

Working in partnership



St George's Way, Newport Junction improvement Scheme

Frequently asked questions

Why is the scheme taking six months?

The project will last at least six months, but the one-way restriction will be removed in time for the school summer holidays with all subsequent surfacing work being undertaken overnight.

The scheme itself is a major one as it involves extending the lanes at St George's Way and other benefits including an improved pedestrian crossing. However, a complicating issue is the amount of underground service infrastructure in this area. This requires the utility companies (Wightfibre, BT and Southern Electric) to divert their apparatus and for all works to be coordinated accordingly.

Another factor is that we have decided to minimise disruption by keeping one lane on St George's Way open. This means that while the diversion route will be less congested, it will take longer to complete the highways work on site.

Can't you work at night/around the clock?

We will be working at night on elements of the project.

Are there any improvements for pedestrians?

Yes, the current pedestrian crossing at the entrance to Furrongs will be upgraded to include the latest sensor technology while an additional dropped kerb with tactile paving will also be installed at the location.

Are there any improvements for cyclists?

There has been significant work undertaken in recent years to upgrade the cycle route which runs broadly in parallel with St George Way with the aim of creating a cycleway that avoids the need for cyclists to use this busy road.

However, those wishing to avoid the alternative and dedicated cycle route and travel on the main strategic network will, like motorists, benefit from a better quality road with extended lanes at either end to reduce queuing and therefore journey time.

Aren't you just piling more traffic onto Coppins Bridge?

It is important to remember that we will not be bringing additional traffic onto Coppins Bridge. What we will be doing is managing the existing – and future - flows more efficiently.

St George's Way currently experiences long queues at peak times in two bottlenecks at either end. By extending the lane for traffic bound for Fairlee Road and Staplers we will reduce queuing time on the approach to Coppins Bridge. The traffic signals on Coppins Bridge itself will be adjusted to take this traffic across the gyratory system effectively.

Similarly, the additional lane capacity at the southern end of St George's Way will accommodate more cars seeking to turn right at the Matalan roundabout (towards Church Litten and the town centre) meaning shorter queuing times for this traffic and also vehicles looking to go across the roundabout (towards Blackwater).

What other schemes have been or are being delivered as part of the Newport junction improvements programme.

Besides the work completed recently at St Mary's junction, we have also added a number of features during work around the new ASDA store.

Other potential work could include a new traffic light control for the slip lane from Riverway to Medina Way, the provision of a right-turn lane in St James' Street and a separate pedestrian bridge and a new eastbound Trafalgar Road Link. A visual overview of the programme can be seen [here](#)

Why are you turning Medina Avenue into a cul-de-sac?

This is so that cars do not use this largely residential road as a 'rat run' in order to circumvent the approved diversion.

Why are the South Street taxi ranks moving to St James Street?

The taxi ranks are moving for safety reasons.

South Street will become one-way for all but fire service vehicles who will have a dedicated lane they can use to attend emergencies. This dedicated lane is the one currently used as a taxi rank.

The ranks outside Peacocks are being re-located to accommodate Southern Vectis buses. This replaces the bus stops currently being used by Southern Vectis in Church Litten to comply with social distancing requirements (and which would be unsuitable once this becomes part of the one-way diversion).

How is the scheme being paid for?

The scheme is being funded by a Government grant and developer contributions and not local authority resources.

The grant, as stipulated by the Government, cannot be used for any other purpose.