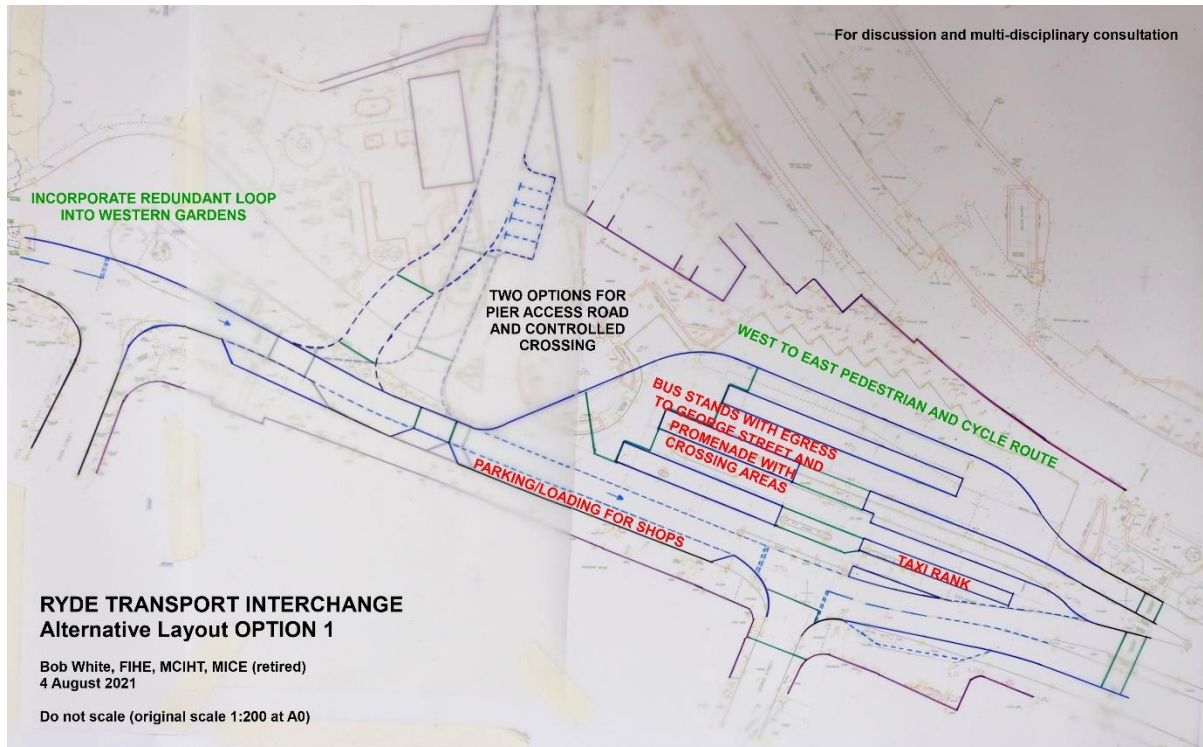


Alternative Scheme Proposal:

The following alternative scheme proposal has been suggested by a respondent to the consultation:



This option does not present a credible alternative or suggest any need for a fundamental review of the intended approach having a number of inherent weaknesses:

1. It modifies the Esplanade to one way traffic flow eastbound between Union Street and St George Street. As a consequence traffic approaching the pier from the east or travelling though to access the car parks in St Thomas Street would need to divert via either Dover Street or George Street, Melville Street and Union Street. This would introduce additional vehicles movements into the town centre with the consequent implications for air pollution and road safety.
2. It does not provide sufficient bus stands to the west of George Street to allow services to exit directly to George Street and so avoid the diversion via the roundabout at Dover Street
3. It does not provide safe pedestrian routes to access either the bus bays served from the central island nor taxi rank.
4. It does not provide central islands of sufficient width to accommodate bus shelters and seating or scope for planting thereon.
5. It introduces 4 different exit points from the bus station / taxi rank to the Esplanade with consequent scope for emerging vehicles to obstruct visibility.

6. It introduces an uncontrolled cross roads at the George Street junction with priority for buses leaving the bus station although visibility of / for these will be obstructed by buses waiting at the layby closest to the carriageway with no clear priority and scope for confusion / conflict between buses emerging from that layby and both eastbound traffic and buses emerging to access George Street
7. The comparatively few bus movements from the bus station to George Street and uninterrupted view of the road ahead for eastbound traffic is likely to lead to drivers not perceiving the junction / right of way for buses accessing George Street and lead to conflicts between those.
8. It introduces a curve in the west bound carriageway alignment on the approach to George Street making it impossible for vehicles emerging from the loading bay to see approaching traffic.
9. It retains the end on parking bays at the pier exit retaining the scope for conflict between vehicles leaving the pier and drivers emerging from the bays with limited visibility.
10. It removes the signal controlled crossing of the Esplanade immediately to the east of Union Street and provides an uncontrolled crossing further to the east which does not reflect the pedestrian desire lines from the interchange to access either Union Street or George Street.
11. This crossing although provided on a raised platform will not be perceived to provide priority for pedestrians resulting in pedestrians / vehicle conflicts
12. It retains the concrete block built café and toilet block which obstruct views both of and from the listed pier contrary to the aspirations of the Town Council, Business Association and Ryde Society expressed through the Regeneration Group