

APPENDIX D
Newport Walking Routes

Local cycling and walking infrastructure plan

Isle of Wight (Newport and Ryde)
2020-2030



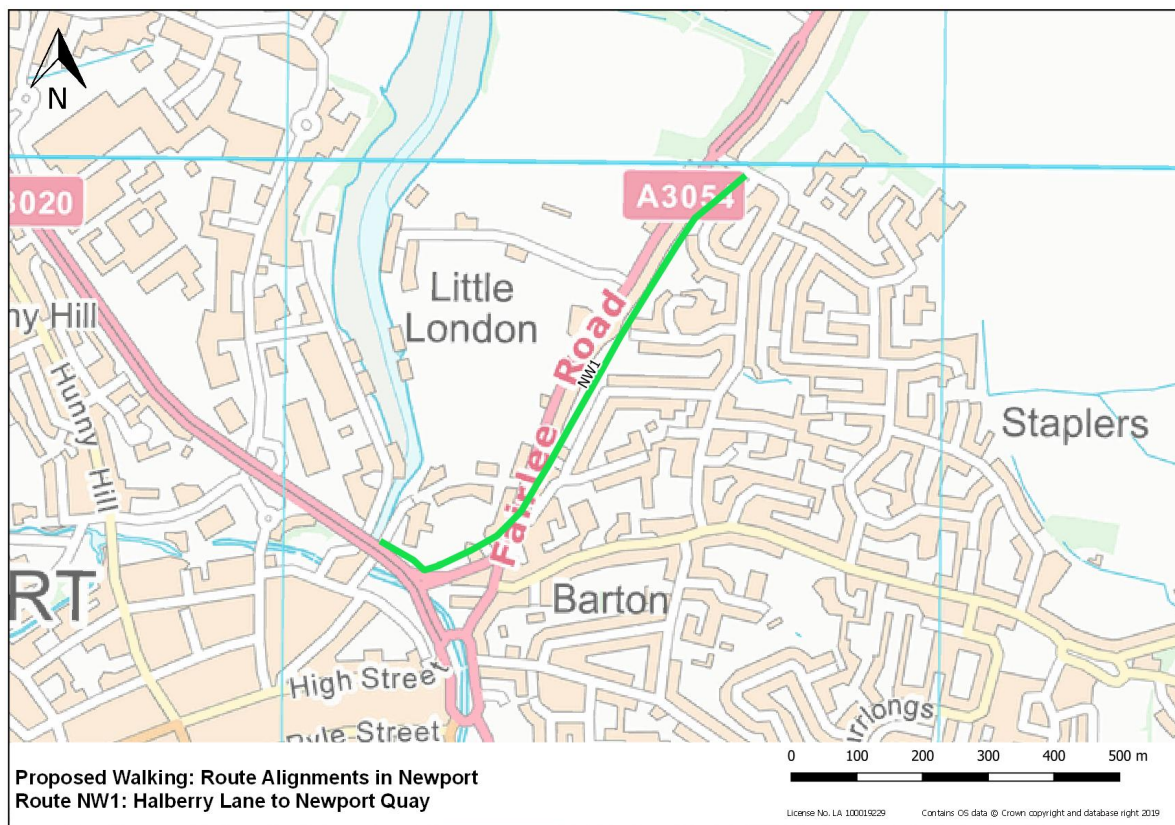
Newport Walking Network: Route Proposals

NW1: Halberry Lane to Newport Quay

Route Description

This route connects a large area of existing housing in north east Newport with the town centre. There are also housing developments planned on the edge of north east Newport that would be connected by this route. It connects with the proposed NW10 Cross Medina walking route for access to large employment areas on the west side of the Medina River. Other amenities that are linked by it are Medina Leisure Centre and Theatre, Medina College (secondary school) and Mountbatten Hospice. The route largely follows an existing traffic free pathway (an old railway track) and will benefit from improved surfacing and lighting, which constitute the main proposals for its upgrade.

Route Map





Former railway line adjacent Victoria Road



Tunnel under Fairlee Road

Walking Route Audit Tool Assessment

| Criterion | Performance Scores |
|----------------|--------------------|
| Attractiveness | 5 |
| Comfort | 6 |
| Directness | 8 |
| Safety | 6 |
| Coherence | 2 |
| Total | 27 |

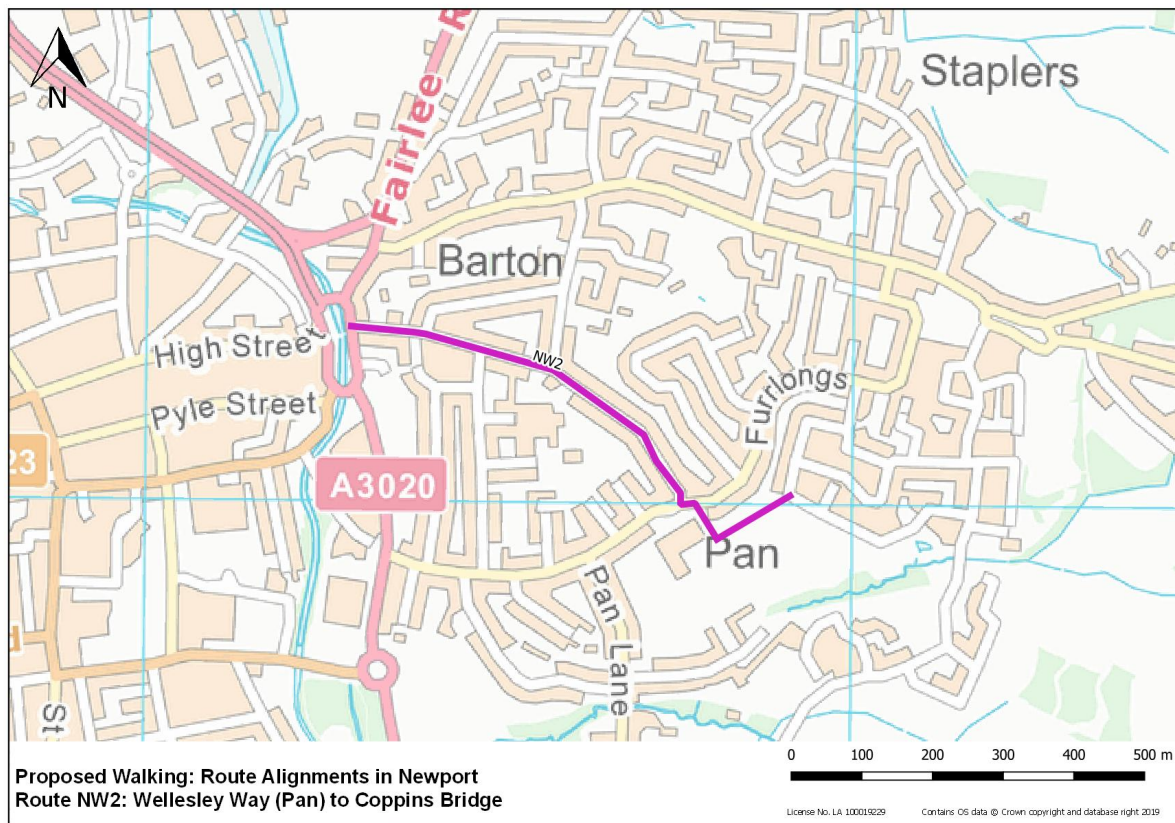
Infrastructure Improvements

| | Type | Description | Location | Indicative cost | Deliverability |
|---|------------------|-----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|-----------------|----------------|
| 1 | Footway creation | Surface current unmade shared use path to a width of 3m. Addition of lighting. Over length of 620m. | Halberry Lane to old railway tunnel, including short links to side roads | £223,000 | 5 |
| 2 | Lighting | Improve lighting through old railway tunnel | Length of old railway tunnel | £15,000 | 5 |
| 3 | Footway widening | Widen shared use path to 3.0m over length of 80m. | From western end of old railway tunnel to Riverside Centre car park | £15,000 | 5 |
| 4 | Footway widening | Widen footway to 2.5m over length of 90m. | Along west side of Riverside Centre car park | £17,000 | 5 |

NW2: Wellesley Way (Pan) to Coppins Bridge

Route NW2 links residential areas to the east of the town centre with the main pedestrian crossing point into the core walking zone. Key services and destinations along the route are Barton Primary School and Early Years/Community Centre, a playing field, parade of local shops and the post office. A mixture of schemes are proposed, ranging from improved crossings over side roads and footway widening to two key junction re-designs. The larger of these at the Furlongs/Royal Exchange junction will entail the creation of a pedestrian plaza in front of the shops, rationalise parking arrangements and street clutter and improve crossing facilities to the school/community centre.

Route Map





Junction of Barton Road/School Lane/Royal Exchange



Junction of Royal Exchange and Furlongs

Walking Route Audit Tool Assessment

| Criterion | Performance Scores |
|----------------|--------------------|
| Attractiveness | 4 |
| Comfort | 7 |
| Directness | 5 |
| Safety | 5 |
| Coherence | 0 |
| Total | 21 |

Infrastructure Improvements

| | Type | Description | Location | Indicative cost | Deliverability |
|---|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|-----------------|----------------|
| 1 | Street furniture changes | Remove guard railings and soften curves of path | Entrance to Isobel Park from Wellesley Rd | £4,000 | 5 |
| 2 | New/modified crossing | Uncontrolled crossing | Across Wellesley Rd to link to path into Isobel Park. | £2,000 | 5 |
| 3 | Lighting | Addition of street lighting over 115m | In Isobel Park. | £7,000 | 5 |
| 4 | Streetscape improvement scheme | Comprehensive scheme required to improve pedestrian movement and ability to follow desire lines; create increased footway space and safe crossing points; rationalise parking arrangements and street clutter. | Junction of Furlongs and Royal Exchange by local shops/Barton Primary School | £100,000 | 4 |
| 5 | New/modified crossing | Uncontrolled crossing on raised table | On Royal Exchange just to west of public footpath N42 | £17,000 | 5 |
| 6 | Street furniture changes | Bollard removal | Next to footpath to Manor Cres/outside 65 Royal Exchange | £2,000 | 5 |
| 7 | Footway widening | Widen footway to 2.0m on one side of road over length of 150m | On north side of road, from 65 Royal Exchange to junction with School Lane | £28,500 | 5 |

| | | | | | |
|----|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|----------|---|
| 8 | Junction improvements | Major alterations required to this junction, to include: widening of footways and changes to geometry to improve ped crossing safety and to deflect vehicles; remove guard railing; possibly turn mini roundabout into a T junction. | Junction of Royal Exchange and School Lane | £100,000 | 4 |
| 9 | Street furniture changes | Remove guard railing | Barton Rd next to footpath to Highfield Rd | £2,000 | 5 |
| 10 | Junction improvements | Raised table crossing and improved junction geometry | Across Robin Hood St | £25,000 | 5 |
| 11 | New/modified crossing | Uncontrolled crossings x 2 | Across Barton Rd either side of Robin Hood St | £4,000 | 5 |
| 12 | Footway widening | Widen footway to 2.0m on one side of road over length of 95m | South side of Barton Rd between Robin Hood St and Beech Rd | £18,000 | 5 |
| 13 | Junction improvements | Continuous footway; improved junction geometry. Possibility of road realignment of main road towards the north to slow traffic and allow for footway widening. | Junction with Barton Rd and Highfield Rd | £50,000 | 4 |

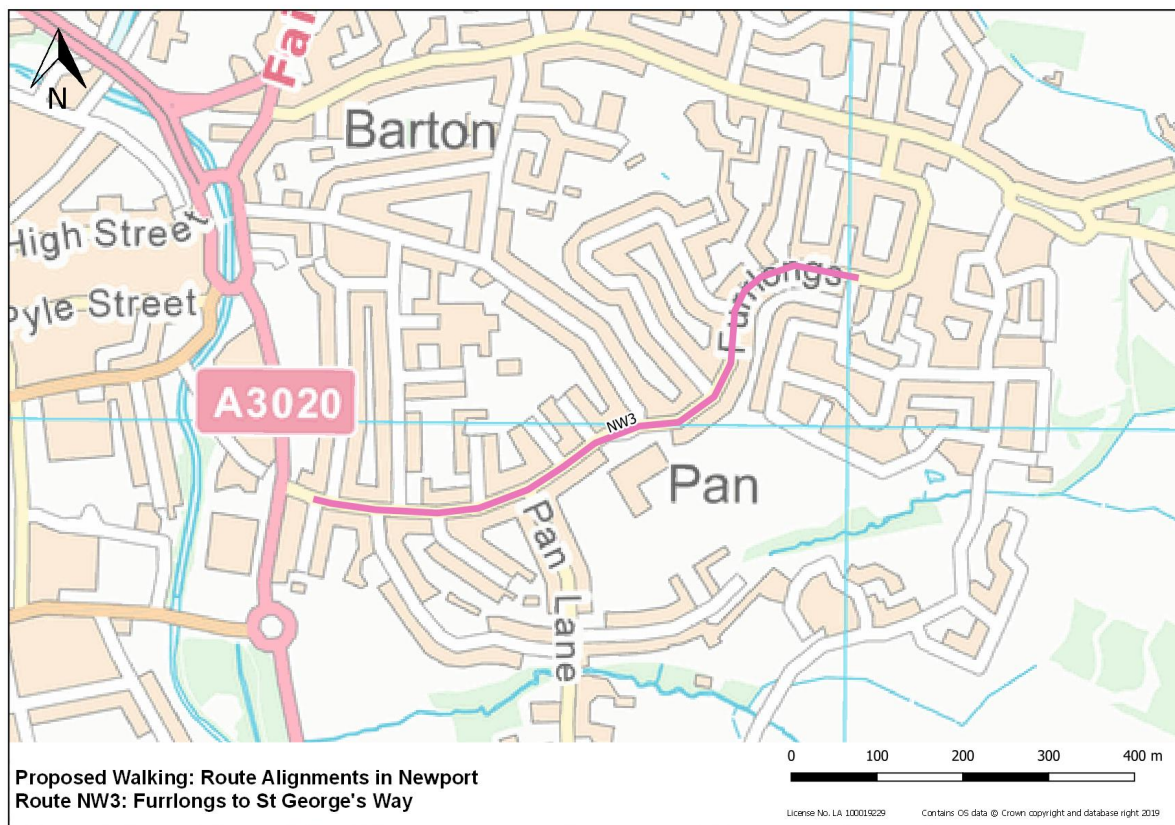
NW3: Furrongs to St George's Way

Route Description

In addition to NW2, this route forms the other main walking artery into Newport town centre from housing estates on the east of the town, including the new and expanding Pan Meadows development. Numerous pedestrian alleyways and paths feed into this route from either side and the route crosses NW2 at the junction of Furrongs/Royal Exchange mentioned above. It enters Newport town centre at the site of a retail/leisure complex. The main challenges at present are to do with poor pedestrian priority when crossing side roads along the length of the route. Many side roads are relatively minor, so the implementation of numerous continuous footways and raised tables is proposed. Where the route meets the edge of the core walking zone at St George's Way, a junction re-design is required to make the crossing of this busy road safe, convenient and comfortable.

Route Map

Length: 0.8km





Junction of Barry Close and Furrllongs



Junction of Furrllongs and St George's Way

Walking Route Audit Tool Assessment

| Criterion | Performance Scores |
|----------------|--------------------|
| Attractiveness | 7 |
| Comfort | 9 |
| Directness | 6 |
| Safety | 6 |
| Coherence | 1 |
| Total | 29 |

Infrastructure Improvements

| | Type | Description | Location | Indicative cost | Deliverability |
|----|--------------------------|--------------------------------------------------------------------------------|--------------------------------------------------------|-----------------|----------------|
| 1 | Junction improvements | Continuous footway; improved junction geometry | Across Meadowside | £25,000 | 5 |
| 2 | New/modified crossing | Continuous footway | Entrance to car park/garages behind Greenways | £15,000 | 5 |
| 3 | New/modified crossing | Continuous footway | Entrance to car park opposite Greenways | £15,000 | 5 |
| 4 | Junction improvements | Continuous footway; improved junction geometry | Wallace Court | £25,000 | 5 |
| 5 | Junction improvements | Remove mini roundabout and replace with T junction. Install continuous footway | Manor Crescent (exit) | £25,000 | 5 |
| 6 | New/modified crossing | Uncontrolled crossing | On Furrllongs to north of Manor Cres | £2,000 | 5 |
| 7 | Junction improvements | Continuous footway; improved junction geometry | Manor Crescent (entrance) | £25,000 | 5 |
| 8 | New/modified crossing | Uncontrolled crossings x 2 | Across Furrllongs either side of Manor Cres (entrance) | £4,000 | 5 |
| 9 | Street furniture changes | Remove bollards around bus stop | Both sides of Furrllongs next to Barton Primary School | £2,000 | 5 |
| 10 | New/modified crossing | Continuous footway | Barton School access road | £15,000 | 5 |
| 11 | Junction improvements | Continuous footway; improved junction geometry | Across Tinker's Hill | £25,000 | 5 |
| 12 | Junction improvements | Continuous footway; improved junction geometry | Across Grove Close | £25,000 | 5 |
| 13 | New/modified crossing | Raised table crossing | Across Pan Lane | £15,000 | 5 |

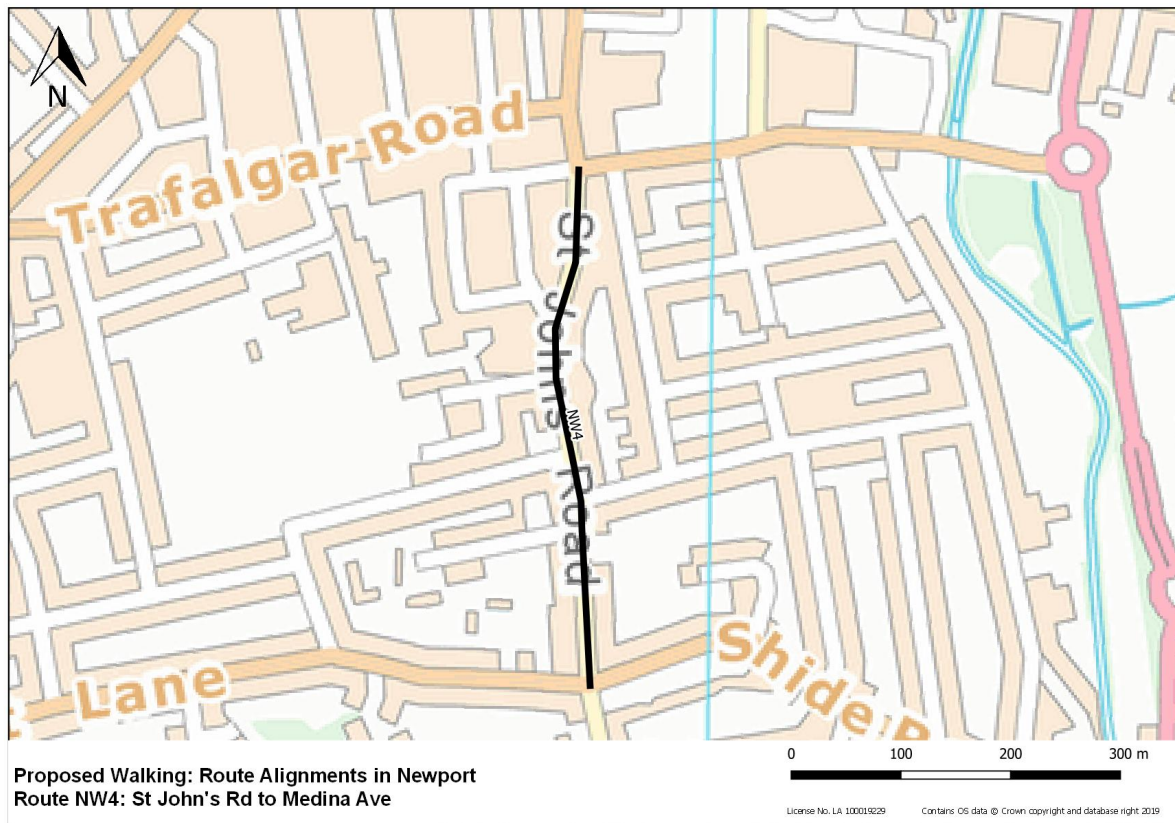
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| 14 | Junction improvements | Continuous footway; improved junction geometry | Across Berry Close | £25,000 | 5 |
| 15 | Junction improvements | Continuous footway; improved junction geometry | Across Downs View Rd | £25,000 | 5 |
| 16 | Junction improvements | Raised table crossing; improved junction geometry | Across Robin Hood St | £25,000 | 5 |
| 17 | Junction improvements | Raised table crossing; improved junction geometry | Across Homemeade | £25,000 | 5 |
| 18 | Junction improvements | Continuous footway; improved junction geometry | Across Ash Rd | £25,000 | 5 |
| 19 | Junction improvements | Continuous footway; improved junction geometry | Across Pan Close | £25,000 | 5 |
| 20 | Junction improvements | Re-modelling of junction to create safe, comfortable and convenient pedestrian crossings. In particular ensure that peds coming from housing at south west end of Furrongs can easily access safe crossing of St George's Way - only crossing options that currently exist lie a long way from the main junction of St George's Way and necessitate a long walk round. | Junction of Furrongs and St George's Way | £150,000 | 4 |

NW4: St John's Rd to Medina Ave

Route Description

This short route has been chosen because it represents the most direct line into the core walking zone from the south of the town. Other surrounding residential streets do not afford straight line access into the town centre and so feed into this route, which culminates on the edge of the retail area, at the Island Innovation Sixth Form College and a short walk from the bus station. It runs through an older residential part of the town and so suffers from absent/narrow footways in places and some stretches that are an impediment to people with restricted mobility. Proposals include footway widening and levelling out some steep inclines, as well as improved pedestrian priority through raised tables, tighter junction geometry and continuous footways at side roads.

Route Map





Junction of St John's Road and Drake Road



St John's Road, looking north

Walking Route Audit Tool Assessment

| Criterion | Performance Scores |
|----------------|--------------------|
| Attractiveness | 8 |
| Comfort | 7 |
| Directness | 4 |
| Safety | 4 |
| Coherence | 0 |
| Total | 23 |

Infrastructure Improvements

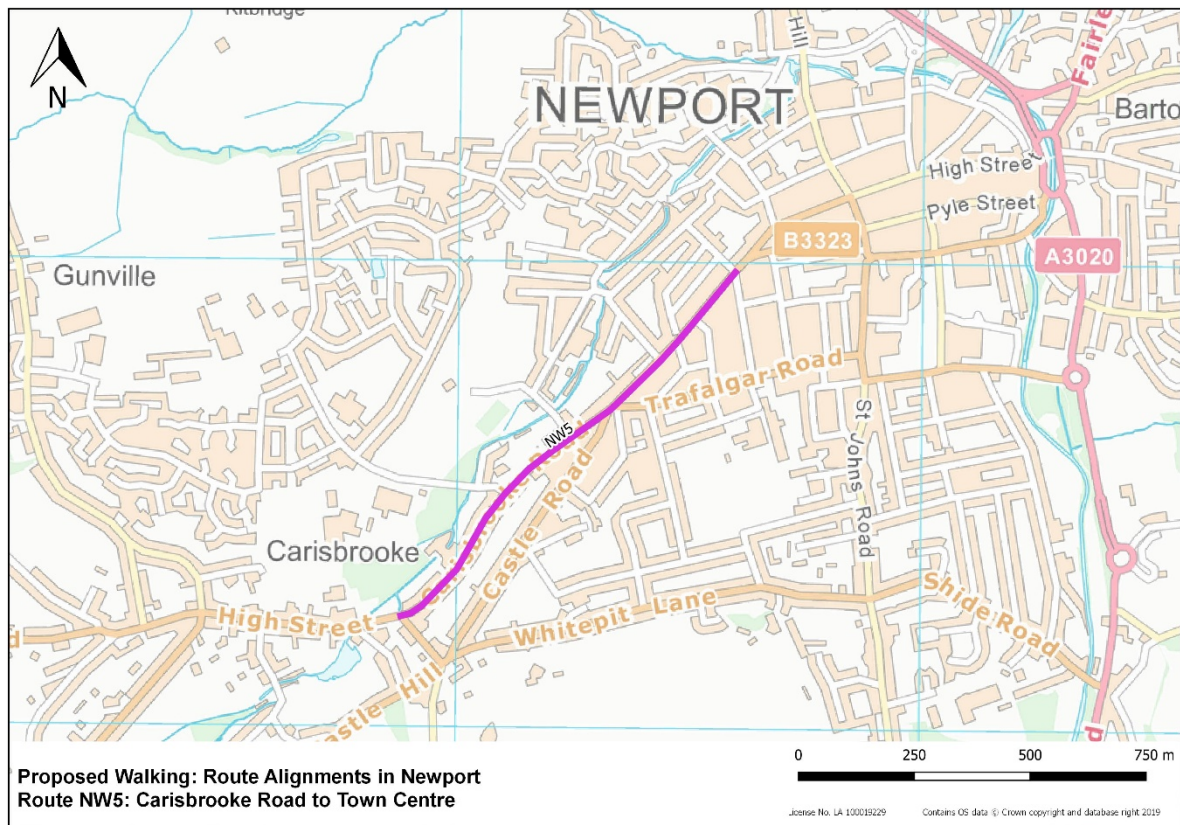
| | Type | Description | Location | Indicative cost | Deliverability |
|---|-----------------------|----------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|-----------------|----------------|
| 1 | New/modified crossing | Raised table crossing | Over Shide Rd approach to mini roundabout | £15,000 | 5 |
| 2 | New/modified crossing | Raised table crossing | Across St John's Rd north of mini roundabout | £15,000 | 5 |
| 3 | Footway widening | Widen footway to 2.0m on one side of road over length of 160m. Consider levelling the raised footpath on approach to Cypress Rd. | On east side of St John's Rd, from Shide Rd to Cypress Rd | £30,000 | 5 |
| 4 | New/modified crossing | Continuous footway | Across St John's Close | £15,000 | 5 |
| 5 | Junction improvements | Continuous footway; improved junction geometry | Across Cypress Rd | £25,000 | 5 |
| 6 | New/modified crossing | Uncontrolled crossing | Across St John's Rd to just north of Cypress Rd | £2,000 | 5 |
| 7 | Junction improvements | Continuous footway; improved junction geometry | Drake Rd | £25,000 | 5 |
| 8 | New/modified crossing | Raised table crossing | Across St John's Rd just before junction with Medina Ave | £15,000 | 5 |
| 9 | New/modified crossing | Continuous footway | Across Terrace Rd | £15,000 | 5 |

NW5: Carisbrooke Rd to town centre

Route Description

This route follows the alignment of the busy B3323 road. It is the most direct route into the town centre from Carisbrooke and pedestrians from surrounding streets funnel into it. Coupled with the spur route of NW13 (see below) this route connects large residential areas, two secondary schools (Carisbrooke and Christ the King), two primary schools (Carisbrooke C of E and St Thomas of Canterbury) and a doctors' surgery. Traffic dominates this route and conditions for pedestrians are poor. Existing junction designs at the principal junctions on the route are geared towards speed of entry/exit for motorists and make for dangerous and intimidating crossing conditions. Major re-designs of these have been proposed, along with smaller schemes to improve priority across more minor roads and widen footways where possible.

Route Map





Carisbrooke Road, near junction with Cedar Hill



Junction of Carisbrooke Road and Castle Road

WRAT Assessment

| Criterion | Performance Scores |
|----------------|--------------------|
| Attractiveness | 6 |
| Comfort | 5 |
| Directness | 3 |
| Safety | 0 |
| Coherence | 1 |
| Total | 15 |

Infrastructure Improvements

| | Type | Description | Location | Indicative cost | Deliverability |
|---|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|-----------------|----------------|
| 1 | Junction improvements | Re-modelling of junction to create safe, comfortable and convenient pedestrian crossings. Suggest the following as minimum: widen footway on west side of mini roundabout over distance of approx 30m, remove parking on south east side of junction, install controlled crossing across Carisbrooke Rd to east of junction. | Carisbrooke Rd at junction with Cedars Hill | £100,000 | 4 |
| 2 | New/modified crossing | 2 x accessible ramps installed on raised section of footpath on south side of Carisbrooke Rd between Cedars Hill and Wellington Rd to allow crossing from narrow section of footway on north side. Uncontrolled crossings at each ramp. | Carisbrooke Rd between Cedars Hill and Wellington Rd | £40,000 | 5 |
| 3 | Junction improvements | Re-modelling of junction to create safe, comfortable and convenient pedestrian crossings. Suggest the following as | Junction of Carisbrooke Rd and Wellington Rd | £150,000 | 4 |

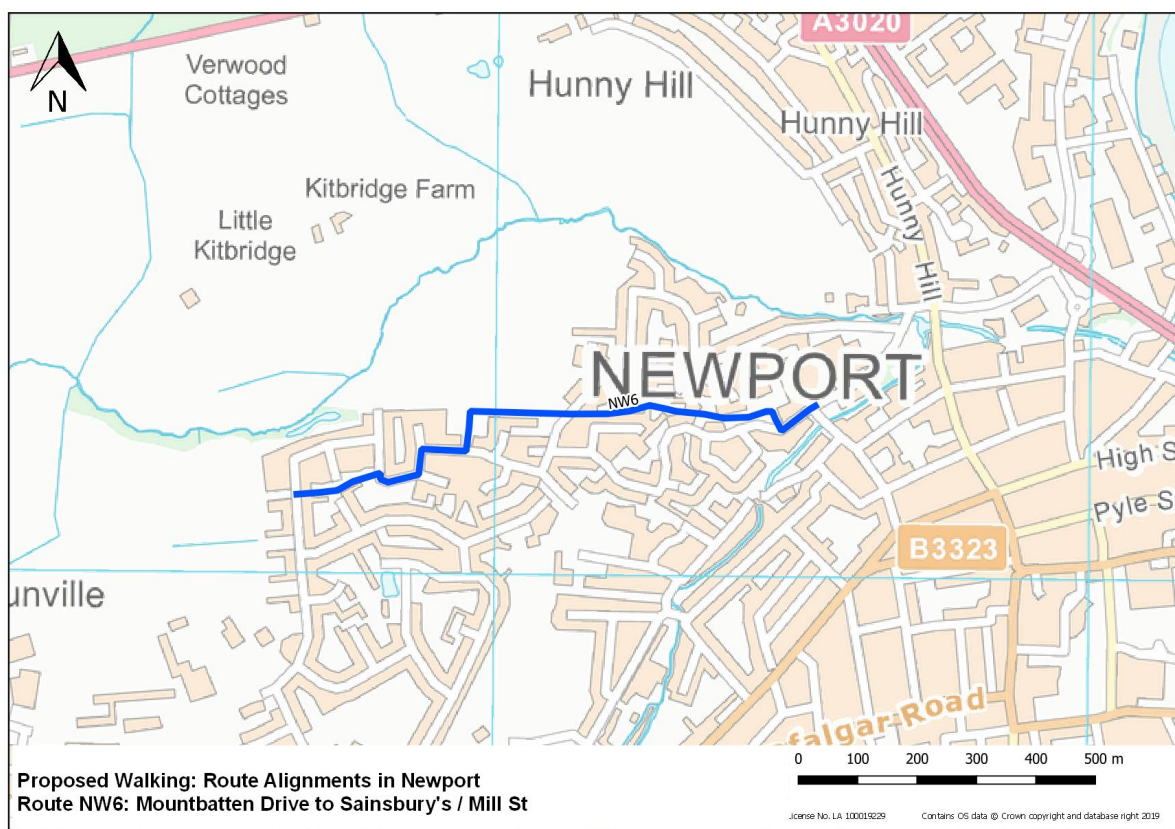
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| | | minimum: tighten the geometry to prevent vehicles speeding across the mini roundabout into Wellington Rd, plus adding a zebra crossing across Wellington Rd. Also may be possible to install a "continental-style" roundabout. | | | |
| 4 | New/modified crossing | 2 x continuous footway | Across entrances to Carisbrooke garage | £30,000 | 5 |
| 5 | New/modified crossing | Continuous footway | Across driveway next to 120 Carisbrooke Rd | £15,000 | 5 |
| 6 | New/modified crossing | Raised table crossing | Across Recreation Ground Rd | £15,000 | 5 |
| 7 | Junction improvements | Change junction geometry to create a 90 degree entrance into Castle Rd to slow traffic and provide opportunity for footway widening (both on south side and on central "island"). Replace puffin with a zebra crossing across Castle Rd. Build out footway between Trafalgar Rd and Castle Rd to generally provide more ped and dwelling space. Re-design should aim to better link south side of Castle Rd with the central gardens area/war memorial and create an improved sense of place. | Junction of Castle Rd and Carisbrooke Rd | £100,000 | 4 |
| 8 | New/modified crossing | Widen Puffin crossing to minimum 4.0m | Across Carisbrooke Rd at junction of Castle Rd and Carisbrooke Rd | £10,000 | 5 |
| 9 | New/modified crossing | Continuous footway | Across Melbourne Street | £15,000 | 5 |
| 10 | New/modified crossing | 2 x accessible ramps installed on raised section of footpath on north side of Carisbrooke Rd | On Carisbrooke Rd opposite Bedford Row and Portland St | £40,000 | 5 |
| 11 | New/modified crossing | Raised table crossing | Across Portland St to join two areas of raised footway | £15,000 | 5 |

NW6: Mountbatten Drive to Sainsbury's / Mill St

Route Description

This route links a series of modern housing estates in the west of Newport with the town centre. The planned route uses a combination of an existing unsurfaced rural footpath, lightly trafficked and often traffic-calmed roads, as well as some traffic-free pathways that run between housing developments. The main improvements required along the route involve upgrading the rural public footpath; prioritising pedestrians over vehicles at side roads and at entrances to driveways by installing continuous footways and uncontrolled crossings; improving some pathway widths and providing lighting along pathways with low levels of natural surveillance.

Route Map





Uncontrolled crossing on Sylvan Drive, looking east



Petticoat Lane, looking east

Walking Route Assessment Tool

| Criterion | Performance Scores |
|----------------|--------------------|
| Attractiveness | 7 |
| Comfort | 6 |
| Directness | 7 |
| Safety | 6 |
| Coherence | 1 |
| Total | 27 |

Infrastructure Improvements

| | Type | Description | Location | Indicative cost | Deliverability |
|---|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|-----------------|----------------|
| 1 | Footway widening | Widening to 3.0m of 130m of shared use route | Between Mountbatten Drive and Sylvan Drive | £25,000 | 5 |
| 2 | New/modified crossing | Install parallel zebra | Across Sylvan Drive near 90 degree bend west of Acacia Close | £30,000 | 5 |
| 3 | Footway improvements | Relay shared use track to ensure it remains level with drive crossover level changes within buffer zone between track and carriage way. Distance of 220m. | From Sylvan Drive (where new parallel zebra is proposed) to St Augustines Rd | £44,000 | 5 |
| 4 | New/modified crossing | Continuous footway | Across Juniper Close | £15,000 | 5 |
| 5 | New/modified crossing | New uncontrolled crossing | Just west of Acacia Close | £2,000 | 5 |
| 6 | New/modified crossing | Continuous footway | Across Acacia Close | £15,000 | 5 |
| 7 | New/modified crossing | New uncontrolled crossing | Across St Augustines Rd | £2,000 | 5 |
| 8 | Footway creation | 200m of new 3.0m wide shared use path. Addition of lighting | From St Augustines Rd to Petticoat Lane/Sylvan Drive junction | £72,000 | 5 |

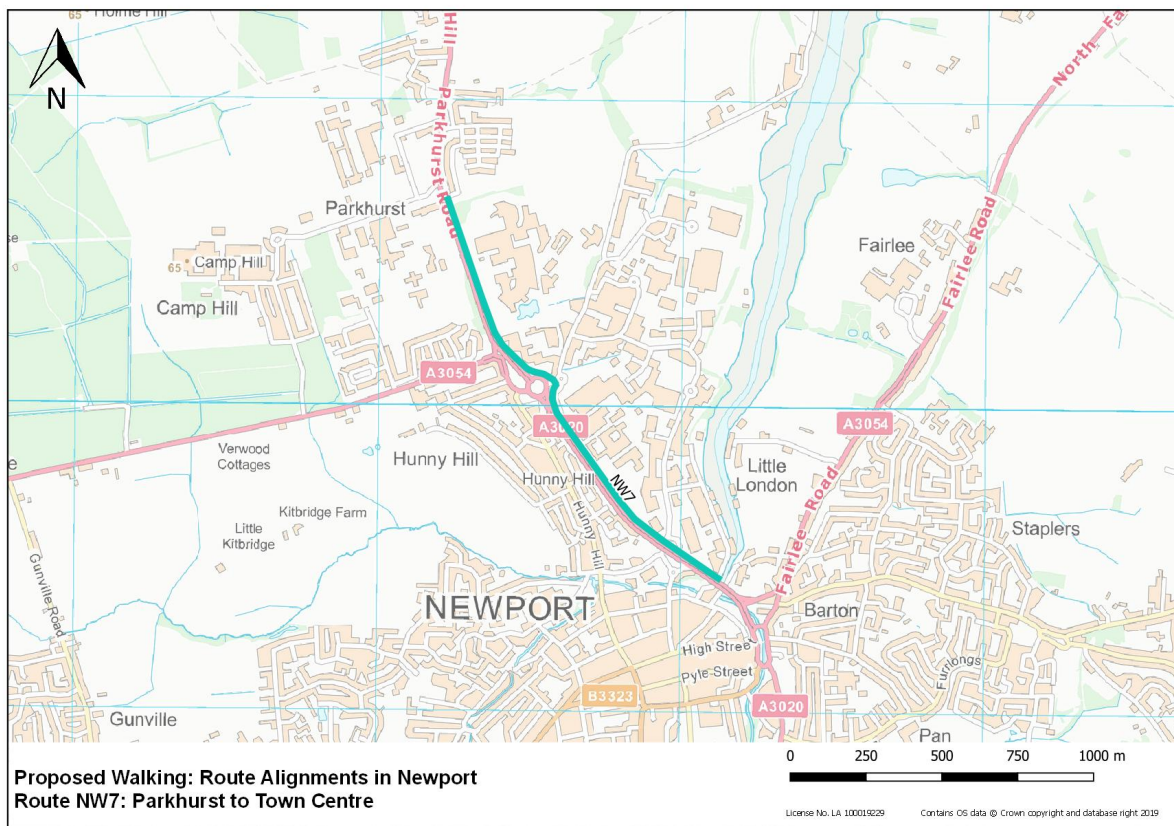
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| 9 | New/modified crossing | Install parallel zebra | Petticoat Lane/Sylvan Drive junction | £30,000 | 5 |
| 10 | | Addition of lighting over length of 350m | From junction of Petticoat Lane/Sylvan Drive to junction of Petticoat Lane/Rd and Foxes Rd | £21,000 | 5 |
| 11 | New/modified crossing | Raised table crossing | Across Foxes Rd just west of Mill St | £15,000 | 5 |

NW7: Parkhurst to town centre

Route Description

This route runs from the northern outskirts of Newport to the town centre. It has potential to be a major active travel corridor as it links a series of large employers and trip generators: the prison, existing housing, proposed new housing at Camphill, St Mary's Hospital, numerous employers at the nearby industrial estates, the Isle of Wight College, the Wakes retail park and the Newport Harbour regeneration area. Upgrading this route will provide much needed pedestrian connectivity between these sites and the town centre, helping to reduce traffic congestion in the area. The route runs next to busy roads and crosses a number of side roads and two major junctions. A high-quality shared use route is proposed along its length and is possible given the available verge space. A 3m wide route is proposed, along with safe, convenient crossings of the two major junctions, possibly including a new bridge over Riverway.

Route Map





**Medina Way, outside St Mary's hospital,
looking north**



**Pedestrian route from Medina Way to
Riverway**

Route Schemes

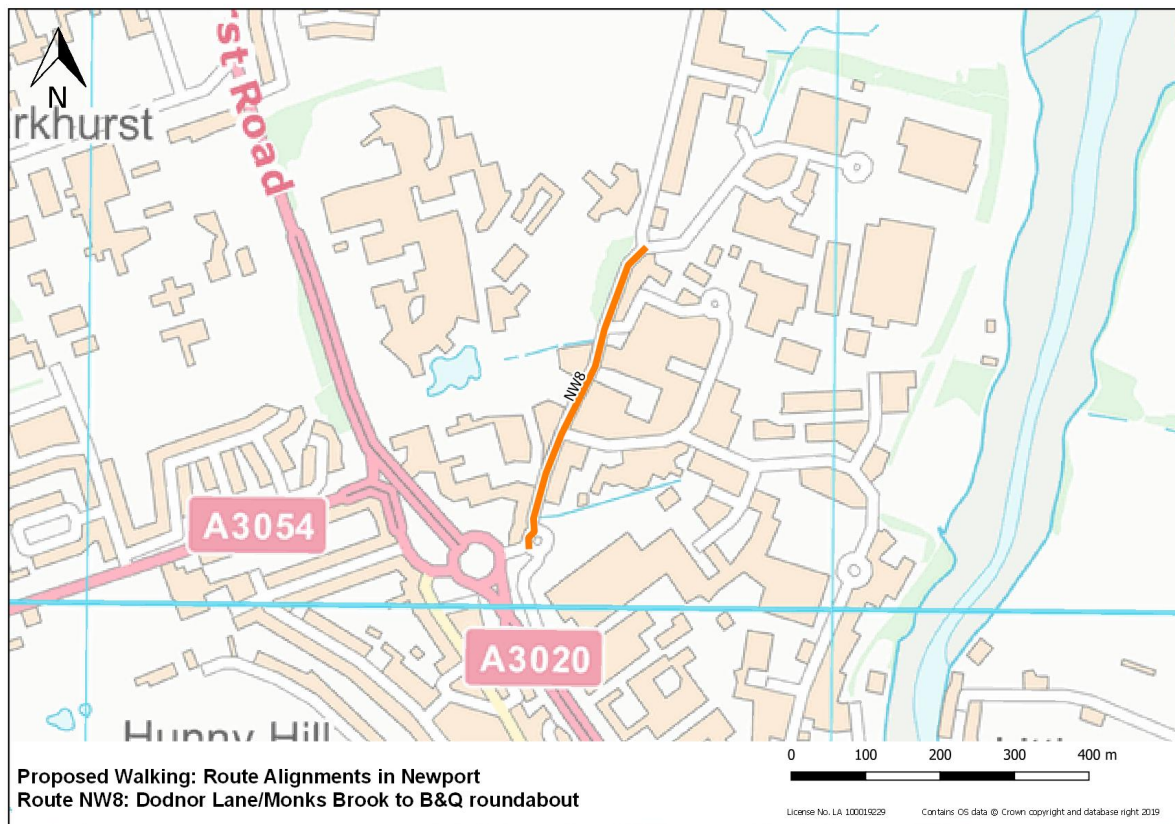
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| | <p>PLEASE SEE RECOMMENDATIONS UNDER "NC7" IN CYCLE INFRASTRUCTURE IMPROVEMENTS WHICH RELATE TO A NEW COMBINED CYCLING AND WALKING ROUTE</p> | <p>Hewitt Crescent (off Medina Way) to Little London, along eastern side of Medina Way</p> | <p>£1,220,000</p> | <p>3</p> |
|--|---------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|-------------------|----------|

NW8: Dodnor Lane/Monks Brook to B&Q roundabout

Route Description

This route connects St Cross Business Park, Dodnor Park Industrial Estate and the eastern side of the St Mary's Hospital site into route NW7 for travel onwards into the town centre. It has relatively high levels of vehicle traffic, especially at rush hour. It joins route NW7 by the B&Q store at what is currently a busy roundabout with very poor pedestrian crossing facilities and high vehicle approach speeds. Proposals for this route include redesigning the B&Q roundabout, installing a zebra crossing and a whole new section of footway adjacent to the hospital where there is currently none despite clear evidence of pedestrian desire lines where the grass verge is currently being used.

Route Map





Dodnor Lane, looking north



Dodnor Lane, junction with hospital access, looking south

Walking Route Assessment Tool

| Criterion | Performance Scores |
|----------------|--------------------|
| Attractiveness | 4 |
| Comfort | 9 |
| Directness | 3 |
| Safety | 0 |
| Coherence | 0 |
| Total | 16 |

Infrastructure Improvements

| | Type | Description | Location | Indicative cost | Deliverability |
|---|--------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|-----------------|----------------|
| 1 | Junction improvements | Raised table crossing; improved junction geometry (especially on north side) | Across Dodnor Park | £25,000 | 5 |
| 2 | New/modified crossing | New uncontrolled crossing | St Mary's Hospital exit onto Dodnor Lane | £2,000 | 5 |
| 3 | New/modified crossing | New zebra crossing . Consider negotiating changes to vehicle entrance to industrial units on south side. | Across Daish Way just to east of junction with Dodnor Lane | £25,000 | 5 |
| 4 | Street furniture changes | Change traffic sign from two poles to a cantilevered sign | On footway outside Island Mobility | £5,000 | 5 |
| 5 | New/modified crossing | Continuous footway | Island Mobility entrance | £15,000 | 5 |
| 6 | Junction improvements | Major re-modelling of junction to create safe, comfortable and convenient pedestrian crossings. Current junction allows high vehicles speeds, has poor visibility for peds, long crossing distances, narrow waiting areas, fails to allow peds for follow desire lines. | B&Q roundabout junction | £150,000 | 4 |

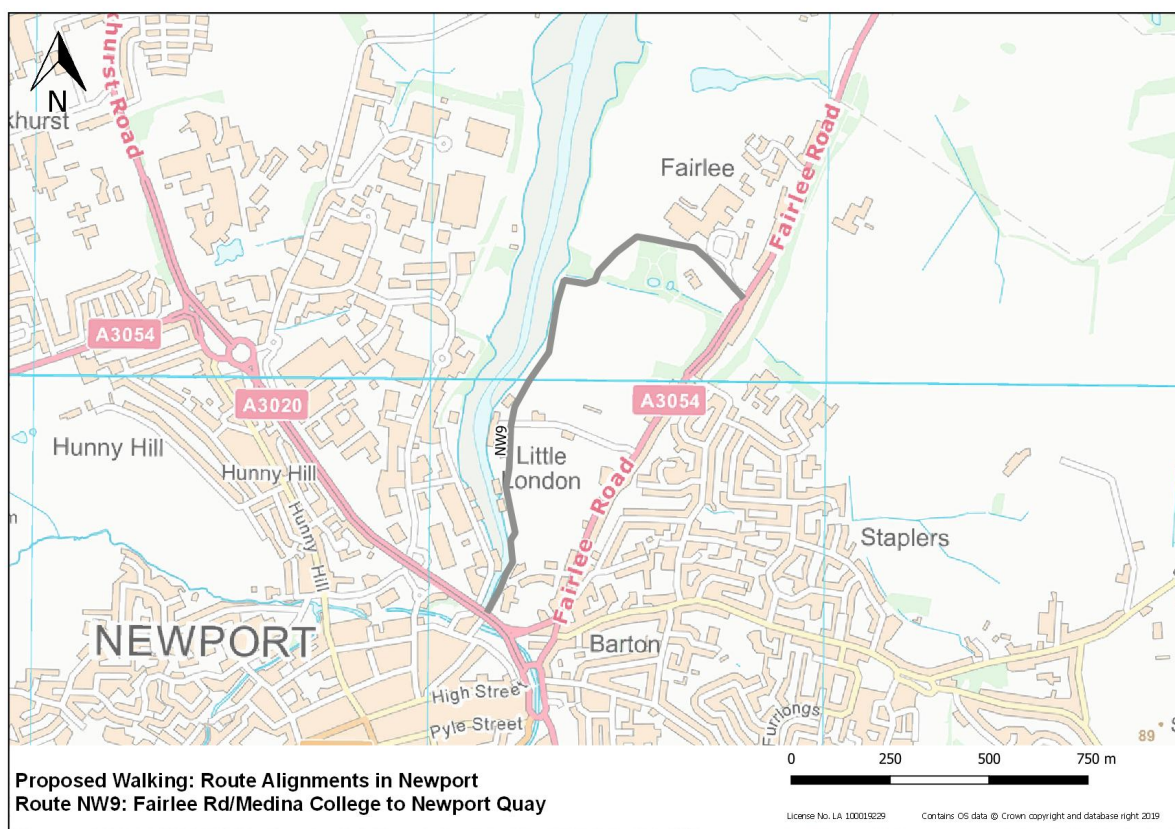
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| 7 | Footway creation | Need for a pedestrian route on north side of Dodnor Lane using hospital land. 290m of new 2.0m wide footway. | North side of Dodnor Lane between entrance to Seven Acres and thr B&Q roundabout. | £174,000 | 3 |
|---|------------------|--------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|----------|---|

NW9: Fairlee Rd/Medina College to Newport Quay

Route Description

This is a relatively lengthy route that connects Medina College (secondary school), Medina Leisure Centre, Seaclose Park, Newport Quay and the town centre. Much of it follows a recreational walking and cycling route that is free from traffic but in need of some upgrading. It also passes through the Newport Harbour regeneration area. Proposed improvements involve widening of footways, traffic calming and improved crossings at points where roads cross the route, installation of street lighting to increase night-time usage and a shared space scheme along the quayside which is currently dominated by vehicle access and parking bays.

Route Map





Access to Medina College/Leisure centre off Fairlee Road



Newport Quay, looking north

Walking Route Audit Tool Assessment

| Criterion | Performance Scores |
|----------------|--------------------|
| Attractiveness | 4 |
| Comfort | 5 |
| Directness | 7 |
| Safety | 6 |
| Coherence | 1 |
| Total | 23 |

Infrastructure Improvements

| | Type | Description | Location | Indicative cost | Deliverability |
|---|--------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|-----------------|----------------|
| 1 | Junction improvements | improved junction geometry to prevent vehicles entering/leaving at speed. Raised zebra across access road where current uncontrolled crossing is sited. | Entrance to Medina College from Fairlee Rd | £45,000 | 4 |
| 2 | Street furniture changes | Remove gates on either side of road (to free of up footway space) | Entrance to Medina College from Fairlee Rd | £4,000 | 5 |
| 3 | Junction improvements | Improved junction geometry to prevent vehicles entering car park at speed. Raised table crossing. | Entrance to Beaulieu House car park. | £25,000 | 5 |
| 4 | Footway widening | Footway widening to 2.5m for 80m on one side of road. Possible removal of on street parking that is adjacent to the footway. | On access road to Medina College. | £15,000 | 4 |
| 5 | New/modified crossing | Raised table zebra x 2 | Next to bollards on route into Seaclose and across exit route from Medina Leisure Centre (next to disabled car parking spaces) | £60,000 | 5 |

| | | | | | |
|----|--------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------|---|
| 6 | Junction improvements | Traffic calming to slow vehicles leaving car park and crossing the walking/cycling route | Across exit road from Beaulieu House car park | £5,000 | 5 |
| 7 | Street furniture changes | Removal of bollard to create wider entrance | Start of path into Seaclose Park | £2,000 | 5 |
| 8 | Footway widening | Along distance of 720m, widen and resurface shared use path to 3.0m. Addition of lighting. | Between Medina Theatre to Seaclose access road (next to Seaclose IWC offices) | £188,000 | 5 |
| 9 | Junction improvements | Install raised parallel zebra crossing | Across Seaclose access road (next to Seaclose IWC offices) | £35,000 | 5 |
| 10 | Footway improvements | Along distance of 180m, resurface shared use path. Addition of lighting. | On footway between Seaclose access road and the quayside (next to Jubilee Stores) | £30,000 | 5 |
| 11 | Shared space scheme | Implement shared space scheme for 380m | Along quayside from Jubilee Stores to Riverside Centre | £50,000 | 5 |
| 12 | | PLEASE SEE RECOMMENDATIONS UNDER "NC10" IN CYCLE INFRASTRUCTURE IMPROVEMENTS WHICH RELATE TO A NEW COMBINED CYCLING AND WALKING ROUTE | From old railway line route NC1 to Blackhouse Quay | £5,486,500 | 2 |