

There is also a staggering statistic from the YES/NO question "Would you wish to see on a community recycling centre" which saw 96% of the respondents voting YES. There were also comments on the need to keep our streets clean and free from dog fouling. Indeed the strength of feeling was such that the SRCC made comment that:

"Such a strong body of opinion towards a single issue is unusual. In fact, in 10 years of carrying out the analysis of community questionnaire data we have seen very few issues dominating such an event."

Traffic control.

The current road system has inherent traffic flow and volume limitations and a number of 'rat runs' have developed, seemingly to circumvent congestion and are used in preference to the bypass. Additionally, our excellent schools attract pupils from within the town, surrounding parishes and as far as Wolverhampton, adding to congestion and exacerbating parking issues outside schools. Therefore, there is a need to address the volume and speed of traffic within the town, preserve and increase the safety of pedestrians and cyclists, and address parking throughout the town.



Figure 13 - Traffic congestion in the past, Newport High Street

Strong opinion was also seen on parking, both within the town and in residential areas with 66% of the surveys returned stating that they wished to see short stay parking on the High Street being enforced. However, there was little support for a multi-storey car park with only 33% supporting such an initiative. The main mode of transport was no surprise, with the car still being the main form of transport; however, the residents were concerned about the amount of traffic using the town, its speed, and the impact this was causing. With regard to public transport 56% of respondents stated that they felt that the transport system was fair to good, as to a rail link with Stafford & Telford, 78% of the respondents supported such an initiative. From the questions on travel and transport it was evident that, in the main, journeys and commuting activities were to Telford.

TRAFFIC & TRANSPORT

VISION

Newport should have an integrated road and transport infrastructure which connects to local and national networks, and also enables easy, safe pedestrian and cycle access and the control of the movement of vehicles within and through the town.

Long Term Aim

Encourage use of pedestrian and cycle routes, and provide secure cycle storage on designated car parks.

Encourage secondary schools to offer more on-site parking for vehicles and cycles.

As part of the integrated traffic model, devise effective dedicated cycle lanes and pedestrian only 'Green Routes' giving safe and easy access through town and allowing the linking of key focal points.

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Review traffic control and calming measures and extend as required.

Develop plans for a circular traffic route around the town centre, such as a one way system using Boughey Road, Granville Avenue, Avenue Road, Water Lane and Salters Lane.

Medium Term Aims

Introduce restrictions and/or enforcement on all or some of the designated car parks to address competing short (shoppers) and long stay usage (students/workers). Suggestions for consideration include resident-only permits, dedicated long stay parking areas, etc.

The control of parking in the vicinity of Newport schools, particularly at school start/finish times.

Introduce by-laws to prevent pavement parking throughout the town.

Introduce residents only parking permits.

The pedestrianisation of the High Street would enhance safety and maximise the use of an outstanding feature of the Town – the wide High Street.

The preparation of a business case for the re-introduction of rail passenger services between Wellington and Stafford, through Newport.

The promotion and/or establishment of dedicated walking and cycling routes within the town.

Implement traffic control and calming measures in selected locations.

Undertake an option appraisal report into the provision of a one way circular traffic route around the town centre.

Short Term Aims
Undertake a survey of users of the designated car parks in town to determine usage patterns.
Strict enforcement of parking restrictions.
A survey of transportation needs and patterns to/from other transport hubs, towns and villages.
A survey of transportation usage within the town. This should include bus stops and designated bus/coach parking areas.
A survey of walking and cycling routes within the town.
The formation of a lobby group to lobby those individuals and organisations who are able to positively influence the re-instatement of the rail link and the re-introduction of passenger rail services for Newport
Identify opportunities for traffic calming measures.
Make improvements in directional signage, with greater use being made of 'brown' information signs as a means of encouraging day trippers/tourists.
Actions and Quick Wins
The introduction of civil parking law enforcement.