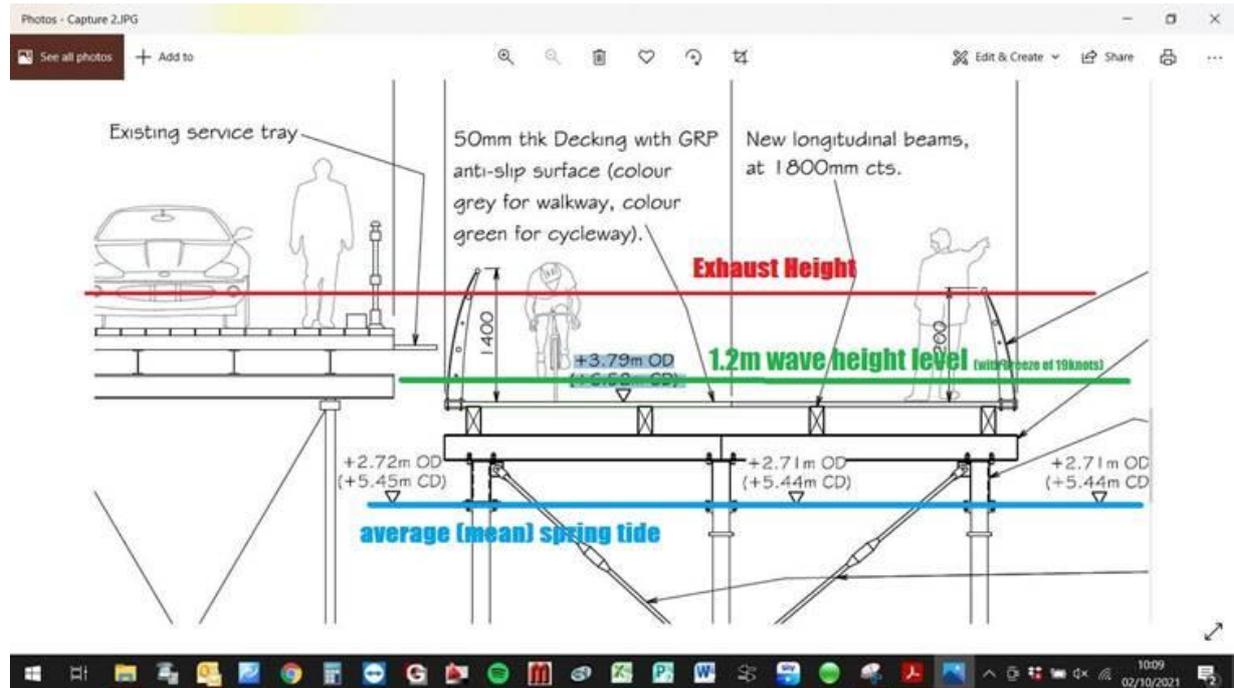


Cabinet – 14 October 2021

Written question from Andy Foulkes to the Leader

From Andy Foulkes of Island Survey Systems, topographical surveyors, frequently employed by your council property services dept to check and survey Council property since 1992. Here below is the proposed Wightlink ‘cycle/walkway’ that corresponds with your claim to Improve transport for the Island through £10m spend on Ryde Interchange:



1. When my blue, green and red lines are added-you can see this design is a white elephant that could endanger the public?
2. **Are you aware that it is an offense in public duty to knowingly damage the public interest with public money? I have surveyed the proposed cycle and walkway area of Ryde Pier tramway for Wightlink and looked in depth at that planning application which you have granted permission. I can tell you, categorically that.....THIS WALKWAY WILL BE UNSAFE & UNUSABLE more often than usable at high tide:**
 - a) The height of the proposed walk way will put children and disabled users at the exact same height as car exhaust fumes in the prevailing S/W breeze
 - b) and that it will be unusable in a N/E wind, producing a 1m swell at high tide.

Ask any cyclist, be they commuter or enthusiast, and they will say, they would much rather share space with cars than pedestrians. HISTORIC ENGLAND RECOMMEND SWITCHING CARS AND CYCLES TO THE MIDDLE PIER

There are **NO** plans for anyone that shows how to get onto, or off of the new pier. This is also true for any replacement toilets and concession outlets for which the decision tonight will have enormous implications and public damage.

Response

The level of the pier deck has been established to reflect that of the historic tramway and to secure the setting of the historic pier currently used by pedestrians and vehicles.

On reinstatement of the tramway pier pedestrians and cyclists will not be excluded from the historic pier and can choose to walk or cycle alongside traffic if that is their preference although it is not possible to route vehicles to use the tramway pier without demolishing the listed station building which is beyond the scope of the project.

Access to the reinstated tramway pier will be facilitated through extension of the station concourse through the existing waiting room which will be relocated as a part of the remodelling of the station.

As currently, that concourse will be open 24/7 and will also provide access to expanded and refurbished concessions and the new fully accessible toilets which will operate for extended hours compared with the existing facilities. Prior to the completion of the station refurbishment a temporary toilet block will be provided on Western Gardens.

The plans for the station refurbishment are not as advanced as those for the wider interchange as this will have an extended construction period to minimise disruption, although those will be progressed by SWR through the normal planning process.

Tide and Wave Heights

Mr Foulkes principle concern is that the reinstated tramway pier will often be swamped by the tide. His sketch shows a mean high water springs (MHWS) level of about +5.45mCD and a notional 1.2m wave crest height at about +6.65mCD. We are not sure where Mr Foulkes has sourced his data as at the current average high tide level at Ryde is only +4.1mCD, MHWS is only +4.5mCD and the highest astronomical tide (HAT) is +5.0mCD which is comfortably below the pier deck level and is consistent with the historic use of the tramway pier.

A 1.2m notional wave height superimposed onto an HAT tide would result in an average crest height of +5.6mCD rather than the +6.65mCD indicated on Mr Foulkes sketch, (taking into account that wave height is the difference in level between the wave crest and the wave trough) which compares with the minimum deck level adopted of +6.52mCD, increasing in level towards the pierhead and the at the landward end. So the deck will be in the order of 1m above the sea height even in in the most extreme conditions.

Traffic Pollution

With regard to exhaust fumes, it is relevant to note that that traffic volumes compared to any main road are extremely low, HGV's etc are banned and only cars and light vans are able to use the promenade pier. In addition both piers are completely open to the elements, in a way very few town streets are, so any fumes will be readily dissipated.