclists, buses, taxis, private cars
Absolutely fuming the taxi trade was not consulted on the plans losing an 18 space rank. May I remind the Council the Island is dezoned! This means any taxi from across the Island has the right to work Ryde taxi rank. Where is the equal opportunities for taxi drivers to earn a wage to support their families. Yes about the reduction of the taxi rank and how this will effect the options for the general public !!!!	Taxi rank capacity is not determined on the basis of demand by taxi operators rather than the taxi customer demand. The proposal formally provides a two-space taxi rank on the pier access road immediately adjacent to the station exit whilst also providing a six space rank on the opposite side of the road with good intervisibility between each rank allowing operators to move from the south side to the north side once a space is free which also providing for customer collections on the south side of the road to better meet the needs of the night time economy. The taxi rank could be relocated to the Rose Garden and parking reinstated on the south side of the road and this option will be explored with operators as the scheme is finalised although this would place the rank more distant from the station exit and remote from the customer demand.
Thank goodness for change, the more seats the better and planters on the pier would be good as well.	Additional seats and planters both at ground level and in raised beds are now included in the scheme
How can you choose any of the above with no artists impression or a virtual tool of how the planned development will look? The public consultation on this massive project has been pathetic. I would rather none of tax payers money was spent on this	The design of the shared footway / cycleway reflects the DfT design guidance LTN1/20 for such facilities

<p>scheme until the residents of Ryde have been presented with detailed drawings and plans and had some say on the plans. A shared footpath and cycleway looks like an accident waiting to happen</p>	
<p>No mention of taxi's. Why not?</p>	<p>The proposed arrangements for taxis are detailed on the consultation drawing</p>
<p>More consideration for local businesses including transport provided by the "small man" current arrangements pushes taxis well away from buses and makes jo public go to the buses. Thus making more families into poverty due to further lack of work!</p>	<p>Taxis are an important part of the transport system but do not have equal priority to buses when developing / promoting sustainable travel solutions in which case the priorities are: pedestrians, cyclists, buses, taxis, private cars</p>
<p>1. Destroying the public toilets and cafe is a mistake. There is not the volume of traffic demand to support this vandalism. 2. The George Street bus entrance is badly misconceived. It brings (yet more) expensive and ugly traffic lights which will slow general traffic flow down. George St is quite narrow and continuing to use Dover / Melville St has many advantages. 3. The current look of the bus station has been the main issue for years. However there are no images of how this would look in the proposal (modern/classic etc). How can a project go ahead when there is no indication of the final design? 4. People don't come to visit a town to admire the traffic arrangements or colour of seats; they will revisit due to things like outdoor cafes/sea views and yes accessible toilets. The current plans will undoubtedly make things worse for Ryde as it ignores the 'human aspect'. It is not in the mind of the tourist. These plans have the feel of something planned by looking at a map and not from a thorough investigation on the ground. A proper consultation with supporting plans/images and 3D walk-through is the very minimum that should be expected. Ryde has waited for many decades to improve the bus station, but now that the opportunity presents itself, it looks like it will be completely squandered under pressure to do something. It will then need another 5+ decades to undo the damage from this thrown together, incoherent scheme.</p> <p>also i cant see the point of changing something that may not be needed as you close the toilets but no plan by south western trains of when work will start on the new ones, And talk among bus drivers they wont service Ryde while there are no toilets.</p>	<p>The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building</p> <p>The scheme is not predicated on the need to resolve traffic congestion rather to redistribute road space in favour of pedestrians, cyclists and buses to encourage the use of more sustainable travel modes.</p> <p>Only the buses which currently use George Street but have to U turn at the roundabout will access directly to George Street, the other services will continue to operate via their existing routes</p> <p>The design cannot be finalized without deciding the style be that modern or traditional.</p> <p>A traditional exhibition-based consultation was prevented by COVID movement and meeting restrictions. The refurbishment of the rail station will be completed by April 2023 and a temporary toilet block will be provided prior to demolition of the existing toilets and will be retained until the new toilets are opened</p>
<p>It's suggested buses go up George Street to reduce emissions but this is a dreadful idea and the traffic lights to allow this will actually increase emissions as</p>	<p>No new bus services will route via George Street just the ones which currently use that route.</p>

<p>normally free flowing traffic will be forced to stop with idling engines while the lights change to let the buses out. The new entrance to the Pier is far too close to the corner of the existing road as it turns round on itself at the bottom of Union Street. It could be dangerous as some cars go round the corner or come from St Thomas' Street very quickly I don't approve of the taxi rank being moved outside the shops on the Esplanade. Parking will be lost and it'll effect the businesses The demolition of the cafe is totally unnecessary. It's a thriving local business and no doubt currently pay rent to the council. If it's replaced by the rail company who may choose a franchise, it won't benefit local companies and the council have lost income Finally, the rose garden should be left alone and not turned into a path. It will result in yet more lost green space and grassy areas. It also has a lot of character which will be completely lost The street furniture and paving chosen should be sympathetic to the historic nature of Ryde Esplanade i.e. not stainless steel and concrete kerb stones</p>	<p>The new junction arrangement will reduce journey times and distances for those bus services reducing pollution.</p> <p>The access to the pier has been designed in accordance with national design standards and will be subject to safety audit</p> <p>Removal of the zebra crossing to the west of George Street has facilitated the provision of replacement parking</p> <p>The demolition of the cafe and toilet bock is required to allow the redesign of the bus station and improve visibility of the historic pier as sought by the Ryde Regeneration Group comprising members of the Town Council, Ryde Society And Ryde Business Associated during community walkabouts.</p> <p>The proposal will improve accessibility to / through the Rose Garden</p> <p>A traditional materials pallet will be used as determined through the consultation</p>
<p>Could there be a consideration that the existing cafe concession be relocated to the proposed new public block paved seating areas? Either to the area where the proposed public footpath starts or the central area between the main road and bus stop only lane. Both areas have proposed new tree planting and new public benches. This would give the visitor/resident more offer of snacks drinks etc and a good sense of place.</p>	<p>The intention is to provide an expanded café concession opportunity in the rail station well related to these new outside areas which could accommodate alfresco dining</p>
<p>Presentation of ponly onee option is poor. Scheme layout proposed not supported. You need to start again. Scheme gives too much priority to traffic there should be greater emphasis given to pedestrians. Total failure to recognise role WEstern Gardens plays as a pulnic open space whcih will be lost.</p>	<p>Presentation of one option is normal practice. The scheme has been developed entirely to deliver pedestrian, cyclist and bus priority over vehicle movements.</p> <p>Enhanced public spaces will be created with more scope for planting / public art than the current arrangements.</p>
<p>Pier walkway should be an enclosed structure to enable pedestrians to use in all weathers.</p>	<p>This is beyond the scope of the project but not precluded by it. In inclement weather pedestrians have the opportunity to use the rail link to access the pier head</p>

<p>Try to keep the black wrought iron decorated (Victorian) street furniture where ever possible to give continuity and consistency.</p>	<p>A traditional materials pallet will be used as determined through the consultation</p>
<p>People will naturally gravitate towards sea wall (proposed drop off point) which will likely cause obstructions to passengers. Many people use the current benches to sit and enjoy the view, this won't be very enjoyable with vehicles inbetween them and the sea wall. Where is this seating area to go?</p>	<p>Whilst new seating will be provided within the expanded pedestrian areas the existing seating may be relocated within Western Gardens which will benefit from an unobstructed view of the pier</p>
<p>The one key item that is missing from the plan is the installation of a level access route to the Hovercraft Terminal. At present the only two route in and out for pedestrians are over the bridge or a long walk around to the end of the car park and then all the way back through the car park. This is discriminatory against the elderly and disabled. As a regular visitor to the island sine 1953, in the last few years and currently, I travel to the island by public transport, arriving by hovercraft, before travelling on to my destination by bus. Being 70yo and with health issues, it is not feasible for me to carry my luggage up the steps and over the bridge and down the other side to get to the bus station. The only option is the long walk across the car park and back along the pavement to get to the bus. On the return journey I have to factor in additional time for this walk so that I do not miss my hovercraft booking and then subsequent trains. It would be of great benefit to all elderly and disabled persons and those younger with prams etc. to have a level access across the railway line from the Hovercraft terminal to the bus station either by a crossing or perhaps un underpass, without steps.</p>	<p>The improvement of the connection to Hover Travel was not supported in the bid to DfT. As a consequence, that improvement is beyond the scope of the project but not precluded by it.</p>
<p>It will be great to see this area improved for both locals and visitors. As a key gateway to the Island, first impressions count!</p>	<p>Agreed</p>
<p>This does not seem to be a consultation. The cost of the overall scheme is higher than the cost for the original interchange plans which included far more improvements and facilities. This current scheme seems to amount to a remodelling of the traffic management. Seems like another lost opportunity.</p>	<p>The cost of the overall scheme, when adjusted for inflation, is significantly less than the original interchange plans which included an iconic structure in place of the railway station although ultimately proved not to be deliverable.</p>
<p>There are many design pages on Facebook which I look at that suggest many designs such as benches that the back can flip to allow you to choose your view (eg watching the sea or the people on the esplanade). Making the area a little bit different than everywhere else would make it interesting.</p>	<p>A traditional materials pallet will be used as determined through the consultation</p>
<p>Does it ever rain in Ryde? - if so, where are you expecting people to stand to wait for their bus. I am</p>	<p>The revised arrangement provides for bus shelters at each bus stop</p>

<p>also baffled why we need that roundabout at the bottom of Union Street. Now would be a great chance to remove it, and gain back some green space, and reduce the pollution/tyre wear that it causes.</p>	<p>equipped with real time bus information The priorities between traffic movements achieved with a roundabout solution better reflect the traffic demands and consequently the use of this form of junction reduces congestion and hence pollution in this particular circumstance</p>
<p>This scheme will ruin Ryde seafront, it is a case of municipal vandalism, if it's all or nothing i would prefer nothing.</p>	<p>The scheme will significantly redistribute the hard surfaced areas to pedestrians rather than providing that for bus turning and taxi. The expanded planting beds will provide more planting opportunities than the existing arrangements together with opportunities for display of public art</p>
<p>More natural light in the terminal. How about a raised area into the roof offering views of the Solent - a tourist spot for photos.</p>	<p>Beyond scope of the scheme but not precluded by it</p>
<p>It is not clear whether pedestrians will exit the rose garden walkway and join the cycle path near quay road for hovercraft. It must be kept separate</p>	<p>The footway and cycleway at Quay Road are segregated and there is no requirement for pedestrians to cross the cycleway on their route</p>
<p>please leave it as it is, the money could be better spent elsewhere, if a better look of the interchange is required get Southern Vectis, Wightlink and southern railway to pay to tidy up what is already there and not demolish what we have</p>	<p>The money is specifically allocated for this project and is not available to spend elsewhere The issue is not solely about making the interchange look better (although that is an outcome) rather making it work more effectively and efficiently for people and bus services</p>
<p>Get rid of the palm trees that are blocking views of the zebra crossing or put in lights.</p>	<p>The revised plan removes the zebra crossing and puts in traffic lights at the bottom of George Street</p>
<p>Poor design. Doesn't take previous schemes into account. The general public that pay council tax on the island should be able to vote on this scheme for either a yes or no to proceed.</p>	<p>The traffic arrangements very much reflect those of the previously approved design. The matter of whether or not to proceed with such schemes are not determined by referendum rather established political processes</p>
<p>- Demolishing the thriving cafe to move the road slightly seems unnecessary and destructive. Also the new exit from the Pier is very close to the bend and could result in accidents. - Installing traffic lights for George Street will lead to more congestion and there's no problem having the buses go round the roundabout anyway - Moving the taxi rank outside the shops on the Esplanade will mean a loss of</p>	<p>The rearrangement of the bus station allowing services to exit directly to George Street and so reduce journey times and pollution is fundamental to the funding award which also allows refurbishment of the station and reinstatement of the tramway pier</p>

<p>parking spaces so lead to more pressure on existing parking and be detrimental for the shops - Turning the Esplanade rose garden into a pedestrian walkway is not necessary. It's a popular and lovely area as it is and the changes will lead to less greenery and seating. - Changing the layout of the bus station will mean buses park sideways instead of end on, so the view from the Esplanade will be dominated by the sides of lots of double decker buses, rather than the neater arrangement we have now - The scheme results in the loss of grassed areas and flower beds. Other people have argued there is more public space but it seems to be a paved area in the middle of the bus station, not exactly usable space for picnics and recreation. - Overall I'm concerned the scheme results in more road, more paving, more hard engineering and risks endangering the heritage of the Esplanade. It's not the sort of first impression we want to give to visitors. The fact the Town Council or local residents weren't involved in any decisions also seems very wrong. On the other hand, the planned changes to the train station as well as the new walkway and cycleway up the Pier are excellent ideas and will be of great benefit to the town. I hope those can proceed but that the Interchange won't</p>	<p>The signals at George Street will not lead to more congestion rather help to prioritise pedestrian and bus movements ahead of private cars. The parking lost to relocate the taxi rank is reprovided to the east of George Street where parking was previously restricted by the zig zag markings for the zebra crossing. The scheme does not result in the loss of grassed and planted areas and actually results in less road / hard surfaced area for vehicles. The Town Council was involved in the development of the scheme through attendance at the Ryde Regeneration Working Group which gave specific steers to this solution as detailed in the accompanying report.</p>
<p>IF "PEDESTRIAN WALKWAYS" ARE SHARED WITH CYCLISTS, THEN THEY AREN'T PEDESTRIAN WALKWAYS. MOST PEOPLE, ESPECIALLY OLDER AND VISUALLY IMPAIRED PEOPLE WANT TO WALK SAFELY IN A SPACE THAT IS RESERVED FOR THEM AND DOESN'T INCLUDE BIKES OR E-SCOOTERS.</p>	<p>The design of the shared footway / cycleway reflects the DfT design guidance LTN1/20 for such facilities which is the requirement of the funding award</p>
<p>The plan to demolish the extremely popular cafe, and well used toilets is completely against the spirit of Ryde as a destination. To remove existing, well loved facilities to provide road access to a pier that already has existing access is exceptionally short sighted. There exists plenty of scope for maintaining access to the pier AND retaining existing facilities in situ - let's not pretend that toilets and cafes inside the station building will have anything like the same appeal to visitors and residents as the existing facilities. This is a very short sighted approach to improvement.</p>	<p>The current bus arrangement prevents their access to George Street requiring an extended journey and consequent pollution. Remodeling the bus station is necessary to allow services to exit to George street and hence realise journey time savings and pollution reduction benefits promoting the use of more sustainable means of transport. This requires that the bus bays are moved to the west with consequent implications for the pier access road and Western Gardens. The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building</p>

The whole plan is a farce including this consultation. Ryde Esplanade is currently a pedestrian friendly area that has no issues of traffic what so ever. I've asked many of the people I know if they've ever had issues of traffic down the bottom of union street and every time the answer is the same. No. The current area is a friendly and enjoyable area and has the unusual benefit of being both easy for traffic to navigate whilst also being a pedestrian friendly place. The destruction of this historic area just for the addition of a couple extra roads would be a true loss and completely unacceptable. The negative impact this project would have on the community is clear and so is it's potential negative impact on business. Businesses, at this time more than any other, need the support of the community and especially the authority. The fact that no one seems to want this, and is being met only with resistance should be enough for our public servants to drop the plans. Instead were being told it's going to happen regardless but it's all fine cause we get to choose the type of tree that's planted in the new green spaces. This is frankly insulting and condescending. I think many would agree that they'd rather see the 10 million refused than to spend it all on a project that no one wants, would damage businesses, the community, a historic esplanade and increase traffic. The whole thing is so poorly thought through that I'd believe it dreamt up by someone with a grudge against Ryde. I'd rather see the money not taken than to see the destruction of the Esplanade. Additionally, instead of focusing on an area that has no issues of traffic or public transportation (Esplanade) why not focus on the one area of Ryde that actually has severe issues and is causing an ever increasingly dangerous situation? Brading Road, especially the part outside of McDonald's, is quickly becoming less and less usable and safe. A fraction of the money being used to destroy Ryde Esplanade would be spent far better on sorting this situation out. The failure of our authority to take into account the public backlash against this incompetent project would be an insult to the people of Ryde, businesses and to democratic ideals. You are public servants. You serve the public. If the public deem it unworthy, so should you.

The current bus arrangement prevents their access to George Street requiring an extended journey and consequent pollution. Pedestrians travelling to / from the east are squeezed onto a narrow footway between the bus turning area and rail line boundary and conflict with others waiting for bus services. Remodeling the bus station is necessary to allow services to exit to George street and hence realise journey time savings and pollution reduction benefits promoting the use of more sustainable means of transport. This requires that the bus bays are moved to the west with consequent implications for the pier access road and Western Gardens. The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building

Dover Street/Esplanade roundabout should be a proper roundabout. There are many near misses with tourists who don't realise it is not a conventional roundabout.

There is no record of any accidents at this junction resulting in personal injury sufficient to justify modifying the arrangement. The priorities between traffic movements achieved better

	reflect the traffic demands and consequently the use of this form of junction reduces congestion and hence pollution in this particular circumstance
I dont use it, it does look tired and dated so a refresh would be nice, but surely that's down to transport companies not council.	Agreed – the funding is being provided by a DfT grant
Concerned about the joint cycle and pedestrian areas as I have nearly been knocked over by cycles on these in the past and there will be lots of families with small children around.	The design of the shared footway / cycleway reflects the DfT design guidance LTN1/20 for such facilities which is the requirement of the funding award
Its a pity its all or nothing as the pier walkway is wanted, and will be excellent. However while the road layout will be different - it is a change and expense that i feel is just being done for change sake. It closes a good business removes toilets and seems to put a road on between the seating areas and the sea. I don't think this change will really enhance the area - and like Newport's St Mary's roundabout its a change - it will be change and different but that's it just change and different but with no real purpose.	Remodeling the bus station is necessary to allow services to exit to George street and hence realise journey time savings and pollution reduction benefits promoting the use of more sustainable means of transport. This requires that the bus bays are moved to the west with consequent implications for the pier access road and Western Gardens. The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building The improvement at St Mary's has proved extraordinary successful in reducing traffic queues delays and pollution whilst providing improved facilities for both cyclists and pedestrians
Needs to be in keeping with the Victorian buildings.	A traditional materials pallet will be used as determined through the consultation with new paving enhancing the Victorian buildings
The traffic layout is not good. It should be re designed. Listen to people for once	Remodeling the bus station is necessary to allow services to exit to George street and hence realise journey time savings and pollution reduction benefits promoting the use of more sustainable means of transport. This requires that the bus bays are moved to the west with consequent implications for the pier access road and Western Gardens.
Light and airy please not dark and dingy like the station!	Agreed

<p>I believe that having a taxi rank outside the retail units is a mistake and as a resident I will find the removal of parking deeply irritating.</p>	<p>The scheme provides two taxi ranks, one on each side of the road with intervisibility between the two allowing customers to access taxis from either side without having to cross the road and for operators to see when a rank is empty and move over to that.</p> <p>There is no reduction in on street parking rather replacement parking is provided to the east of George Street when the zebra crossing, and zig zag line markings will be removed</p>
<p>It looks like an opportunity has been missed to better integrate the hover port with bus and rail. The footbridge is not ideal for people with luggage or children or pets or those with limited mobility. The alternative is to fight their way up in the wrong direction to Quay Road via the taxi rank and coach parking. Under the new scheme they will then encounter a new hazard from cyclists as they approach the bus station. On the subject of cyclists, I have no idea why there is a belief that pedestrians mix with those travelling on vehicles travelling at twice and more of their speed. The answer to saving cyclists from the danger of motor vehicles is not to make them a danger to pedestrians. On page 11 of the plan document it says "Improving the environment for pedestrians is at the heart of the plan". It doesn't look like it to me. Cyclists should be kept off the tram pier. Unless the road pier is to have a hugely increased speed limit most cyclists could easily keep up with cars and will be less vulnerable to cars than pedestrians will be to cycles on the tram pier. I realise this is outside the scope of this plan, but I hope the railway part of the plan includes measures to tidy up that mess of temporary buildings and piles of junk on the far side of the rails at the Esplanade Station. I like the intention to place crossing islands at the bottom of Dover Street and on the Esplanade near the Ryde Castle. Crossing the Esplanade as a pedestrian in the area where the bi-directional cycle way is proposed will become more hazardous than it is now. It really hurts when you get hit by a silent person travelling at 15 miles per hour on a metal vehicle.</p>	<p>The improvement of the connection to Hover Travel was not supported in the bid to DfT. As a consequence, that improvement is beyond the scope of the project but not precluded by it.</p> <p>The design of the shared footway / cycleway reflects the DfT design guidance LTN1/20 for such facilities which is the requirement of the funding award</p> <p>The facilities for cycling and pedestrians on the tramway pier will be segregated and cyclists will not be excluded from the road pier should they wish to use it</p>
<p>Until the complete scheme is known ie how the pier, bus station and railway station no permission should be granted. It has been stated that a saving of 8 minutes is the reason for traffic lights being included</p>	<p>The relative interaction and requirements between the pier, rail station and interchange are well understood and the detail designs of</p>

<p>in the scheme to enable the buses to turn right up George St. Whoever timed this must have used a broken watch. I estimate 1/2 minutes saving. Also more pollution will be generated. Yes the area is an eyesore, but the traffic flow works. If it's not broken, don't change for change sake.</p>	<p>each element is not required to allow the others which may have a longer construction period to proceed. The journey time saving of 8 minutes is not recognized and did not form a part of the funding assessment. The revised scheme includes significantly more planting beds and greenery</p>
<p>Please ensure there is much more greenery - trees, shrubs and lawns.</p>	<p>Agreed</p>
<p>I believe that Wightlink should definitely be given permission to build a walkway down the middle between the two current paths. When the temporary structure was there I felt much safer walking down there especially with children and suitcases and gave a much better ambience to coming and going from the Island</p>	<p>Segregated pedestrian and cyclist facilities are proposed on the reinstated tramway pier</p>
<p>Think something like Victorian and for our Queen Elizabeth not dull colours bright is needed</p>	<p>A traditional materials pallet will be used as determined through the consultation with new paving enhancing the Victorian buildings</p>
<p>I do not want to see any hostile architecture (anti homeless benches/spikes that prevent people from laying on benches). It's repulsive. Also considering the island's rapidly growing skating community it would be very unwise to install any anti-skateboarding architecture or deliberately pick materials for pedestrianised areas that prevent skating. Southsea is a wonderfully smooth and easily accessible place to skate, people of all ages and disciplines use the seafront to practice. This brings visitors from all over to skate, visit the local cafes and eat at restaurants. By making Ryde an attractive place for skaters it would encourage those visitors to take the hovercraft over from Southsea! Plus, please don't forget about roller skaters, skateboarders and scooters as road users in their own right, people use these to travel/commute as well as exercise. It's frustrating to see cycle paths designed only with bikes in mind, bumpy stone or brick is difficult and dangerous to skate on.</p>	<p>A traditional materials pallet will be used as determined through the consultation with new paving enhancing the Victorian buildings. Surfaces will be smooth as preferred by both skaters and those with mobility difficulties</p>
<p>Not happy with the proposal to bulldoze the toilets and loss of the cafe to make way for a new slip road to the pier on part of Western Gardens. A loss of public conveniences cafe toilets etc and trees and plant beds lost, is not acceptable.</p>	<p>Remodeling the bus station is necessary to allow services to exit to George street and hence realise journey time savings and pollution reduction benefits promoting the use of more sustainable means of transport. This requires that the bus bays are moved to the west with</p>

	<p>consequent implications for the pier access road and Western Gardens. The impact on Western Gardens has been reduced in the revised plans. The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building and an increased area of replacement planting beds will be provided</p>
<p>The road layout is not beneficial to businesses, tourists, or Ryde residents. I strongly object to the cafe at Western Gardens being demolished to make way for an ugly road layout which does absolutely nothing to improve the area. This area is widely used by residents and tourists alike and to lose such a facility is detrimental to the area. The whole scheme needs a rethink, and a proper public consultation which has not been carried out.</p>	<p>Remodeling the bus station is necessary to allow services to exit to George street and hence realise journey time savings and pollution reduction benefits promoting the use of more sustainable means of transport. This requires that the bus bays are moved to the west with consequent implications for the pier access road and Western Gardens. The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building and an increased area of replacement planting beds will be provided.</p>
<p>I totally object to the removal of the cafe and toilets, as well as trees and grassy area, at the Western end of the plan, to be buried under more tarmac. This part of the scheme is totally wrong, it will ruin a very pleasant part of the esplanade, and should be reconsidered.</p>	<p>Remodeling the bus station is necessary to allow services to exit to George street and hence realise journey time savings and pollution reduction benefits promoting the use of more sustainable means of transport. This requires that the bus bays are moved to the west with consequent implications for the pier access road and Western Gardens. The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building and an increased area of replacement planting beds will be provided.</p>
<p>Ryde sadly lacks areas that are a joy to visit. For example, a space for small musical events to happen,</p>	<p>The scheme provides space for alfresco dining adjacent to the</p>

<p>reminders that we are a seaside Island - maybe Donald McGill post card posters, a good ice-cream stall, Somewhere to sit and have a good coffee with a view (French Franks?). Do not let the car rule this space. If you do it will fail.</p>	<p>refurbished station and will include an enhanced area for planting in raised beds. The scheme prioritise people, cycle and bus movement ahead of vehicles and is designed with that express purpose</p>
<p>I wasn't clear from reading the documents if it will still be possible to drive along the pier and drop someone off at the ferry terminal without paying. The pier is quite long and I need to drop elderly relatives at the terminal, as it's too far for them to walk. As part of the scheme I'd like to do this without payment or without the interruption of a barrier.</p>	<p>The barrier requiring payment to exit or leave the pier will be removed as a part of the scheme</p>
<p>Why is there no option for sheltered wooden seating? That is more traditional and what I would choose for a Victorian town. Most importantly though I strongly object to the proposed bus parking spaces. Buses are NOT a thing of beauty and this proposal gives them far too prominent a position at the bottom of the pier. They would almost permanently block the view of the Victorian buildings opposite the pier, pollute the road where people will be walking, be a danger to pedestrians crossing the road or running to catch a bus, hold up traffic flow. Buses should be parked away from the road and away from public view and NOT be given pride of place at the end of the pier. That is NOT what our visitors would expect to see at the dry end of an historic pier. I'm perplexed as to why the current bus station area cannot be upgraded and renovated. Why has it been removed altogether? A Gateway to the Island should above all be ATTRACTIVE. In that vein, it would be lovely to see the grand roundabout at the bottom of Dover Street/Pavilion restored to its former glory. Mediterranean planting should be replaced with the more traditional colourful flower beds that can be found elsewhere in the Eastern Gardens. It was once a stunning sight from both the Esplanade and Dover Street.</p>	<p>Sheltered seating will be provided at all of the bus stops and traditional materials pallet will be used as determined through the consultation with new paving enhancing the Victorian buildings Remodeling the bus station is necessary to allow services to exit to George street and hence realise journey time savings and pollution reduction benefits promoting the use of more sustainable means of transport. This requires that the bus bays are moved to the west with consequent implications for the pier access road and Western Gardens. The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building and an increased area of replacement planting beds will be provided. This will be in a seaside style as found to be preferred through the consultation</p>
<p>2 serious points of concern: 1) Air quality at the bottom of George Street will challenge legal limits if more double decker diesel buses are re-directed up George Street, which is narrow at the base with homes opening directly onto the pavement. The traffic lights at the base will exacerbate this as vehicles will be accelerating up a very steep hill from a standing start. Toxic fumes will be trapped at the base of the street. Our existing fleet is oversized for passenger needs (running on average at 10% of capacity) 2) Pedestrian crossing at the bottom of</p>	<p>No more buses are to be directed up George Street only those services which current use that route but now have to U turn at the roundabout - the effect of the scheme is to reduce bus travel distances and pollution The traffic lights will not exacerbate this position as buses effectively move from a standing start when entering George Street at the moment – the</p>

<p>Dover Street is already hazardous and without changes made to calm traffic approaching the Esplanade from the East it is likely to become more hazardous for pedestrians to cross as more vehicles opt to veer up Dover Street rather than be stalled by lights at the George Street junction. Visibility is already inadequate for pedestrians to safely cross by Ryde Castle hotel on Dover Street as vehicles have right of way and are not required to slow down at the Eastern Gardens roundabout.</p>	<p>signals do not provide for a right turn form Esplanade to George Street. Pedestrian crossing provision is improved adjacent to the Royal Castle Hotel as a part of the proposal</p>
<p>1. If parts of the pavement outside Hong Kong Express to the Codfather are going to be used for a loading bay, shopkeepers must be prevented from putting A boards on there, because the walkway will become too narrow. 2. Island Line must be compelled to tidy up the Pier Head Station: paint the walls, refurbish the roof. It is an eyesore.</p>	<p>Th existing pavement is to be extended to accommodate this loading bay which will not encroach onto the existing area Refurbishment of the pier head station is beyond the scope of this project although not precluded by it</p>
<p>I am concerned about the removal of the public toilets. As a new restaurant we are already limited to seating in the cafe due to having just 1 toilet. We already have people asking to use our toilet before travelling and we point them to the public toilets. I feel it is unfair to for us to be restricted to amount of customers by our single toilet but then have to manage the public and their toilet needs. Isle of Wight Festival, beers and buses, scooter weekend will be a nightmare without the public toilets. I am also very concerned about the taxi rank being moved to outside our restaurant. Many of the cafes have a delivery service and relying on the parking for delivery drivers. The passing trade will diminish dramatically, which many of the restaurants and eateries rely on in summer. The outside seating will be taken up by taxi drivers and those waiting for taxis, not the high paying customers who specifically visit our business for the restaurant experience. I feel the taxi rank should be moved to the end of where the bus station currently is as they then have direct access towards seaview or up dover street to head through ryde towards newport. It will not disrupt businesses either. Putting the taxis outside the restaurants will also cause trouble for the delivery drivers. Many of us have large deliveries from 32tonne lorries plus. It will make equipment delivery extremely difficult and regular supply deliveries tough. To keep the restaurant side pedestrianised will give the small businesses a fighting chance after a very tough 2 years and then a year plus of roadworks will give us another tough year. After 2 years of covid and 1 year of roadworks, the final outcome needs to be in favour of the small</p>	<p>The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building and an increased area of replacement planting beds will be provided. The option to relocate the taxi rank adjacent to the Rose Garden will be explored with the operators however it is proposed on the south side of the road to provide intervisibility between that and the one on the north side allowing customers to access taxis from either side without having to cross the road and for operators to see when a rank is empty and move over to that. While the focus of this scheme is to redistribute road space in favour of pedestrians, cyclists and buses to encourage the use of more sustainable travel modes, it also improves the public realm which should create an improved trading environment for local businesses.</p>

businesses on the seafront enhancing the passing trade and encouraging tourists to enjoy the seafront acknowledge all the beautiful Victorian seafront buildings. The last thing we want, when tourists arrive, is to be greeted with run down, shut up shops and restaurants because it has become too motorised and doesn't encourage tourists to spend time on the seafront.	
Amazing for the buses	Agreed
Avoiding queues and traffic jams in summer will be good.	Agreed
Try and create a well-lit safe area at night and an area that encourages day-time community congregation in the day which makes the most of the seaside views. This needs to welcome visitors and tourists!	Agreed
The existing station area is blighted from a large pigeon population. More should be done to deter the excessive amount of birds roosting there. Real time travel information of buses, trains and ferries should be available. Clear signing to the rail station should be provided to encourage use of Island Line services. Public drinking of alcohol should be banned throughout the whole site.	Real time information and improved signage will be provided as a part of the scheme although banning of alcohol consumption and bird deterrent is beyond the scope of the scheme.
Safe designated cycle route from Fastcat to Esplanade for the large number of commuting and tourist now cycling.	This is provide by the scheme
I would like to see the dotto train returned	Beyond the scope of the scheme although not precluded by it
Bring back the dotto train	Beyond the scope of the scheme although not precluded by it
Covered walkway to the of pier	Beyond the scope of the scheme although not precluded by it
I like it!	Agreed
better retail - maybe a little more class and much less tacky plastic for sale would be nice	Agreed – station refurbishment will provide expanded concession opportunity
Why is the disgusting looking pier head station's appearance not being improved under the scheme, it's the first thing anyone arriving on the island sees !!	Beyond the scope of the scheme although not precluded by it – to be progressed in tandem by Network Rail
1. The scheme does not focus on the environment but on 20th century transport. Old London Trains and diesel buses. One of the scheme is to reduce pollution, how have you done this? 2. The scheme is about a transport hub and not about enhancing Ryde as a town to attract investment, business and tourism. 3. The transport hub will reduce the attractiveness of Ryde, reduce business interest and investment. 4. The cause of traffic congestion near the Pier is the inefficient pay barrier on entering the	The scheme reduces pollution by avoiding the need for bus manouvering within the service yard and allowing those to exit directly to George Street rather than U turning at the roundabout. The scheme is intended to provide a more functional transport interchange but in so doing also

<p>pier. Improve the payment on entry/exit speed to solve the issue. 5. Public amenity areas shown are between the bus terminal and the road. How is this a public amenity area. The space next to the pier and cafe is a public amenity area, what you are proposing is a central traffic island. 6. Cycle Route. This is the very end of Cycle Route 22. It is misleading to suggest this will link with Ladies Walk, as a cyclist, this is a pathetic attempt to include the required cycle improvements. You do not address how cyclists will deal with buses emerging and crossing the carriageway? How will this make cyclists safer? 7. Misleading to suggest this will improve the view of the pier. Where will people now view the pier from? It appears the proposed concessions are inside the train terminal and bus station? Therefore for travellers in transit. 8. Opportunity missed to enhance the arrival and provide a good first impression of the Isle of Wight. Instead, you provide visitors with a bus station? 9. Where are the revitalised concessions? I don't see an outside designated space, to take in the proposed improved view of the pier? 10. Transforming Cities - Reduce Pollution. How does this plan reduce pollution. 11. Associated Industrial Strategy Document cites the Business Environment. How does this enhance the business environment in Ryde?</p>	<p>increases pedestrian areas and expands the area of planting beds. The vehicle barriers at the southern end of the pier will be removed as a part of the scheme The cycle route signage and route definition will be extended to link with Ladies Walk Cyclists will not have to deal with buses emerging and crossing the carriageway as they are routed on the shared surface to the north of the busway. The current arrival from the pier greet people with a view of the rear of the station building and back of a concrete block built public toilet. The scheme will provide a refurbished station, enhanced concourse and view of a tree lined boulevard The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building and an increased area of replacement planting beds will be provided. Enhancement of the broader business environment is beyond the scope of the scheme although not precluded buy it.</p>
<p>Many years ago a similar smaller scheme was proposed. It never progressed due to finance issues and the fact that it was discovered the ground conditions would not allow any major construction at this location. I assume this matter has now been resolved?</p>	<p>The previous scheme was much larger and included an iconic building in place of the current station. That scheme was not progressed due to commercial differences between the partners which do not arise with this scheme</p>
<p>The shared use of pedestrian & cycle way is wrong as you do not want people queuing getting on buses clashing with cyclist cutting across their access. Also do not make the same mistake as Portsmouth Council and lay tarmac surface at the bus access and terminal area as it is not practical. You must use high grade concrete. Also where are the plans for the Railway Station area! Also will anyone actually take note of this survey as we all know how what our IOW council are like.</p>	<p>The design of the shared footway / cycleway reflects the DfT design guidance LTN1/20 for such facilities which is the requirement of the funding award. The facilities for cycling and pedestrians on the tramway pier will be segregated and cyclists will not be excluded from the road pier should they wish to use it. The busway can be constructed with 'tarmac' as it does not need to</p>

	<p>withstand the pivoting movements of buses making three-point turns</p> <p>The plans for the refurbishment of the rail station are being developed by SWR on a different programme and will be advertised when they are ready.</p>
<p>Extending the cycle paths to go beyond the seafront would be useful. Having it just on the seafront encourages cycling in that area which is brilliant but certain cyclist find it daunting using main roads. A lane leading from Dover Street Roundabout and up dover street would be good as Dover Street is such a wide road that would be able to accommodate. Also please look into surveying only those living in the surrounding Ryde area because their input is of extra importance.</p>	<p>The option to provide an on-road cycle lane in Dover Street will be investigated.</p>
<p>Make it sustainable, low carbon impact where possible (see salt water concrete), maybe a high vantage point to watch the hovercraft that doesn't block commuters.</p>	<p>Agreed</p>
<p>Not a consultation at all Absolutely shocking way this scheme had been developed in secret. This should be a scheme to enhance the gateway but it's detrimental and just suited to vehicles. Shame on whoever is responsible</p>	<p>The scheme has been developed in consultation with the Ryde Regeneration Group comprising representation from the Town Council, Ryde Society and Ryde Business association as detailed in the accompanying report. It is designed to provided pedestrian priority on desire lines and all pedestrian crossings of the Esplanade are equipped with signal controlled crossings to provide both protection and priority for pedestrians whilst securing advantage for buses over private vehicles</p>
<p>I don't see the point in a new road layout it works the way it is the only time it doesn't is if there are issues with the barriers on the pier. It would be better to spend more money on the bus station and rail station and the pedestrian and cycle way on the old tram pier.</p>	<p>Remodeling the bus station is necessary to allow services to exit to George street and hence realise journey time savings and pollution reduction benefits promoting the use of more sustainable means of transport. This requires that the bus bays are moved to the west with consequent implications for the pier access road and Western Gardens. The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building and an increased</p>

	area of replacement planting beds will be provided
The walkway, sandwiched as it will be between the road and the railway and at a LOWER LEVEL will not be a good pedestrian or cyclist experience. Because views will be obstructed on either side you will not be able to see anything. It will be a wasted opportunity. Can the walkway be raised so it is above the level of the pier/cars and railway? Or use the tramway for cars and the pier for walkers/cyclists.	The tramway cannot be raised above the historic pier due to the visual impact on the setting of that historic structure. Vehicles cannot be directed via the tramway pier as that would require demolition of the listed station building to facilitate access
As the existing toilets and cafe are to be lost, will the new station building toilets and concessions be open to the public outside of station opening times?	Yes the new toilet will be open for a longer period than the existing ones are – although not 24/7
I'm a taxi proprietor in Ryde and I have just been reading about the plans for the new Interchange in Ryde. I was wondering if you could tell me why as far as I know, no proprietors have been contacted about moving the taxi rank across the road, away from the main hub. This is obviously going to have an effect on our trade so surely some consultation with the trade would have been appropriate ? In the original plans there was I believe four spaces at the interchange with a feeder rank over the road. In the latest plans those spaces seem to have disappeared and been given over to Southern Vectis, along with our main rank, pushing us further away from the public, and away from the interchange. How safe is it going to be for the general public to be crossing the road to get to us ? The service we provide for the public needs to be easily accessible for all transport users. The elderly, disabled, families with push chairs and young children, people with suitcases etc. Making the public cross this busy road is surely not in their best interest from a health and safety point of view, and puts us out of the way having a negative effect on our business. I thought the main point of the interchange was to integrate all travel options into one convenient place but it seems this is just geared up to serve Southern Vectis again. I'd appreciate any feedback you may have about the transport Interchange.	Taxi operators have been consulted though this consultation Two taxi rank spaces are provide at the bottom of the pier with the feeder rank retained on the opposite side of the road Pedestrians will be given priority and protection at crossing facilitated by signal control although they will not need to given the taxi rank on the northern side
No cover on the pedestrian walkway & Free train from Esplanade to Pier Head	Beyond the scope of the scheme but not precluded by it
A view of the sea from the esplanade would be great, so it is not blocked off by buildings I think this would make the cafes and bars on the seafront more appealing.	View of the sea from the Esplanade will be improved by demolition of the concrete block-built café and toilet block.
SWT has contacted me to say they will only allow 4 bikes on a long train and two on a smaller 2 carriage	Beyond the scope of the scheme but not precluded by it

<p>train. This is awful a family of four cannot take their bikes on the train - can something be done ? thanks Bruce</p>	
<p>I have had many near misses from cyclists leaving the pier heading up St. thomas street... Can you add a shortcut for that direction?</p>	<p>Specific off-road provision is made for cyclists heading up St Thomas Street around the roundabout which will avoid conflict with vehicles</p>
<p>The interchange building should be flattened and rebuilt from scratch - it's an absolute pit</p>	<p>Whilst that was proposed in a previous scheme that could not be delivered due to commercial differences between the partners</p>
<p>It's hideous and only about money. Two years to consult. To be fair any consultation is stated as complete but awaiting review. Not worth the money if running a consultation in the first place. Waste of tax payers money but guess your alright jack!</p>	<p>Remodeling the bus station is necessary to allow services to exit to George street and hence realise journey time savings and pollution reduction benefits promoting the use of more sustainable means of transport. This requires that the bus bays are moved to the west with consequent implications for the pier access road and Western Gardens. The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building and an increased area of replacement planting beds will be provided</p>
<p>Why is Ryde Taxi rank not included into the transport interchange scheme.</p>	<p>Two taxi rank spaces are provided at the bottom of the pier access road with a feeder rank provided on the opposite side of the road</p>
<p>Why were Hovertravel not included as part of the consultation and beneficiary of the scheme? Southern Vectis, Island Line, Wightlink will all stand to benefit, why has Hovertravel not been considered?</p>	<p>The improvement of the connection to Hover Travel was not supported in the bid to DfT. As a consequence, that improvement is beyond the scope of the project but not precluded by it.</p>
<p>Better connections ie train to Newport</p>	<p>Beyond the scope of the project but not precluded by it.</p>
<p>Please, please make sure that whatever new toilet facilities are installed that they are accessible at all times & not closed when the station/bus interchange close. The current facilities by the cafe are the only other ones at that end of the town except for upper High Street ones as the Town Hall ones have been closed for a long time. It makes visiting Ryde tricky for us elderly folk!</p>	<p>The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building and the new toilet will be open for a longer period than the existing ones are – although not 24/7</p>

<p>Please keep public toilets available. Also please keep the aesthetic consistent.</p>	<p>The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building and an increased area of replacement planting beds will be provided</p>
<p>Poor options to this survey. Why have u included options like paving in st Thomas Square ryde, which is UNSUITABLE as a pavement surface!!!!</p>	<p>The replacement limestone surfacing in St Thomas Square is entirely appropriate for use in a conservation area and a product has been specified which has a better slip resistance than that previously provided but now replaced in St Thomas Square</p>
<p>Make sure there is sufficient cover for rainy days</p>	<p>Agreed – cover bus shelters with real time information will be provided at all stops</p>
<p>Is there a 'drop off' area for cars? Don't forget the taxi rank.</p>	<p>Yes there are three drop-off spaces for car and a two space taxi rank on the north side with a feeder rank on the south side</p>
<p>A well thought out scheme which will certainly help improve the interchange area.</p>	<p>Agreed</p>
<p>Looking forward to it!</p>	<p>Agreed</p>
<p>don't make it an eyesore for those of us who live nearby</p>	<p>The opposite is the intention</p>
<p>It is long overdue! The bus station is an unpleasant place to linger even during the daytime. In the evening and after dark it has the air of being quite a hostile environment. It's definitely not user friendly at any time of the day or night. As the main public transport destination it reflects very badly on the town of Ryde because of its rundown appearance. The new proposals definitely aren't perfect. If you were starting with a blank canvas I'm sure a different layout could/would have been produced but with clever and imaginative planting and use of stylish materials in the public realm areas a new transport hub can be created that Ryde people will be proud. Please don't throw away this chance.</p>	<p>Agreed – significantly enhanced and expanded planting will be included in the revised scheme</p>
<p>Like the idea</p>	<p>Agree</p>
<p>Leave the green cafe and toilet alone and do send the buses up george street again as they were rerouted due to damaging the foundations of the houses</p>	<p>Remodeling the bus station is necessary to allow services to exit to George street and hence realise journey time savings and pollution reduction benefits promoting the use of more sustainable means of transport. No new bus services will be routed via George Street – only</p>

	those current U turning at the roundabout to use this route.
The proposed new toilets need to be free (like the ones being removed currently are). The new cafe concession in the station should be a local business (like the one being removed) NOT a chain.	The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building and an increased area of replacement planting beds will be provided. SWR will control the leases of concessions within the station building which are beyond the control of the council
Are HoverTravel part of this improvement scheme?	The improvement of the connection to Hover Travel was not supported in the bid to DfT. As a consequence that improvement is beyond the scope of the project but not precluded by it.
Losing the most used Coach party and event volume friendly public toilets in Ryde will disadvantage Rydes pedestrians and cyclists who day visit and attend events. Cyclists groups regularly use the Pier Cafe and toilets for a meeting point and comfort break because they can relax away from the vehicles and hustle and bustle whilst keeping an eye on their bicycles. they also meet there before returning to the mainland via the fast cat, this encourages cyclists, coach parties, EF students and general visitors to explore the seafront and upper Ryde. the flaw in the gateway project is there will be little room for cyclists to park 10 to 20 bicycles (groups) in the station where they can keep an eye on them whilst having a comfort break etc, this will force cyclists to immediately ride to the pier head where theres room and further toilets and planned cafes and shops, this will greatly disadvantaging the Esplanade and Union Street and beyond businesses. I fear the shared Cycle/scooter and pedestrian pavements will be dangerous as many scooters and cycles are now electric powered, cycle lanes should be at the side of the Road for this very reason. The bus station bus stops should rather run along the Esplanade (by the Rose Garden where they have historically parked where waiting passengers enjoyed waiting in the relaxed rose garden) where pedestrians would not need to cross roads to access and wait on exposed central islands surrounded by smoky traffic. if this was done it	The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building and an increased area of replacement planting beds will be provided. Cycle parking facilities will be provided immediately to the east of the station building visible from the alfresco dining area available to any café operator within the refurbished station The design of the shared footway / cycleway reflects the DfT design guidance LTN1/20 for such facilities which is the requirement of the funding award Remodeling the bus station is necessary to allow services to exit to George street and hence realise journey time savings and pollution reduction benefits promoting the use of more sustainable means of transport. This requires that the bus bays are moved to the west with consequent implications for the pier access road and Western Gardens. Pedestrians will not have to cross roads to access the bus stop on the

<p>would leave room for the Taxi's to also park on the bus station side rather than preventing customer parking for take away pick ups by parking on the Southern side of the Esplanade as the plan proposes. A cycle route could then pass along the side of the Road rather than the footpath. you say that the proposed scheme is "reducing the dominance of motor vehicles and improving priority to pedestrians" How can enlarging the highway possibly achieve this? The Western Gardens and its amenity location provides a relaxing environment, your plan shows a vehicle dominated environment with fumes and noise, the traffic lights will also cause more pollution by stopping the traffic. Your plan does not appear to have considered where the sun shines and wind blows, at the moment bus passengers wait for their buses sheltered from wind and rain, even if you provide small bus shelters the wind will whistle through un-obstructed and there appears little space to sit in the sunshine relax and have a peaceful beverage, meal or both. and note that all the concessions on the South side of the Esplanade are in the shade and cold wind for most of the day. It is very sad that your proposals will lose Ryde Esplanade its ambiance and relaxed sunny holiday atmosphere, only to be replaced by a large bus station and complex traffic system. this scheme does not encourage dwell and exploration time as its asking pedestrians to sit on islands in the middle of the Road, who wants to do that on a day out at the seaside, its seems more like an inner city type transport hub? Lastly The remaining Western Gardens will become a no go area without amenities and gardens to encourage visitors and the general public to dwell and relax there and I fear the proposed station toilets will become the new centre of substance misuse with migration of un policed users, creating a bad environment inside Ryde's Railway station. wish you would have consulted Esplanade residents, commuters, general public and businesses when you consulted transport providers to obtain a balanced picture of the environment your about to change forever. The strategy of RTC and RBA was to encourage visitors to stay and enjoy Ryde rather than pass quickly through its gateway, this scheme will encourage the opposite.</p>	<p>central island rather will have right of way across the busway on a raised crossing platform Additional parking is provided on the south side of the road immediately to the east of George Street such that there is no loss of parking for local businesses The scheme does not enlarge the highway rather significantly reduces the proportion allocated to vehicles and reallocated that in favour of pedestrian and enhanced planting All bus stops will be provided with shelters equipped with real time bus information The scheme is primarily intended to provide a more efficient and effective transport hub, it practically reduces the size of the bus station and reallocates that to people and planting in fact providing a greater area of planting bed than currently exists together with the potential provision for public art displays. The scheme does not preclude the development of further concessions in the Western Gardens nor creation of a bandstand. There is no basis to assume that the new station toilets will be any differently used to the existing facilities. The scheme was developed in consultation with the Ryde Regeneration Group comprising members of the Town Council, Ryde Society and Ryde Business Association as detailed. In the accompanying report.</p>
<p>Long term the existing railway should be replaced with a light rail surface transport arrangement with tram type cars inking with Newport and Cowes.</p>	<p>This is beyond the scope of the scheme although not precluded by it</p>
<p>Needs to put alternative to oil based transport forst amd have adaptable spaces for new transport start</p>	<p>This scheme reallocates road space / surfaced areas in better favour of</p>

<p>up such as tuk-tuks to be able to be on the mix Clear physical and visual demarkation for less able residents Passive background sounds such as river or waves to create a sense of calm</p>	<p>pedestrians cyclists and public transport. It facilitates the more efficient use of public service vehicles and does not preclude their transfer to more sustainable fuels – tuk-tuks are one of the more polluting forms of public transport Surface finishes are designed with tactile paving to aid the visually impaired</p>
<p>Should fit in with other transport systems.</p>	<p>Agreed</p>
<p>I think the way the cycle lane terminates by the bowling alley should be reconsidered. At the moment, it terminates onto the footway and creates possible issues with pedestrians. I believe that it should terminate onto the road instead, and the road should be narrowed at that point to let the cycle lane continue as much as possible: there is no need to have two lanes at that point of the roundabout. In general, I think there is a once-in-a-lifetime opportunity to make Ryde more pedestrian and cycle friendly and it should be taken more seriously. Off-road shared pedestrian/cycling space will not provide the additional infrastructure so desperately needed.</p>	<p>The design of the shared footway / cycleway reflects the DfT design guidance LTN1/20 for such facilities which is the requirement of the funding award</p>
<p>I fully support the scheme. I hope the building gets torn down and rebuilt.</p>	<p>Agreed</p>
<p>Get on with it ASAP.</p>	<p>Agreed</p>
<p>I think it looks great and well thought out. It will be a welcome addition to the town and something that will benefit both residents and visitors.</p>	<p>Agreed</p>
<p>Looks great and looking forward to seeing it built. Well done in securing the funding.</p>	<p>Agreed</p>
<p>Needs updating asap.</p>	<p>Agreed</p>
<p>Nothing about renovation the stations at both ends which are a disgrace.</p>	<p>The wider project provides for the refurbishment of the Esplanade station which will be delivered by SWR and Network Rail plan a refurbishment of the heavy rail pier and pier head station in the same timeframe</p>
<p>PLEASE MAKE IT WELCOMING FOR THE PEOPLE THAT VISIT OUR BEAUTIFUL ISLAND AT THE MOMENT ITS DISGUSTING</p>	<p>Agreed – that is the intention</p>
<p>I like the fact that cyclist will have priority over traffic going to and from the hovercraft terminal but I worry that the change of priority will cause potential accidents. Strong signage is required and the crossing must be raised to form a speed bump</p>	<p>The design of the shared footway / cycleway and segregated cycleways reflect the DfT design guidance LTN1/20 for such facilities which is the requirement of the funding award</p>

<p>*Please* can this scheme replace the awful galvanised palisade fence between the railway and bus station? It was installed a few years ago to replace a concrete block wall, but it's more appropriate for a prison than a transport hub.</p>	<p>This is beyond the scope of the scheme although not precluded by it and will be raised with Network Rail</p>
<p>There could be a weekly market that would attract trade, with managed gazebo pop-up huts.</p>	<p>This is beyond the scope of the scheme although not precluded by it</p>
<p>Why is the cafe next to the pier being removed - why not remodel and retain it as a place to sit and view the pier rather than covering it with roadway which will not enable people to view the pier other than by car?</p>	<p>Remodeling the bus station is necessary to allow services to exit to George street and hence realise journey time savings and pollution reduction benefits promoting the use of more sustainable means of transport. This requires that the bus bays are moved to the west with consequent implications for the pier access road and Western Gardens. Removal of the concrete block-built café and toilet block, which is not contemporary with the local Victorian vernacular., is required to enable this. Alternative facilities will be provided within the railway station.</p>
<p>The Isle of Wight has always been a very Victorian island in style. It would have been nice to see the furnishing and railings kept very sympathetic to that as the Victorian feel to the Island is what draws people here, its the Islands charm. The choices you have provided are too modern for the Island. I am aware the Island has to move forward but this can be done without losing the charm of the Island to sterile modern and plain furnishings.</p>	<p>A traditional materials pallet will be used as determined through the consultation with new paving enhancing the Victorian buildings</p>
<p>The loss of eight public parking spots (even limited ones) puts yet more strain on local parking when it is already really difficult, especially for anyone that lives in the area. Ryde needs more provision, not less.</p>	<p>The scheme has been modified to provide additional replacement on street parking immediately to the east of George Street</p>
<p>Include penalty clauses for late finishing or poor quality of workmanship, when giving out the contracts to do the job. Thus hopefully avoiding the Floating Bridge fiasco</p>	<p>The project will be delivered though the existing PFI contract which has such provision</p>
<p>The use of dedicated cycle paths opposed to share paths should be encouraged where possible.</p>	<p>Agreed</p>
<p>Looks like a well thought out scheme. My only comment would be does there need to be so much parking for taxis, which takes away parking from the public ?</p>	<p>Agreed, the scheme has been modified to provide additional replacement on street parking immediately to the east of George Street</p>
<p>I think the one way system exiting the pier is a bad idea. You're planning to create an exit on what is a hairpin bend of which i've seen many near misses</p>	<p>The egress from the pier access road has been moved marginally to the west and signaled crossing</p>

<p>happen as people come round that corner as it is. People exiting are going to be closer to the corner which in my eyes is an unsafe option and will potentially end in a incident. On top of this, you are removing a large area of public parking. While our local towns and businesses slowly die, its always great (Sarcasm) to see the council and other larger businesses are happy to help finish off the coffin for towns.</p>	<p>marginally to the east to improve the signal head visibility for vehicles leaving the pier. This arrangement will be subject to the safety audit process and is fond unacceptable will be revisited.</p> <p>The scheme has been modified to provide additional replacement on street parking immediately to the east of George Street</p>
<p>The lack of consultation on the overall design is disappointing as this will affect the landscape of Ryde for decades to come. It is also disappointing that the main building will not be changed, especially as this is extremely dated. The removal of parking outside businesses opposite the bus station is of concern - it doesn't support these independent traders nor its customers.</p>	<p>The overall design reflects that of the scheme previously approved for implementation although not taken forward due to commercial conflicts between the partners.</p> <p>This consultation has generated significant engagement and amendment to the scheme where that is appropriate</p> <p>The scheme has been modified to provide additional replacement on street parking immediately to the east of George Street</p>
<p>Can't wait for it to be implemented</p>	<p>Agreed</p>
<p>Heritage and uniqueness of the piers of Ryde could be celebrated, drawn upon</p>	<p>Agreed - A traditional materials pallet will be used as determined through the consultation with new paving enhancing the Victorian buildings</p>
<p>Where will public sevicees be eg. Toilets ?</p>	<p>The public toilets and café concessions opportunity will be replaced with fully disabled compliant facilities in the refurbished station building and an increased area of replacement planting beds will be provided.</p>
<p>Complete waste of tex payers money. Spend money on the youth of the island, transport links, and houses not this utter rubbish scheme</p>	<p>The money is specifically allocated for this project by the DfT, is not drawn from local budgets and is not available to spend elsewhere</p>
<p>5 fast charging ports on the taxi rank to allow taxi to become eco friendly</p>	<p>This is beyond the scope of the scheme although not precluded by it</p>
<p>Generally money better spent elsewhere,</p>	<p>The money is specifically allocated for this project by the DfT, is not drawn from local budgets and is not available to spend elsewhere</p>
<p>This is a disgraceful waste of Public Money. The Esplanade, green space, Café and toilets serve us well.</p>	<p>Impact on Western Gardens is being reduced. The access road to the pier will be formed in two lanes with</p>

<p>The station facelift should be financed by Wightlink and Southern Western Rail.</p> <p>This plan is a disgraceful waste of Public money, which could be better spent regenerating derelict buildings in Ryde Town.</p> <p>It works well as it is.</p> <p>This is a complete waist of time and money. It should be properly designed in keeping with the Victorina Buildings.</p> <p>Waste of time & money. Who thinks up these crazy ideas?</p> <p>No one cares about such details we just want broke curbs repaired.</p> <p>Please stop and think how Ryde is being spoilt.</p> <p>What a waste of money. Please just regenerate the Esplanade Railway Station and leave the Western Gardens as they are for us to enjoy.</p>	<p>planting in the central area reducing the crossing width for pedestrians and different surfaces will also be used in other areas to reduce the visual impact of carriageways.</p> <p>Alternative public facilities will be provided within the station with a space made outside to allow for seating.</p> <p>The funding is from central government and had to be used to improve sustainable transport to support economic prosperity in the Solent region. This scheme is a component of a much larger initiative which refurbishes the station and reinstates the tramway pier neither of which could be funded independently and cannot be implemented independently.</p>
<p>Where to start...</p> <p>This is so obviously urban design by a highways engineer/technician, as to be embarrassing! Good urban design (as encouraged by the government as recently as last week) in an historic (conservation area/listed buildings) context promotes:</p> <p>PUBLIC SPACES</p> <p>GOOD LINES OF SIGHT (including to and from key architectural elements)</p> <p>SAFE AND CONVENIENT MOVEMENT FOR ALL (starting with the most vulnerable)</p> <p>HIGH QUALITY, LEGIBLE MATERIALS</p> <p>The grant is for green commuting, of which there seems to be scant evidence. Neither Cycle Wight nor the local access group have been consulted, and both deplore the proposed layout.</p> <p>There is no evidence of Historic England being consulted on the impact upon the Conservation Area and Listed Buildings neither are the views of the Council's Conservation Officer in the public domain.</p> <p>Cycling on the Tram Pier will create additional conflict , whereas most cyclists will feel more comfortable using the existing pier. That is if they can get there. With the small amount of detail available, it seems that there will need to be a 24m ramp, from western gardens to gain the 1.9m height differential to the pier access point.</p>	<p>The aspects good urban design listed are noted and have and will be used to guide the design process while managing other project constraints.</p> <p>The highway arrangement options support the need to create a bus connection between the bus station and George Street. They scheme will also provide improved cycling facilities and more space for pedestrians.</p> <p>All the organization listed have been invited to comment.</p> <p>Pedestrian and cycle routes on the pier will be clearly segregated and the option to use the existing route, by either cyclists or pedestrians, will remain.</p> <p>No issues with access have been identified as yet but all such aspects will remain under review as detailed designs are developed.</p> <p>The Tram Pier proposal has been through a listed building consent</p>

<p>The height of the proposed walk way will put children at the exact same height as car exhaust fumes, in the prevailing S/W breeze, and be unusable in a north wind, producing a 1m swell at high tide.</p> <p>There are NO plans for anyone to view regarding the access and egress to the pier for pedestrians and cyclist. This is also true for any replacement toilets and concession outlets. Where's the detail?</p> <p>How can RTC and the IOWCC be so foolish as to agree to a scheme that has such little detail from its supposed partners, putting at risk a once in a generation opportunity, when more considered, sensitive options are on the table.</p> <p>Not having to go through the planning process is an insult to the people of Ryde, many of whom voted for a new era in local government, only a few months ago, who promised a new and more open approach.</p>	<p>process with opportunity for public comment on such matters.</p> <p>South Western Rail are currently developing designs for the station access and redevelopment which will be shared with the public as soon as possible.</p> <p>Generally, there is no statutory requirement to undertake consultation on highways improvement schemes however we have been pleased to add value to this phase of design work by undertaking the recent public consultation and the ongoing targeted stakeholder engagement. Once the outline design of the scheme has been agreed, IWC will review all details to ascertain if any individual elements require any specific authorisation so as to ensure that the council continues to act in accordance with good practice, policy and the law.</p>
<p>The Ryde Public Realm Strategy 2004 The IWC Ryde Conservation Zone Policy 2011 Would both need to be read and this plan would not withstand scrutiny as a proposal. This funding is inappropriate if all that can be achieved is more roads.</p>	<p>Both documents have been and are being reviewed as a part of the design process.</p> <p>The scheme reallocates vehicular space (such as road space and the bus station forecourt) in better favour of pedestrians, cyclists and public transport users. It also facilitates the more efficient use of public service vehicles, and enables an enhancement of the public realm, railway station and the addition of a new pier.</p>
<p>The Isle of Wight Council should use the planning process when changing Ryde Esplanade</p> <p>Ryde Esplanade is protected by a 2011 Conservation Zone policy. It states all changes should be of the highest quality, well advertised and scrutinised through the planning process by the public.</p> <p>The IWC must morally if not legally, follow their own rules.</p>	<p>Generally, there is no statutory requirement to undertake consultation on highways improvement schemes however we have been pleased to add value to this phase of design work by undertaking the recent public consultation and the ongoing targeted stakeholder engagement. Once the outline design of the</p>

	<p>scheme has been agreed, IWC will review all details to ascertain if any individual elements require any specific authorisation so as to ensure that the council continues to act in accordance with good practice, policy and the law.</p>
<p>I believe that The Isle of Wight Council should use the planning process when changing Ryde Esplanade</p> <p>Ryde Esplanade is protected by a 2011 Conservation Zone policy. It states all changes should be of the highest quality, well advertised and scrutinised through the planning process by the public.</p> <p>My response to this consultation is that the IWC must morally if not legally, follow their own rules before making any agreements or planning any changes The Interchange that is an integral part of a Conservation Zone.</p>	<p>Generally, there is no statutory requirement to undertake consultation on highways improvement schemes however we have been pleased to add value to this phase of design work by undertaking the recent public consultation and the ongoing targeted stakeholder engagement. Once the outline design of the scheme has been agreed, IWC will review all details to ascertain if any individual elements require any specific authorisation so as to ensure that the council continues to act in accordance with good practice, policy and the law.</p>
<p>Representations Outside of Established Consultation</p>	
<p>The Twentieth Century Society has been alerted to the proposed Ryde Transport Interchange scheme. The Society writes to object to the proposed loss of the eastern part of the Ryde Western Gardens, which make a positive contribution to the Ryde Conservation Area. The Twentieth Century Society is the national amenity society concerned with the protection, appreciation, and study of post-1914 architecture, townscape and design. The Society is acknowledged in national planning guidance as the key organisation concerned with the modern period and is a constituent member of the Joint Committee of the National Amenity Societies. The Ryde Western Gardens were developed from the late 19th/early 20th century. A bandstand (no longer in-situ) and enclosure were constructed in 1926, and in 1931-2 Pier Street was improved and the gardens expanded eastwards, following the demolition of the Pier Hotel (in 1929). The existing café and toilets building dates from this phase of development. The <i>Ryde Conservation Area Appraisal (2011)</i> includes 'Character Area 1: Esplanade, Pier and Seafront' and describes this area as "very much the face of Ryde". It</p>	<p>The comparatively modern concrete block build café and toilet block at the eastern end of Western Gardens greet arrivals to ride from the pier where they obstruct the view of the historic buildings on the seafront. The removal of these buildings to establish views of the historic pier from Western Gardens and the wider seafront was raised an objective of the Ryde Regeneration Group comprising representatives of the Town Council, Ryde Historic Society, and Ryde Business Association as detailed in the accompanying report. It is not accepted that the retention of these buildings is of any value to the local heritage rater detracts from that.</p> <p>The minor encroachment on Western Gardens is necessary to deliver the revised highway arrangements</p>

states that “Along the Esplanade, the town’s origin as a traditional seaside resort and transport interchange is inherent in its architecture and landscaping.” The Society objects to the proposed loss of the eastern, interwar part of the Ryde Western Gardens, including the café and toilets block. The gardens make a positive contribution to the character and distinctiveness of the area as “a traditional seaside resort”. The eastern landscape was an important interwar addition and we agree with Historic England that the café and toilets building is of significance as it provides a “visible link to the civic investments in the seafront of the inter-war era.” Paragraph 199 of the *National Planning Policy Framework* (NPPF, 2021) relates to designated heritage assets, including conservation areas, and should be considered here: “When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation [...] This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.” In the Society’s opinion, Ryde Western Gardens form an important part of the Ryde Conservation Area and should be preserved in their entirety. The proposed loss of part of the gardens would, in our view, cause harm to the conservation area and should be avoided. As Historic England has shown, it would be possible to revise the proposed transport plan to retain more of the gardens and we urge the local authority to do so.

previously agreed but not implemented due to commercial differences at the time.

I write in reference to the Ryde Interchange on which I have a number of comments. There may be more than one piece of information which will follow.

1. **The comment by Mr Ian Smith, of Ryde**, a former IW Council conservation officer, which has been written in a letter to the *IW Observer* of 30th July, 2021, has my entire support. I have no doubt that your council will be able to examine the letter.
2. **Ryde Pier Café and public lavatories** – the buildings and facilities should remain, firstly because they require any demolition within a Conservation Area to be sought from the council and second because they require Listed Building consent. Third is that separate loos and a café are more appropriate on the west side of the pier (which would be less rushed and more holiday-like) while those on the east of the

Generally, there is no statutory requirement to undertake consultation on highways improvement schemes however we have been pleased to add value to this phase of design work by undertaking the recent public consultation and the ongoing targeted stakeholder engagement. Once the outline design of the scheme has been agreed, IWC will review all details to ascertain if any individual elements require any specific authorisation so as to ensure that the council continues to act in accordance with good practice, policy and the law.

The correct procedures have been followed to-date in the development of the scheme.

<p>pier (in the railway station) are more appropriate for hurried calls, both to the café and lavatories, as one passes through to trains, buses, taxis, cars, bicycles and on foot.</p> <p>3. Access to the pier – the proposed access should not be as far west as that which you suggest. The access would be better south of the trees, and there would be a longer run-in onto the pier (where tickets are sold).</p> <p>4. Egress from the pier - the egress from the pier would take vehicles out onto the Esplanade, but would always give way both to buses, taxis, etc (moving into the bus station) and on to the Esplanade for all vehicles (although a controlled crossing will remain).</p> <p>1. An option would be to allow, or disallow, parking (for a very limited period) facing east where parking is allowed facing the station as now.</p> <p>5. Some buses and taxis – some buses would come in to the bus station more or less as proposed, and taxis would make use of a third lane. The nearside lane is for buses to stop; the offside lane is for taxis waiting for hire; the central lane would take buses and taxis off towards the east. It would not be essential to allow any vehicle to cross from the bus station into George Street – that can be done via Dover Street either doubling back to George St or through Melville St.</p> <p>6. Other buses or waiting for cars for passengers – on the Esplanade east of the pier (and not allowing access to George St) <i>either</i>:</p> <p>1. more or less as proposed, save that more buses would be able to wait; <i>or</i></p> <p>2. for waiting cars for passengers principally from the pier or the railway station – this would provide</p> <p>7. Extend the bus station – about two extra buses waiting will help by adopting a less angular</p>	<p>The pier access needs to be moved to the eastern part of Western Gardens so as to provide sufficient space for buses to be able to exit via George Street and hence realise the journey time and pollution savings necessary to justify investment in the wider project. The minor encroachment on Western Gardens is necessary to deliver the revised highway arrangements previously agreed but not implemented due to commercial differences at the time</p> <p>It is entirely appropriate for traffic leaving the pier to give priority to buses and taxis – the intention of the scheme is to encourage use of such sustainable transport modes in preference to private vehicles</p> <p>It is proposed to modify the footway through the rose garden to provide the planting and seating next to the fence as suggested</p> <p>Between the end of the segregated cycle route to the east and pier access road to the west the expansive paved area is intended to be shared surface as recommended in the DfT design guidance LTN1/20</p> <p>Pedestrian crossings of the Esplanade and approached to those are modified to place them on the pedestrian desire line and give priority through signal control</p> <p>Parking lost on the south side of the road to accommodate the taxi rank is replaced immediately to the east of George Street</p>
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<p>route from the bus station onto the Esplanade.</p> <p>8. Cyclists and Pedestrians (1) – your proposal is a lane for pedestrians and a lane for cyclists. That is appropriate where the route follows the Esplanade east of the footbridge (to the Hovertravel) and further eastwards. It would be even better if the current planting were not replaced by a footpath – it is possible to have beds, then a footpath, then a cycle-track.</p> <p>9. Cyclists and Pedestrians (2) – from the footbridge westwards it is not at all clear whether pedestrians and cyclists are meant to be ‘dual users’. It shouldn’t be. As far as possible cyclists are meant to use a planned route through the Interchange.</p> <p>10. Pedestrians ‘north and south’ – there would be as many crossings proposed as now,</p> <p>11. Parking – retain existing (car) parking on the south side of the Esplanade, and allow as much parking as is possible on the south side.</p>	
<p><u>Having No Consultation (on main elements) is a Failure of Communication by the Authority, and maladministration through giving misleading information.</u></p> <p>In this case, the format of the consultation put out does not allow you to make comments and be communicated with on the area which has impact on your business:</p> <ul style="list-style-type: none"> • Specifically, you will be damaged by the position of the proposed taxi rank, which is detrimental to business because it will reduce custom. • The Grade 2 listing of your building and its setting has not been considered against the IWC Ryde Conservation Policy 2011 • The traffic lights proposed at George St will reduce air quality for your pedestrian seating & leads to business loss • The parallel location of the buses obscuring outlook and visibility that you previously enjoyed 	<p>The overall design reflects that of the scheme previously approved for implementation although not taken forward due to commercial conflicts between the partners.</p> <p>This consultation has generated significant engagement and amendment to the scheme where that is appropriate</p> <p>The scheme provides 2 taxi ranks, one on each side of the road with intervisibility between the two allowing customers to access taxis from either side without having to cross the road and for operators to see when a rank is empty and move over to that. This is much more convenient for customers than the current ranking arrangement</p> <p>The only council owned building within the footprint of the scheme is the concrete block-built café and toilet block which is not listed</p>

<ul style="list-style-type: none"> • The plans produced in the consultation are wholly inadequate to interpret the impact of the changes being proposed. • D Sargison, Susan Van Praagh (owners Chocolate Apothecary) & Esplanade Ryde 	<p>Any modification to listed assets will be considered through the relevant statutory procedures</p> <p>The scheme reduces pollution by avoiding the need for bus manouvering within the service yard and allowing those to exit directly to George Street rather than U turning at the roundabout.</p> <p>The traffic lights will not exacerbate this position as buses effective move from a standing start when entering George Street at the moment – the signals do not provide for a right turn from Esplanade to George Street.</p> <p>The parallel location of the buses is necessary to allow services to exit via George Street and avoid the need for reversing within the bus yard improving efficiency and reducing pollution - the effect of the scheme is to reduce bus travel distances and pollution</p>
<p>I have read the consultation on the plans for the Ryde Transport interchange and completed survey (pointless as no one reads the results). I have though the following question/points to make.</p> <p>In the consultation the SWR logo exists but where in the paper are the plans for the railway station - pointless having a nice new interchange if the station property is not going to be re designed / refurbished. It will be dangerous to have the cycleway through the bus station where people will be waiting and queuing to alight bus's.</p> <p>Do not do what Portsmouth City Council did at the Hard Bus terminal where they laid tarmac as a surface (because it looked nice) only to find out that is was totally impractical and should have been high grade concrete. They are I think still trying to resolve the issue even after spending millions of pounds trying to put it right.</p> <p>Hope the project goes better that the floating bridge project!</p> <p>It seems as though the scheme has largely been designed already, with the consultation allowing for input on matters such as street furniture and the type of paving to be used.</p> <p>My understanding is that this is the first proper open public consultation about the scheme, is that right? If</p>	<p>The survey responses are considered in detail and where appropriate amendments are suggests those are adopted</p> <p>The station building is to be refurbished by SWR although has a shorter construction period and is being developed on a different programme. The proposals for that will be developed through the normal statutory procedures</p> <p>A concrete surface is only required where buses are making three-point turns or pivoting over a very short distance which is not required in this design</p> <p>The overall design reflects that of the scheme previously approved for implementation although not taken forward due to commercial conflicts between the partners.</p> <p>This consultation has generated significant engagement and amendment to the scheme where that is appropriate</p>

so, the really important matters have already been decided and designed, certainly from an active travel perspective. This seems to be the way IWC "consults", or at least it has been my recent experience of things (for example, the St Mary's junction scheme).

It's hard to comment in detail on plans when they are just presented like this and there is no opportunity to examine plans with the designers or project managers, or have a consultation event on site that helps people visualise and walk through changes. But my observations/questions from a cycling perspective are as follows:

-there is no continuous cycle route for people moving east-west or west-east through the area of the project. I think ideally one would want to see uni-directional segregated cycle lanes running from the roundabout by the Ryde Castle to the start of St Thomas St, located on the north and south sides of the Esplanade. This route is in the LCWIP plans for Ryde but this design is just a fudge that relegates cycling to the margins, with some token inclusion of shared route (ie a wider pavement) and a short stretch of bi-directional cycle lane.

-because of the absence of proper, continuous bike lanes in the scheme, if I were cycling through this scheme once built, I would just use the road and mix with traffic. It's direct which is what someone on a bike (just like someone in a car) would want and which is how cycle routes are supposed to be being designed now (see LTN 1/20 attached).

-all the cycle "facilities" are on the north side of the project area. Someone cycling east to west and using the "facilities" included in the scheme would have to cross over two roads (south side of Esplanade by the Ryde Castle to the bi-directional lane, and then north side St Thomas St to south side St Thomas Street) in order to use them. Again, just better to use the road.

-shared use pedestrian/cycle routes are (rightly) now deemed to be an option that should be considered only after all other options for separated lanes have been exhausted. I don't think that has happened here. Shared use routes have substantial potential for conflict with peds, especially in areas with high levels of ped activity. The way in which this scheme

The improvement at St Mary's has proved successful in reducing traffic queues delays and pollution whilst providing improved facilities for both cyclists and pedestrians despite initial public reservations

The form of the consultation was limited by the COVID19 social distancing requirements

There is a continuous route for cyclists through the scheme reflecting the DfT design guidance LTN1/20 with which the scheme is obliged to comply

There is nothing preventing cyclists from continuing to use the road and / or current pier should they feel so minded

The cycle routes connect with the route through the gardens linking to that alongside the harbour to the east and on carriageway route to be established in St Thomas Street

The opportunities to provide segregated routes through the interchange have been considered and found not to be possible. Consequently the flexibility provided by LTN1/20 in such circumstances has been applied to provide a partially shared surface route

Cyclists emerging from the new segregated facility on the reinstated tramway pier will emerge through the station building and be able to travel in either direction on the shared surface

<p>utilises a shared use route right the way through the bus station area is inviting this</p> <p>-Is the short stretch of bi-directional cycle lane intended to join up with anything else in the future? A route headed east? I hope so, because if not I can't really see the point of it as it just seems to dump people next to the roundabout by the Ryde Castle.</p> <p>-How do cyclists using the revamped cycle route on the pier join up with cycle routes going east and west from the Esplanade? Where is the integration of the pier route with east/west routes in the design? If such integration exists, it's not clear in the plans.</p> <p>-the inclusion of tokenistic cycle infrastructure like this can sometimes be worse than none at all. Motorists see that there are some facilities for cyclists and if they see you on your bike on the road, they shout and tell you to "get on the cycle path", not understanding that the cycle infrastructure provided is inadequate and inconvenient which is why it isn't being used. I routinely get this when cycling to Newport on the main road and people tell me to "get on the cycle path", which is a long way out of my direct route to my destinations. .</p>	
<p>Thank you for kindly inviting Historic England to submit comments on the proposed enhancement of Ryde Esplanade. We have valued the opportunity to meet with you to discuss the proposals and consideration of alternatives. We recognise that the proposed works have received funding through the Portsmouth and Southampton City Deal, which is subject to time limitations but that consultations and different schemes exploring the potential regeneration have been considered since 2008, providing a body of material on which the proposals have been developed. We also recognise that the current proposals are outside of a statutory planning consultation. Nevertheless we feel there are opportunities to improve the proposed scheme, which we set out below and we value the opportunity we have had to discuss these with you.</p> <p>Heritage assets affected</p> <p>The proposals directly affect the Ryde Conservation Area, which is currently recorded as 'at risk' on the national and is a regional priority for action for Historic England. This includes our own investment in High Street, Cross Street and Lind Hill as a High Street</p>	<p>The advice regarding the use of a modern material pallet for the reinstated tramway pier is at odds with the findings of the wider public consultation. Through further engagement with Historic England (HE) it has been agreed that the consultation findings should be the main concern in this matter but that the black coating on street furniture will need to be well maintained to achieve the desired effect.</p> <p>The removal of the concrete block built café and toilet block which is not contemporary with the Victorian buildings or listed pier structure was highlighted as a positive in the 2019 community-led 'Ryde Esplanade and Interchange Plan Walkabout'. Although presenting a potential link to a specific era of investment in Western Gardens the "building is not</p>

Heritage Action Zone. Key issues identified as affecting the conservation area include a high level of vacancy of historic buildings, buildings in need of maintenance and suffering significant neglect, poor quality of public realm in some areas and the effects of heavy vehicle traffic through the town notably on Lind Street, Union Street and through Ryde Esplanade. Ryde Esplanade, the pier approach and Western Gardens also provide the setting for a number of listed buildings, including but not limited to the Promenade Pier buildings on the south side of Ryde Esplanade, either side of Thomas Street and on Union Street and George Street.

The proposals are part of a wider scheme of improvements, including the redevelopment of the former tramway pier as a pedestrian and cyclists pier, which we have previously commented on in relation to the MMO application. In summary our comments on the pier enhancement were that the proposals represented a significant opportunity to enhance the structure, which is in a poor condition, but that the materials proposed for the deck, railings and shelter seats did not, in our opinion, provide a high quality of design and materials representing the quality of environment that we would expect to represent an enhancement of the conservation area. We recommend using renewable natural materials for the deck and suggest that where this was never a pier for pedestrians, introducing pastiche Victorian-style furniture is incongruous where a higher quality modern furnishing would provide a better finish. We encourage the Council to look carefully at these choices with the promoters to ensure that materials and design achieve a high quality, particularly given the impact on the setting of the listed Pedestrian Pier and the role this structure will have on introducing travellers to the Conservation Area.

With regard to the esplanade, including the bus station, railway station forecourt, highways and Western Gardens we note that the current configuration is not ideal and that the landscape of the bus station and highways in particular makes an indifferent to poor contribution to the character or appearance of the conservation area. The highway spaces and train station forecourt are important for understanding the history and use of the spaces and surrounding buildings but are, in general, denuded of features that would be considered desirable to preserve. For pedestrians, crossing this space is difficult, with the route from the station to the south

identified as a building that contributes positively to the conservation area” and so as a key enabler for the wider scheme the plans for its demolition and relocation of facilities remain within the scheme. However, as detailed below, it is agreed that the design team should seek to softening the impact and interface of the scheme within Western Gardens

The overall design reflects that of the scheme previously approved for implementation although not taken forward due to commercial conflicts between the partners.

This consultation has generated significant engagement and amendment to the scheme where that is appropriate.

The proposed scheme will not remove the opportunity for either pedestrians or cyclists to continue to make use of the current pier rather provide an alternative for those who feel less confident or do not wish to mix with traffic given the limited dimensions of the pier

It is not practical to provide access to the tramway pier and designate that for vehicle use given the intent to refurbish and expose the listed elements of the esplanade station and fundamental requirement to remodel the bus station allowing services to exit to George street and hence realise journey time savings and pollution reduction benefits promoting the use of more sustainable means of transport. This requires that the bus bays are moved to the west which would prevent vehicular access to the tramway pier with consequent implications for the pier access road and Western Gardens.

side of the esplanade requiring pedestrians to cross the pier approach road. The large bend at the western end of the esplanade creates a largely traffic dominated area at the bottom of Union Street.

Nevertheless, Western Gardens does provide a welcome area of publicly accessible green open space at the northern edge of the town centre, making an important contribution to the seafront's character and appearance. The Western Gardens have developed since 1897 as a formal area for recreation with several phases of development represented including construction of the terrace and enclosure in 1900-1902, construction of a bandstand (no longer present) and further enclosure in 1926 and a further programme of enhancements in 1931-2 following demolition of the Pier Hotel and improvement of Pier Street with expansion of the gardens eastwards. The current café and toilets building in the Western Gardens appears to originate in this latter phase of development. The latter building is not identified as a building that contributes positively to the conservation area in the adopted conservation area appraisal, although it does provide a visible link to the civic investments in the seafront of the inter-war era.

The terrace of the Western Gardens now provides an attractive foreground in views of the Prince Consort Hotel. The latter is a Grade II listed building built as the prestigious Royal Victoria Yacht Club in 1846 when Queen Victoria became a resident of the Isle of Wight. Both Victoria and Albert were patrons of the club which was one of the few that admitted women. This was the area from which the sailing regatta of the 1908 Olympic Games (the second Summer Games) was run. The terrace provides a setting to the Western Sands, an important element of Ryde's Victorian and Edwardian, coastal resort heritage and is also important to the setting of Ryde Pier providing views to it and an important element of the coastline in views of the town's architecture rising from the sea to the top of Lind Hill.

Design Approach

Turning to the present proposal, we are aware that these have built on proposals previously considered but also note that whilst these proposals have been in preparation since at least 2019 this is the first

The scheme has been revisited informed by the consultation and now included extend areas of planting, space for public art displays and alfresco dining. The refurbishment of the Esplanade Station will resolve the concern of the currently unattractive façade which would otherwise be visible from Western Gardens following the removal of the concrete block built café and toilet block

Opportunities to widen the pavement on the south side of the carriageway to provide opportunities for alfresco dining have been explored but are resisted by the frontage businesses who would rather retain on street parking and are largely shaded being immediately to the north of the Victorian façade.

The replacement of the partial roundabout with a four way traffic signal controlled junction at the bottom of Union Street has been considered but would introduce additional street clutter and would not operate as effectively from a traffic management perspective. This would also be a significant additional cost and is not within the scope of the scheme although nor is it precluded by it at some point in the future.

The drop off facility on the northern side of the pier access road has been removed and replaced with an enlarged planting areas as suggested.

There is no scope to modify the scheme to further reduce the number of bus bays nor relocate those further to the east. However, through this and other projects, IWC are working with the bus service provider to support improvements to the bus service which will help reduce unnecessary numbers of busses

opportunity for the public to comment on them and the nature of the consultation is limited.

Loss of pedestrian use of the pier

A significant issue that may contrast with other priorities for the council is the removal of pedestrian access to the Grade II listed pier. Indeed it is listed as the 'pedestrian' pier'. We recognise that there are currently conflicts between motorists, pedestrians and cyclists on the pier, but this proposal removes the opportunity for those on foot to take their time, enjoying the pier and its historic and architectural interest, as well as the views that it provides. It actively makes it more difficult for pedestrians to approach the pier. The pier has provided an amenity for pedestrians since its construction, many choosing to 'promenade' to enjoy the views the Solent. It is an attraction in its own right (notwithstanding the dismal environment of the car park at its seaward end). Loss of this appreciation of the fine detail of, for example, the decorative cast iron railings, is likely to result in less awareness of need for their maintenance and negative impacts for its maintenance over time. Having used the pier several times as a pedestrian at different times of the year and various times of day, the presence of vehicles is not a particularly significant impediment so long as vehicle speed is restricted.

The part reuse, part replacement of the tramway pier to provide an alternative pedestrian and cyclist route, sandwiches these users between the railway pier and the to-be 'motorists pier', providing a relatively poor outcome for users and, as such we considered the benefits of the proposal somewhat unconvincing, particularly where the materials for either option proposed are not of an inspiring quality. We would rather, if the option became available, to convert the former tramway pier to the vehicle focused use (trams were also vehicles) whilst retaining and enhancing the current pedestrian pier for pedestrian use, making the most of its historic and architectural interest. We note that the previous scheme for the area included vehicular access through the western end of the station building.

Public open space

The scheme results in the loss of an area at the eastern end of Western Gardens which is approximately the area added to the gardens in the 1930s. This appears to be an active area, with the 1930s café and toilet block providing a focus of

standing at the interchange at any given time.

The bus shelters will be predominantly of a traditional style as preferred by the consultation response and will not include illuminate advertising panels although may include interpretation such as local area maps pointing out places of interest, or public art. The opportunity for a 'feature' bus shelter will be explored and implemented if funding allows.

The consultation findings have informed the material selections which will include limestone paving reflecting that used in St Thomas Square, stone built planters using materials consistent with the stone walls surrounding the rose garden and coloured surfacing defining different use areas as you suggest and tradition style black street furniture.

The further development of the detailed design of the scheme will continue to be informed by the conservation area status and we look forward to working with HE on this.

use and amenity and blocking views to the unattractive western elevation of the railway station. The space provides the attractive views over the Solent, which presumably it was developed to enable in the 1930s, as well as to the pier and over the Western Sands and back to the surrounding listed buildings. Its loss would be considered (in our opinion) to result in a minor loss to the character or appearance of the conservation area. The proposed scheme does provide additional public open space but this is effectively on a 'traffic island' between the bus passing lane and the bus stops and eastbound carriageway.

This new public space is unlikely to provide a useful space for leisure and does not replace the lost amenity of the existing Western Gardens space or otherwise enhance the potential prosperity of the businesses occupying listed buildings on the south side of the street. We recommend considering making this 'island space' narrower by pushing the east-bound bus stops and eastward carriageway to the north (maybe just by two metres) to then provide the opportunity to do the same with the west bound carriageway, thereby creating the opportunity to widen the pavement on the south side of the esplanade to provide space that could be used for more alfresco dining to support or encourage cafe uses on this side of the street.

Highways dominance

The esplanade is at present a highways dominated space including the large turning point at the junction of the Esplanade, Union Street and Thomas Street. We note that the proposal will provide a more direct route from the station to the Town Centre at Union Street, as well as improving pedestrian and cycle routes towards the east. Removing the unsightly railings on the southern side of the bus station and the dominant bus station forecourt will represent an enhancement depending on the design of the replacement landscaping, as well as improving route across this space from south to north.

In our meeting we, briefly, discussed the impact of the present traffic island forming the turning circle at the Union Street junction, with the suggestion of replacing this with a four-way junction. This could significantly reduce the amount of space required for highways at this junction, potentially allowing a more generous area to be given over to Western Gardens, creating a better

focus of public open space at this end of the esplanade.

During our meeting we also discussed the width of the proposed realigned pier approach, including the set down spaces on either side. On the north west side this would create a narrow strip of pavement flanked by car parking adjacent to the terrace overlooking the Western Sands. We feel it is worth considering removing the section of drop-down parking at this point and replacing it with green landscape that provides a better environment from which the sands, pier and gardens can be appreciated.

Bus Stops

We discussed the potential effect of bus waiting spaces on views south from the station to the row of listed buildings that make up the frontage to the Esplanade. We would support a review of the number of bus waiting spaces to reduce these where possible if this can either, create better site lines to the building frontage, enable creation of wider pedestrian crossing over the esplanade or moving the entrance to the pier approach road further to the east, reducing the loss of Western Gardens.

We noted in our discussion that whilst buses will come and go during the day, the bus shelters will be permanent structure that will be highly visible at all times. We would be pleased to continue discussion on where these will be located and on the choice of design. I can confirm that in visually sensitive historic locations we advise against the inclusion of internally illuminated advertising panels in bus shelters, as these are likely to be detrimental to the character or appearance that are desirable to preserve or enhance (those features of the conservation area that are protected by law). Nevertheless they may also be features of street furniture that offer an opportunity to add to the street scene (there are numerous listed bus shelters in communities throughout the country and we encourage Isle of White Council to work with the highly creative community of Ryde to consider how local artists and makers might contribute to their design, fabrication, decoration, or use – why not make waiting for a bus in Ryde a positive and memorable ‘experience’? This might, for example include using integrated planting including green roofs or features driven using renewable energy such as solar panel mounted on the bus shelter structures.

Materials

We also felt that the way the consultation document is set out is limiting, for example in choosing between options of material 'A' or 'B', without seeing the potential effect of this choice in terms of the design as a whole or considering that it may be desirable to use different materials in different locations. We note, for example, that the Conservation Area Appraisal identifies the limestone kerbs as distinctive materials in the highways landscape (part of the public realm) that should be preserved or reused where practical. Conserving existing materials is not identified as an option and it is not clear whether a streetscape audit has been undertaken with the community as recommended in our advice document for highways and public realm within conservation areas 'Streets for All' (2018), produced in partnership with Department for Transport and Chartered Institute for Highways and Transportation.

In our discussion we considered the opportunity to use coloured surfaces to help define areas of highway of different purpose. We consider this a helpful suggestion, distinguishing these lower trafficked areas from the main carriageway. We recommend the use of a palette of natural colours chosen to provide a distinct contrast in tone with surrounding paving to ensure that it is easily detected by users with visual impairments. We considered this an appropriate approach to use for to identify the approach road to the pier, the set down space or bus bays and the bus passing and stopping lane.

In general, we do not recommend using 'pastiche' or reproduction 'Victorian style' street furniture unless this is able to reflect a strong local character, whilst we counsel that black painted furniture in some areas is likely to show wear and become aged rapidly. Stone and steel finished furniture are likely to age more gradually and will provide a contemporary appearance that complements without trying to replicate the historic buildings. However, it is also important to ensure these have sufficient marking as-designed to enable partially sighted users to detect them without requiring retrospective addition of marking. Helpful examples of palettes of materials used in contemporary public realm schemes in historic areas are featured in our advice Note Street for All which can be downloaded at: <https://historicengland.org.uk/images-books/publications/streets-for-all/>.

<p>We thank you again for this opportunity to contribute and hope to continue the process of discussion as the proposals continue to develop through each stage of the design process.</p>	
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