

## **A INTRODUCTION**

### **A.1 BACKGROUND**

This section gives a brief overview of the Island, its people, where they live and the problems and opportunities as identified in our first Local Transport Plan (LTP1 -2001-2006). The section also sets out the contemporary Council corporate policy, indicates the links between the LTP and other local plans, such as the Unitary Development Plan (UDP) and records our performance in terms of our annual delivery against the targets as set out in the Plan and the level of funding achieved through this process.

#### **A.1.1 Introduction to the Island**

The Isle of Wight is located to the south of the cities of Portsmouth and Southampton and separated from the mainland by the stretch of water known as the Solent, which is in the region of 5km (3 miles) wide. The Island is roughly diamond shaped and measures approximately 21km (13 miles) north to south and 37km (23 miles) west to east. The total land area is 38,014 ha (approximately 146 square miles).

The Island has 826km (513 miles) of road network and 12.87 km (8 miles) of railway set in a landscape of which approximately half is designated as an Area of Outstanding Natural Beauty. Our 827km (514miles) of public rights of way provides, as well as a recreational facility, important urban links and easy foot and cycle access to the countryside.

#### **A special place**

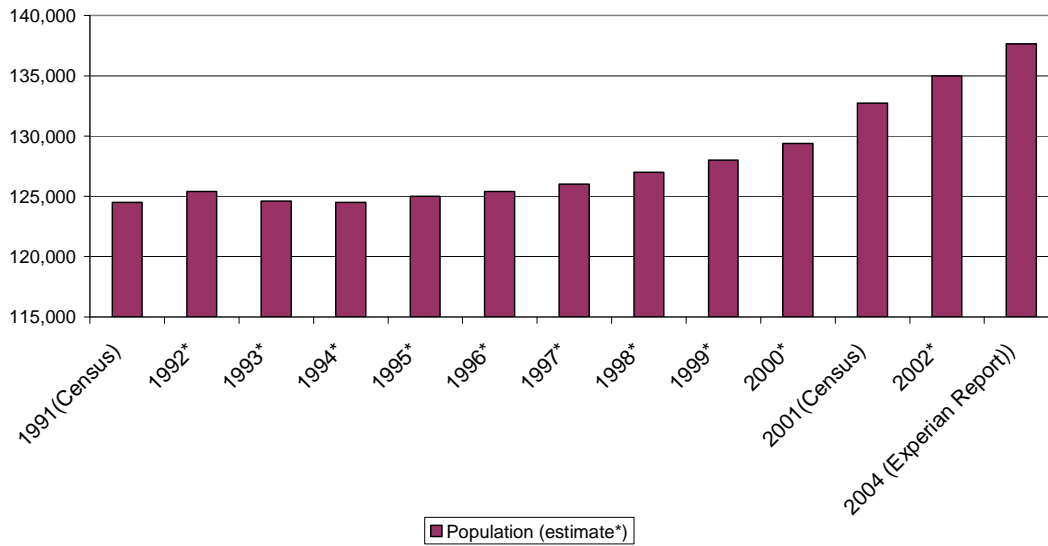
The Island's countryside is one of its most important assets and is unusually rich in species and habitats when compared to other similar areas on the mainland. Our chalk grasslands, maritime cliffs and slopes and estuaries are particularly important not only in a regional context, but also on a national and international scale.

The Isle of Wight is a special place and is valued both by those who live and visit here. The quality and attractiveness of its built, natural and historic environment is a major factor when considering why people chose to live and stay here. It is also one of the prime reasons why people visit the Island and as such directly contributes to our local economy and employment.

#### **A growing population**

During the last one hundred years the population of the Island has increased year on year from 82,418 in 1901 to 132,731 in 2001. This increase has been greater since 1951 due to inward migration as apposed to births exceeding deaths. During the last ten years (1991- 2001), the Island has witnessed a 5.4% increase in population. This is higher than all other regional averages.

ISLE OF WIGHT POPULATION GROWTH 1991-2004



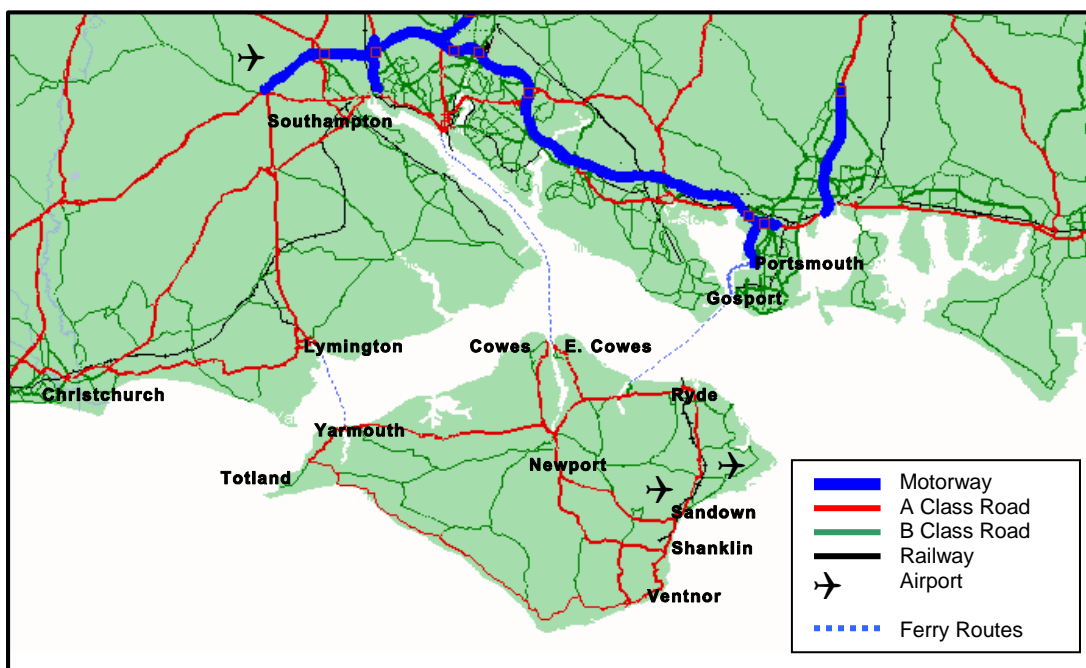
## A.2 TRANSPORT- HUBS AND SPOKES

The numbers of people living on the Island, where they live work and go to school and college can have a big impact on our transport infrastructure and in turn have an influence in terms of congestion, air quality and the environment.

The population of the Island centred on a number of coastal towns with Newport our capital town at its centre. Our transport network reflects this pattern, with our roads radiating out from Newport, like the spokes of a wheel with the coastal roads forming the “rim”. Our electric railway offers an easy, traffic free connection from Ryde Pier head (map ref. O2) to Shanklin (map ref N8).

The 2001 Census indicated that the majority of people are located in the towns of Newport, Ryde, Cowes and East Cowes and the south-east coastal towns of Sandown, Shanklin and Ventnor. The lowest population densities are found within what are predominately the most rural areas of the Island – Shalfleet, Yarmouth, Brighstone and Calbourne.

The Map below illustrates the Island’s main towns, cross Solent links and immediate mainland road network.



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LTP1 was based on the 1991 Census. It showed the resident population to be 126,989, the number of visitors to the Island as 2.7 million and staying visitors 1.5 million people. Para A.1.2. Page 11 indicated the population of the main Island towns as follows:

Town	Population
Newport	25,033
Ryde	26,152
Cowes	13,028
East Cowes	6,891
Sandown	5,299
Shanklin	8,055
Lake	4,405
Ventnor	5,978
Freshwater	5,267

### A.3 PROBLEMS AND OPPORTUNITIES

The Island is different in many ways to anywhere else in the UK. Although not physically joined to the south coast, because of its location, size location of towns, demography, employment patterns and proximity to and influence of the mainland – the Island offers a unique set of transport problems and opportunities.

The first Local Transport Plan, (LTP1 – paragraph A.1.2.1, page 11) recognised that “there are some clear distinctions between the Isle of Wight and many other local authorities and being an Island brings particular benefits and difficulties for both internal and external transportation. These issues were broadly described as follows:

- Rural transport issues – cost and availability.

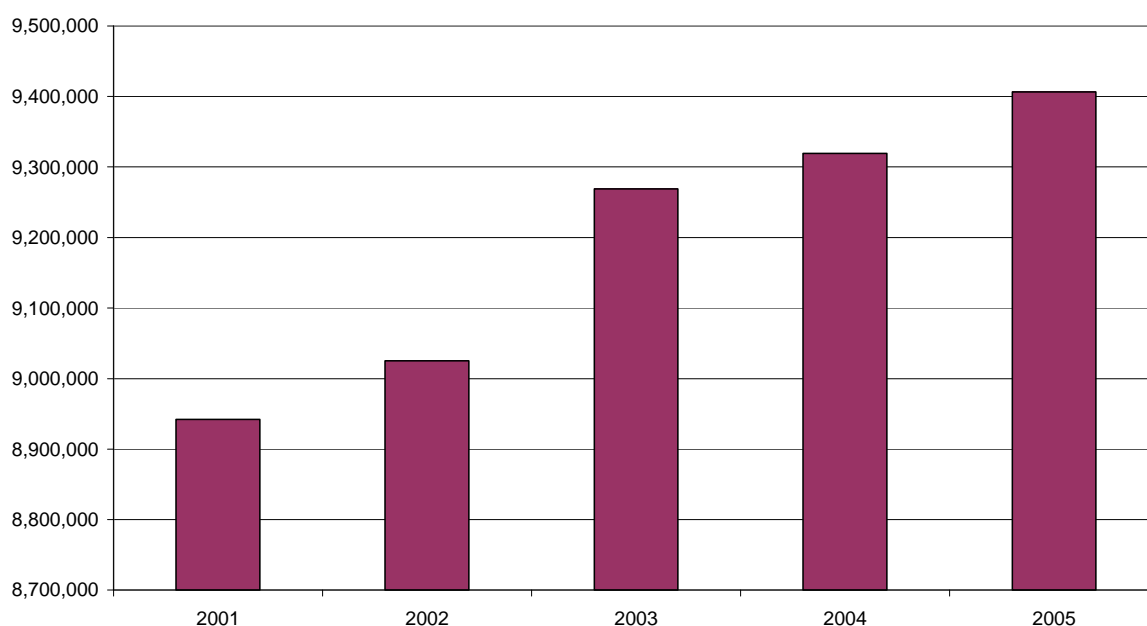
- High unemployment – seasonal variation.
- Increased cross - Solent traffic – increased numbers of vehicles arriving on the Island.
- Changing distribution patterns – change from bulk freight to lorry distribution to lorry distribution.
- Tourism development – impact of cars in the summer months.
- Social exclusion – inability to access facilities, goods and services.
- Cross Solent links – frequency and cost.

LTP1 recognised, on page 11 that “cross – Solent ferry crossings are generally of a high quality, frequent and convenient. However the costs of such services are considered by many members of the public to be a deterrent to travelling particularly for those seeking employment or educational opportunities. Some Island residents also have to rely upon medical facilities provided on the mainland and the high cost of travelling to them can become a burden for many”.

Our first LTP recognised that “for much of the year the Island enjoys a highway network which is not affected greatly by congestion apart from a number of “hot spots” around Newport. During the summer season this changes significantly with the influx of tourist traffic.” The Plan acknowledged that the economy of the Island was at that time “heavily reliant upon the level of tourist activity achieved during the year. Part of that activity was seen as being linked to the ability to travel around the Island safely and conveniently.”

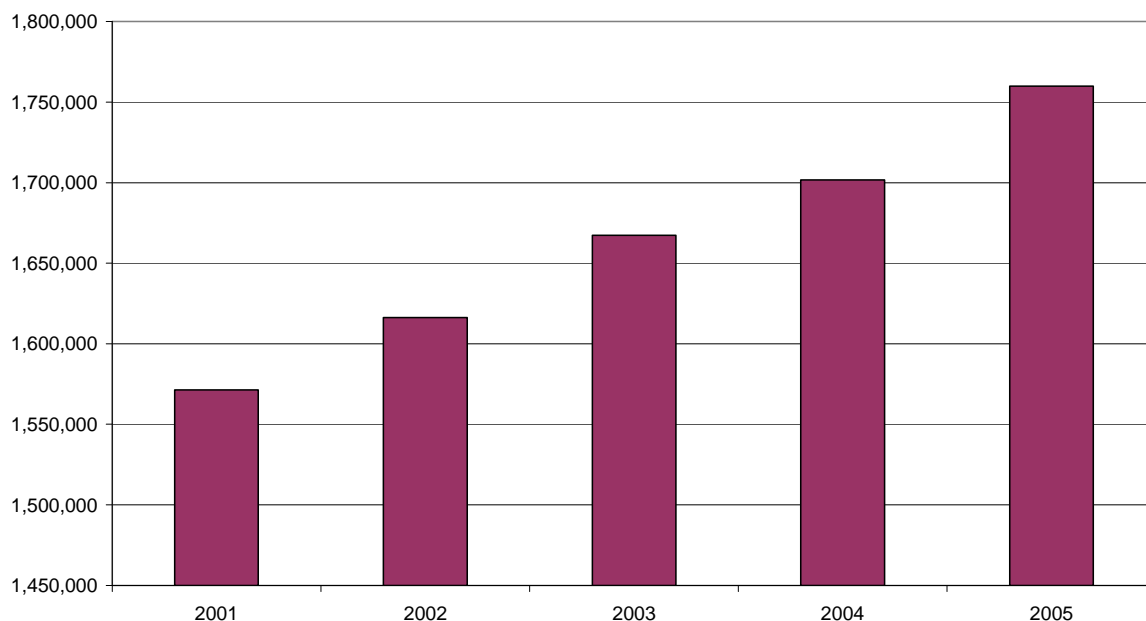
The Island is unusual in that accurately knows the precise numbers of people, cars, coaches and freight vehicles which enter and leave our authority area. The numbers crossing the Solent for business or pleasure has increased steadily over the past five years with a 5% increase in total passengers, a 12% increase in car numbers and a 9% increase in commercial crossings over the plan period. This increase in cross Solent traffic plus increased car ownership and car use has further added to the issues that we face.

**ANNUAL CROSS SOLENT PASSENGER NUMBERS**



Source: Ferry operators

### ANNUAL CROSS SOLENT CAR MOVEMENTS



Source: Ferry operators

The Plan recognised (A.1.2.1 page 12) that the rural nature of the Island means that there will always be a reliance on the car for certain types of journey and “what is achievable within an urban environment is not really acceptable to the rural setting.”

The Plan recognised the need to work with operators to improve public transport provision and sought to “provide a system of transport which offers people more choice about the way they travel whilst not seeking to penalise those who have little choice”

#### A.4 DELIVERING THE COUNCIL’S AIMS AND OBJECTIVES

The Plan was developed before the introduction of the Community Strategy – “Island Futures” and sat as one of a “family” of plans below the Council’s own Corporate Plan.

The LTP was based upon and over the period of the plan, helped to deliver the Council’s aims and objectives. These were at that time under review through a process described as seeking to “strengthen the links with the people it serves”. As part of that process the Council sought to re-examine its aims and objectives and “further develop these through the best value review process.”

The following therefore sets out the Council’s overall aim, key objectives and cross cutting issues as included LTP1, Para A.1.2.2, page 12.

##### Overall Aim

- To be one clear voice for the Island responding to its needs and enabling its success.

## Key objectives

- To promote and encourage excellence in service provision.
- To enhance the quality of Island life.
- To promote economic development.
- To secure effective resource maximisation.
- To empower people to achieve.

## Cross cutting issues

- *Community safety* – promoting a safer society and environment.
- *Investment* – improving funding and investment coming into the Island and retaining it within the Island economy.
- *Unemployment* – enhancing life opportunities and encouraging the creation of real job opportunities.
- *Rural deprivation* – supporting our rural economy.
- *Health* – working towards better health and health care for all.
- *Housing* – dealing with the Island’s housing problems.
- *Quality Amenities* – providing a wide range of quality recreational, cultural and social amenities.
- *Social exclusion* – helping the vulnerable and under-privileged members of our community.
- *Local Agenda 21* – protecting the Island’s heritage and developing sustainable, environmentally friendly services and policies.
- *Transport and separation by sea* – Co-ordinating a transport policy that meets the Island’s needs.

The plan recognised the positive role that transport has in the development of the Island on the quality of Island life. The importance of transport was reflected in the Council’s key aims and objectives, in particular the quality of life and economic development. Transport was directly linked to several of the identified cross cutting issues, notably community safety, rural deprivation, health, social exclusion, Agenda 21 and transport and separation by sea.

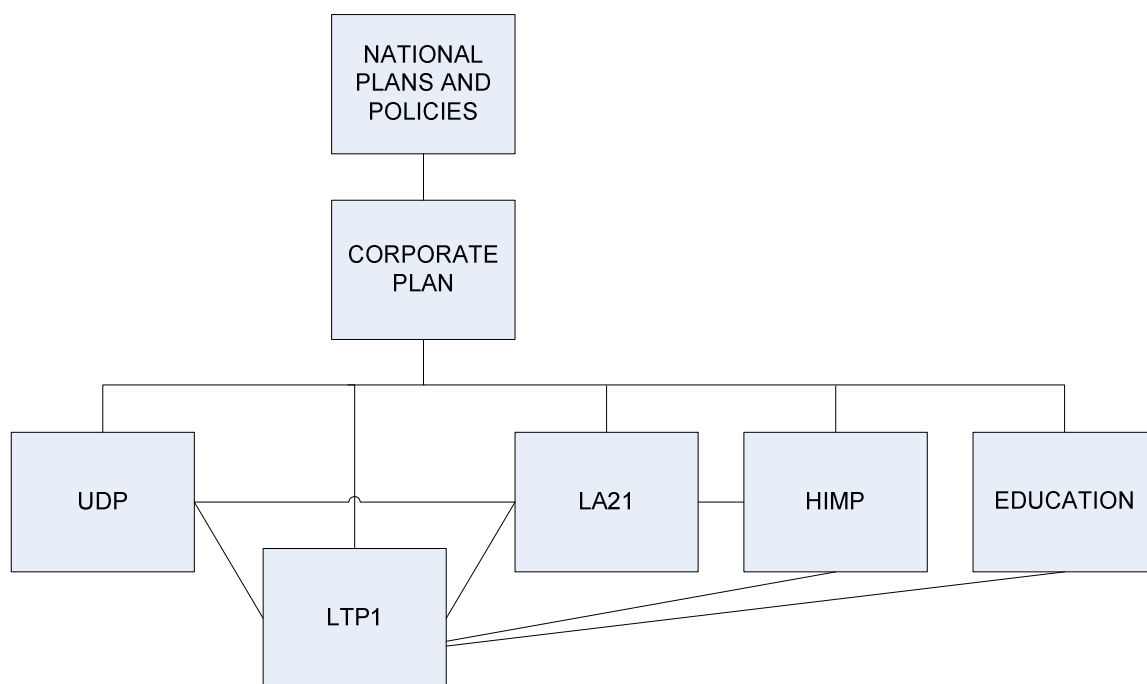
## A.5 LINKS TO OTHER PLANS AND POLICIES.

The Plan was developed before the introduction of the Community Strategy – “Island Futures” and sat as one of a “family” of plans below the Council’s own Corporate Plan.

In simple terms the key plans and policies were:

- National Plans and policies
- The Council’s Corporate Plan.
- Unitary Development Plan
- Local Transport Plan
- Island Plan for Health and Wellbeing (HImP)
- Education plans etc

The illustration below shows the links between these documents.



### A.5.1 Unitary Development Plan.

Transport was recognised as an important element of the Council's Unitary Development Plan. This important document was tested at a Public Inquiry in 1999 and adopted in May 2001. Until replaced by the LDF "Island Plan" the UDP remains the current planning policy for the Island.

The UDP transport objectives are as follows:

- To try to reduce the need to travel, especially by car.
- To promote alternatives to car use
- To remove road schemes no longer considered desirable or realistic from the plan
- To encourage the provision of improved public transport facilities
- To make the best use of the existing highway network
- To increase the opportunities for cycling and walking
- To limit the undesirable impact of car use
- To encourage the improvement of cross-Solent ferry links
- To encourage the retention of the Island railway network and safeguard disused lines for future transport use.

Paragraph A.1.2.2 (page 12) of LTP1 explained that the strategies developed in the Local Transport Plan also took into consideration the policies and objectives included in the guidance on health, environment and transport, as set out in Governments policy and the New Deal for transport.

It sought to put in place a co-ordinated approach, by building on policies outlined in the UDP, and took into account the content of the Island Plan for Health and Well-Being (Health Improvement Programme - HImP) and other local strategies, including those at that time being developed on Local Agenda 21 and Air Pollution.

## **A.6 PRODUCING OUR FIRST LOCAL TRANSPORT PLAN**

It was recognised that the development of our first Local Transport Plan (LTP1) would require consultation to be undertaken on a far wider basis than had previously been achieved through the previous Transport Policy and Programme (TPP) process.

### **A.6.1 Wide ranging consultation**

Detailed in section B of LTP1 (page 25), the process of developing the Plan began through consultation with Town and Parish Councils, neighbouring authorities and the Islands own Quality Transport Partnership (QTP). The Council was also fortunate that that this work, coincided with the preparation and examination of the policies contained in the Deposit Draft Unitary Development Plan and production of the Council's emerging Local Agenda 21 strategy.

#### **Publicity campaign**

General consultation was carried out through a publicity campaign in the local media. Advertisements and articles covering the draft plan were placed in the local paper, the Isle of Wight County Press, which at that time reached more than 80% of Islanders (it now reaches over 90% of households). Coverage was also provided by Isle of Wight Radio in the form of discussion items / phone-ins.

Some 500 copies of the draft Provisional Plan were circulated throughout the Island along with 1000 copies of a simple tick box questionnaire. This sought to test support for the Council's sustainable transport strategy as set out in the Provisional Plan and help assess what measures would be appropriate to help tackle traffic growth. The results of this questionnaire were set out on pages 26, 27 and 28 of LTP1. Generally people supported the need to reduce travel by private car, although there was a reluctance to change mode of travel because other modes were perceived to be less convenient. The positive public response, together with the consultation carried out as part of the development of the LA21 strategy, helped guide the Council during the development of the LTP1.

#### **Taking the message to the public**

The Plan was developed in tandem with our Local Agenda 21 strategy and consultation of the first, Provisional Plan took place as part of what was a national award winning "road show" process under which the two draft plans were taken to the Island's towns and major settlements. This process helped revise and refine the first plan, with the result that the final plan was agreed by government to be a "good" and "creditable" LTP.

The 2001/02 LTP Capital expenditure settlement (decision) letter dated 14 December 2000 stated "your authority's local transport plan demonstrates considerable progress since the provisional plan submitted in July 1999. The approach you have taken to following the LTP is analytical and thorough. The plan meets a number of the criteria in Annex D of the LTP guidance for a "good" Local Transport Plan and nearly all of the minimum requirement criteria".



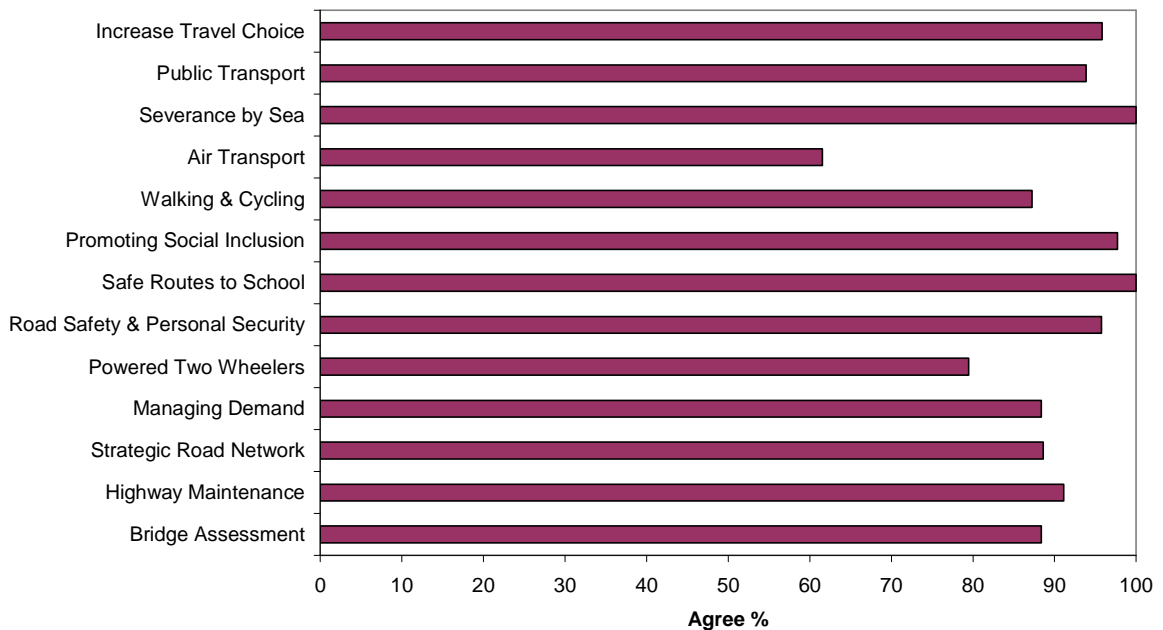
### A.6.2 Shaping the Plan

The production of the provisional LTP allowed us the opportunity to gauge the support for the approach we were taking. Copies of a questionnaire were issued with each document and made available at locations where the plan was made available for inspection. The Questionnaire was produced using a simple tick box style and sought a response on the following issues:

- Prioritisation of Transport Schemes.
- Sustainable transport objectives.
- Targets and initiatives.
  1. Road traffic reduction.
  2. National cycling strategy.
  3. "Quiet Lanes."
  4. "Home Zones"
- Traffic reduction.
- Plan presentation and performance.
- Consultation.

The illustration reproduced below sets out the response to the question regarding the support for our LTP strategy, as illustrated on page 26 of LTP1.

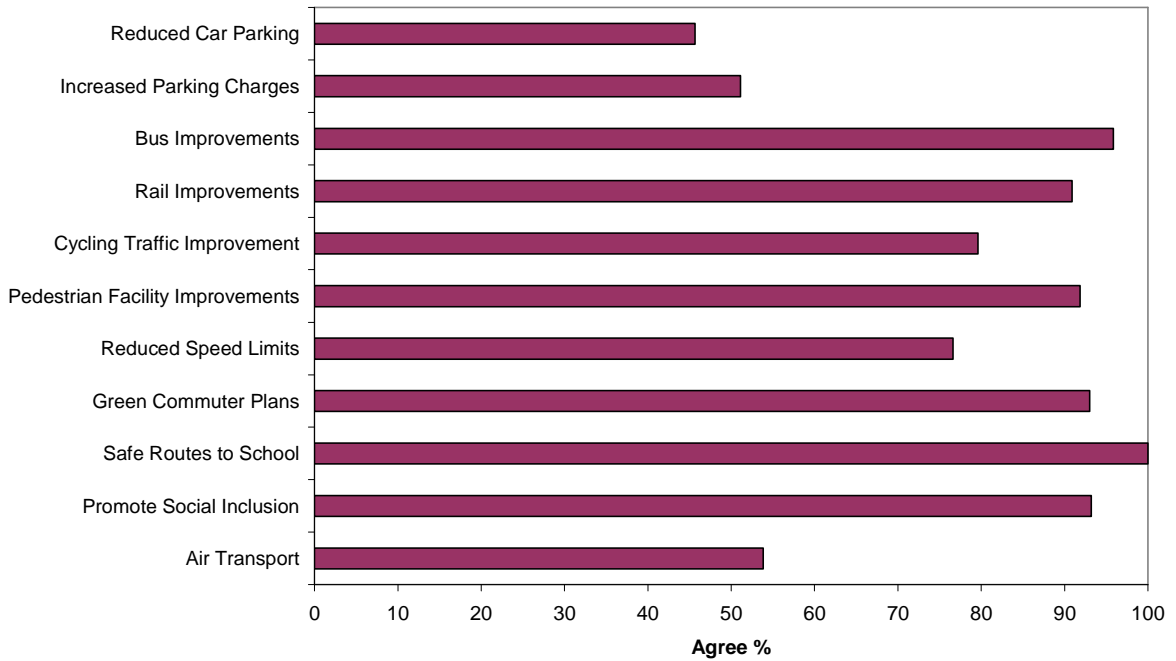
**Do you agree with the Council's Sustainable Transport Strategy as outlined in the plan?**



The response to the consultation was felt to be very encouraging. Generally respondents supported the need to reduce travel by private car, although there was a reluctance to change mode of travel, because it was thought that other modes were at that stage not thought to be convenient. There was a stated need to improve public transport, walking and cycling before a move from the car was liable to take place.

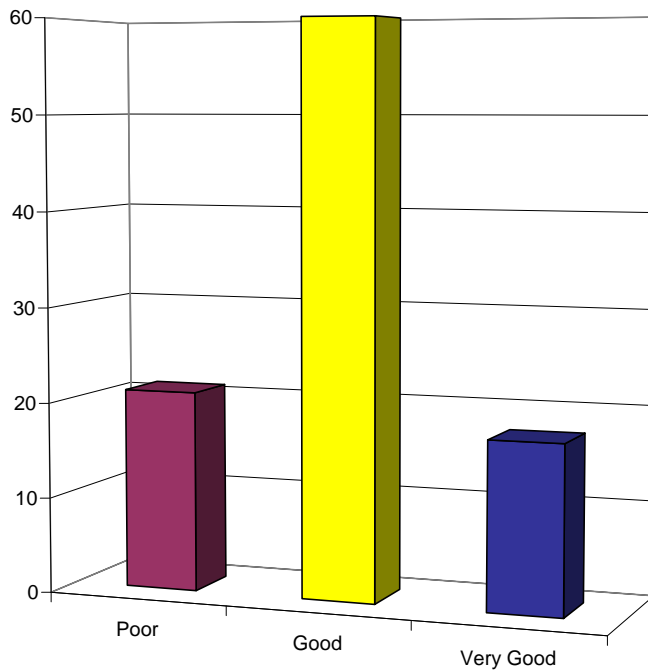
The questionnaire asked what methods should be used to help reduce traffic growth and the graph reproduced below illustrates the response received.

**What measure do you think the Council should use to help reduce traffic growth?**



We also asked how good the method of consultation had been. The graph reproduced below sets out the response received to this question.

**How good do you feel the method of consultation has been?**



**A.7 OUR LTP – AIMS AND OBJECTIVES**

The consultations carried out helped shape the plan and establish and underline its key priorities.

The following section sets out the aims, objectives and goals of the plan. This framework was further expanded in Section C of the document. The overall transport strategy was detailed in Section D, Section E explained how these aims and objectives were to be applied across the Island in the three distinct transport areas.

### A.7.1 LTP – aims and objectives

The aims and objectives were set out in paragraphs A.1.2.4 and A.1.2.5 on (pages 14 and 15) These were as follows:

#### Aims

- To help widen travel choices and provide real alternatives for car owners.
- To enhance the quality of Island life.
- To encourage the provision of a safer and more secure transport system.
- To make the best use of the existing transport infrastructure.
- To encourage travel by sustainable means.
- To include measures to reduce social exclusion.
- To develop a framework by which future transport investment can be made.

### A.7.2 Objectives of the Plan

- **Integration** - to adopt an integrated approach to transport and create easy access between different transport modes.
- **Unification** - to ensure that land use planning and transport planning work together.
- **Accessibility** - to improve access for all sectors of the population.
- **Environment** - to protect and enhance the Island's natural and built environment.
- **Economy** - to support and encourage the Island's economic development.
- **Safety** - to improve the health and safety of those on the Island.

These objectives will be achieved by the following means:

- **Partnership** - through the development and co-operation with local businesses, transport providers, voluntary organisations, transport users and representation groups, public and private sector representatives.

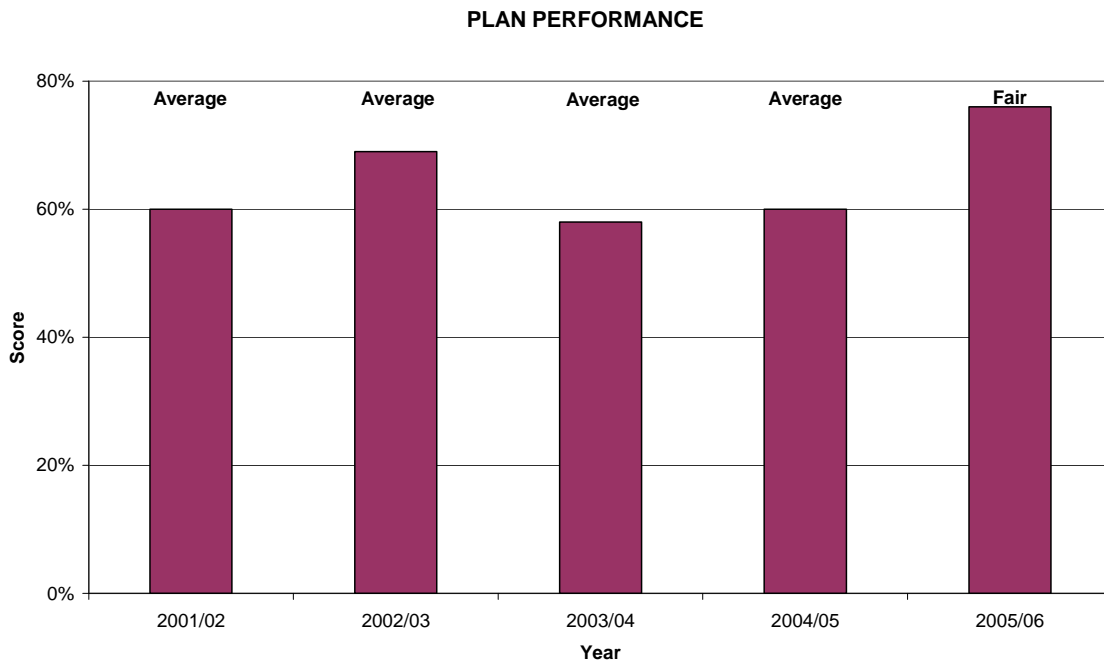
- **Local democracy** - taking into account the views and concerns of local residents and fostering a sense of real communication through public participation at all levels.
- **Investment** - making the best use of available funding so as to sustain and develop quality services.

### A.8 ASSESSMENT OF OUR FIRST LTP AND DELIVERY

The Council was pleased that our first LTP was assessed by Government as a “good” Plan and welcomed the associated increase in capital funding achieved through this process.

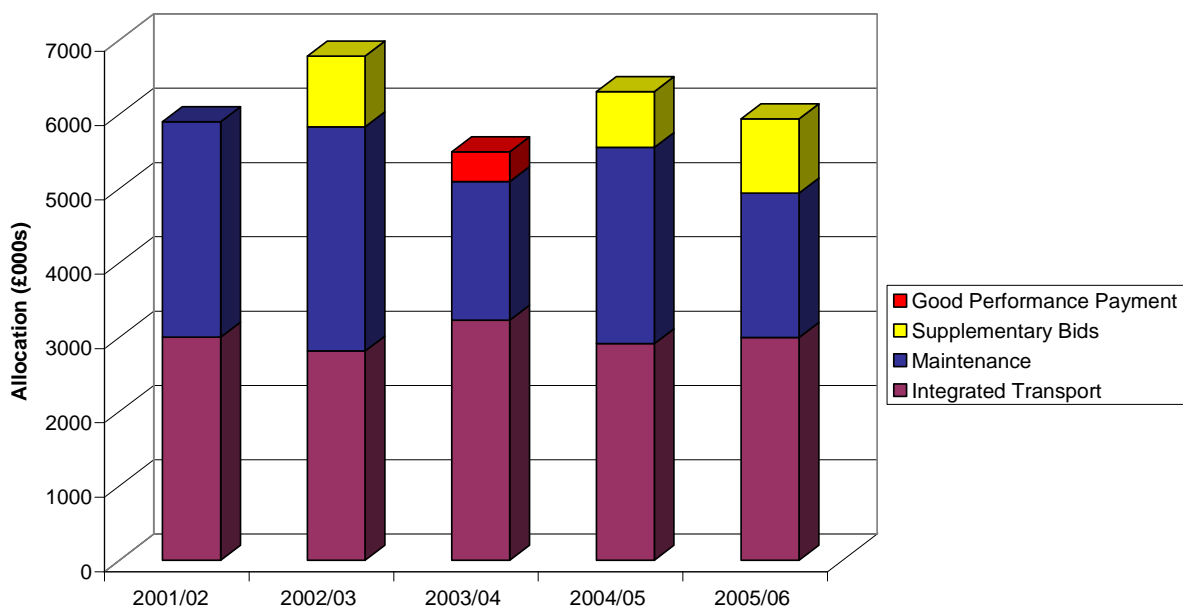
Over the Plan period we have brought in additional external funding and worked in partnership with a range of partners to put in place much needed local transport improvements.

The table below illustrates our Plan performance over the five-year period.



The table included below illustrates our capital settlements over the plan period. This information is further expanded later in this report in the section entitled “scheme delivery and spending”

**CAPITAL SETTLEMENTS OVER LTP 1 PERIOD**



**A.9 DELIVERY OF TARGETS**

LTP1 included 21 targets. Of these nine were nationally agreed “core indicators” and 12 were “local indicators” which were identified at a local level as being suitable for the Island.

The table below indicates our target delivery, further details of our progress in this area is included in the target tracker overleaf and in Section D, “Progress towards targets and objectives”

Year	No of targets	On target	Not on Target	No clear evidence
2001/02	21	11	4	6
2002/03	21	11	7	3
2003/04	21	14	6	1
2004/05	21	15	3	3
2005/06	21	13	5	3

## KEY PERFORMANCE TARGETS

PERFORMANCE AT START OF LTP1		PERFORMANCE AT END OF LTP1
5.9 million passenger journeys 46% people satisfied with services	Buses	5.4 million passenger journeys 56% people satisfied with services
769,000 passenger journeys 99% trains running 96% trains arriving on time	Trains	886,084 passenger journeys 99% trains running 97% trains arriving on time
8.9 million passenger journeys	Ferries	9.4 million passenger journeys
127,504 cycling trips	Cycling	198,097 cycling trips
No Air Quality Management Areas	Air Quality	No Air Quality Management Areas
121 people killed or seriously injured 10 children killed or seriously injured 560 slight casualties	Road Casualties	83 people killed or seriously injured 7 children killed or seriously injured 528 slight casualties
96% pedestrian crossings with facilities for disabled	Disabled Crossings	96% pedestrian crossings with facilities for disabled
Average 3% per annum traffic growth	Traffic	Average 3% per annum traffic growth
Reverse the continuing deterioration in carriageway condition. To reduce the 0% of local road network with >70 UKPMS structural condition index	Road Condition	65% of principal roads, 64% of non principal and 63% of unclassified roads where structural maintenance should be considered.