

THOUGHTS ON WIVENHOE

TRAFFIC

(1) The Avenue and High Street

If, where necessary, the footpaths (principally on the west) were narrowed towards the present width at eg the north side of No 102 High St, the minimum road width could be made about 1 metre greater than at present. With the present parking there would then be space for north and southbound cars to pass at all places. This would dramatically improve the traffic flow and, by removing the present incentive for southbound (give-way) traffic to speed when they get the opportunity, should make the road safer.

(2) "Unsuitable For Caravans and Long Vehicles" sign by High St Post Office

This sign used to be further on, by Alma St, with another earlier sign indicating that such vehicles should go down Station Rd (to turn at the station roundabout).

A few years ago the present sign was moved to where it is now, which is useless. At that point the only alternative to disregarding the sign and going down to The Quay is for such vehicles to try Phillip Rd or Chapel Rd.

If using Station Rd is undesirable the sign should be placed earlier, by the entrance to Queen's Rd (where lost articulated lorries sometimes reverse to from The Quay anyway) or, more sensibly, up by The Co-Op so that they do not go down the High St in the first place.

(3) "Car Park" signs

The present High St sign is not very obvious because it is small and high up. A larger, lower, double-sided sign replacing the present "Railway Station" (which is unnecessary) would be a great improvement.

A sign by the Royal British Legion, pointing up Anchor Hill, would tell visitors to the river and Rose and Crown about High St car park.

(4) Car Park Size

If a larger High St car park is ever required, the car park could be extended into the children's play area, while the play area could be moved just up the hill.

BOATING

The river is an important part of Wivenhoe and boating access needs to be improved.

(6) The hard at Cook's Shipyard needs to be extended towards the low-tide mark, so that it can actually be used as a hard.

(7) If the old hard at the end of Bethany St were restored it could certainly be used by canoes.

(8) At present only Thames barges can realistically moor along West Quay. The proposal for a pontoon or pontoons along the quay for visitors should be reinstated. This would bring more trade to Wivenhoe, instead of losing it to Rowhedge.

RAILWAY STATION ACCESS

(9) At present wheelchair users coming from Colchester have no realistic direct access to Wivenhoe. They have to continue to Arlesford where they can cross the line and then catch a train back to Wivenhoe. If the path west from Wivenhoe north platform were surfaced, and the barrier at the south end of the tunnel under the lines were reconfigured, this would provide a level wheelchair route from the north platform to the main station building and on into the town.

Peter Nicholas

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