

A. Introduction

A.1 What is a Local Transport Plan?

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Apart from the Isles of Scilly and London Boroughs, every Local Authority in England and Wales has to prepare a Local Transport Plan (LTP).

The role of the LTP is to set out how the Local Authority (LA) proposes to deal with transport issues in its area. The Plan must set out the Council's long-term transport vision and five-year strategy. It must explain what measures it proposes to put in place, how much measures will cost and how success in delivering these measures will be monitored over the period of the Plan.

Each LTP covers a five-year period and the first plan ran from 2001-06. This is the second Local Transport Plan (LTP) for the Isle of Wight and will run from 2006 -2011.

A.1.2 Functions of the LTP

This Plan seeks to ensure that transport is one of the first and primary considerations. It gives us the mechanism to plan for the future and deliver options in a cost effective, structured and coordinated way.

The LTP has to fulfil a number of functions. These include:

- **Setting the Island in the wider national and regional context.**
- **Explaining how transport links to and works with other local plans and policies.**
- **Underlining the important links to and contributions that transport makes to the local economy, planning, health, education, tourism and the environment.**

This Plan:

- **Includes the longer-term transport vision of the Island and establishes our 5 Year strategy.**
- **Includes locally relevant targets for monitoring our transport delivery.**
- **Explains how we intend to improve transport on the Island. How much this will cost and identifies value for money solutions.**
- **Is based upon the shared priorities agreed between the Local Government Association (LGA) and Government.**
- **Includes annexed documents setting out additional relevant information.**

A.2 How the plan is structured

The Plan has been structured to reflect Government Guidance on the preparation of Local Transport Plans¹. Each section has been numbered separately so that we can, if required, update the Plan to keep pace with the emerging LDF Island Plan and other issues. This will only be done following consultation and discussions with GOSE.

¹ Full Guidance on Local Transport Plans: second edition www.dft.gov.uk

Executive summary

The Executive Summary is included to give an overview of the Plan, the consultation carried out, our improved management techniques, successes, awards, the use and exchange of best practice and how the development of our Strategic Environmental Assessment, Accessibility Strategy, delivery of regeneration and emerging Local Development Framework (LDF) have influenced this Plan.

Section A - Introduction

This is section A, the introduction to the Plan. It explains what a LTP is, why we need one, how the document is structured and the process by which it was developed.

Section B - Transport in the wider context

Section B puts transport in the wider context. It explains how this Plan fits with national and regional policies, works with our Community Plan - "Island Futures", the existing Unitary Development Plan (UDP) and its emerging replacement the Local Development Framework (LDF). It explains how we plan to deliver improvements in line with the Area Investment Framework (AIF) and alongside other relevant plans and policies for tourism, education social inclusion and diversity.

Section C - Transport issues and opportunities

Section C identifies our local transport problems and the opportunities that exist to deal with them.

Section D - Long term strategy

Section D sets out the long-term vision for the Island and explains the process by which this has been developed.

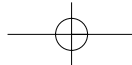
Sections E - L - The five year strategy

Section E sets out what we will achieve over the next five years and our targets by which our delivery and performance can be measured. Sections F - K are based around the LGA "shared priority", which is improving accessibility, safety, air quality and reducing congestion. We have taken the opportunity to broaden the scope of our considerations to include other areas of particular relevance to the Island - the environment, one of the Island's strongest and most important assets and economic prosperity and regeneration, which is now driving everything we do.

The Council is currently looking at ways in which we can improve the management of our highway infrastructure so as to maintain accessibility and ensure best value for money. Section K - "Ensuring Effective Management" explains the measures we will put in place over the Plan period to improve our transport infrastructure and gives details on progress towards developing our PFI bid which will help renew our failing transport infrastructure and assist regeneration. Section L explains the process by which we will deliver the strategy.

Section M - Investment programme

Section M sets out our investment programme and explains how we plan to deliver our programme within the AIF areas and in support of our regeneration proposals. It also includes our major bids for Newport and the A3054 east of Yarmouth, our priority ranking forms, LTP Finance forms and progress towards finalising our Transport Asset Management Plan (TAMP).



Section N - Performance indicators

Section N sets out our performance indicators, the rationale behind the targets and how we will be monitoring them.

Section O - Additional information

Section O includes additional information notably an "Annex C" Checklist indicating how we have addressed the Governments requirements for items to be included in LTP2. Supporting statements from accessibility partners. Workshop notes and "Jargon Buster" explaining the acronyms used in the document and where to download documents. We have also included in this section a location map for easy use showing larger settlements. Reference is made throughout the Plan using map co-ordinates eg K4 to identify Newport.

Strategic Environmental Assessment

This section includes a copy of the Strategic Environmental Assessment (SEA) Statement, which sets out how the environmental considerations have been integrated into the Plan.

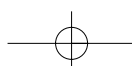
Annexed information

Annexed information includes our Bus Strategy, Bus Information Strategy, Rail Strategy, Road Safety Plan and Rights of Way Improvement Plan (ROWIP), plus our strategy for the development of School Travel Plans. The table below illustrates how these annexes will help deliver our shared priorities.

A.2.1 How Annexes assist in the delivery of the shared priorities

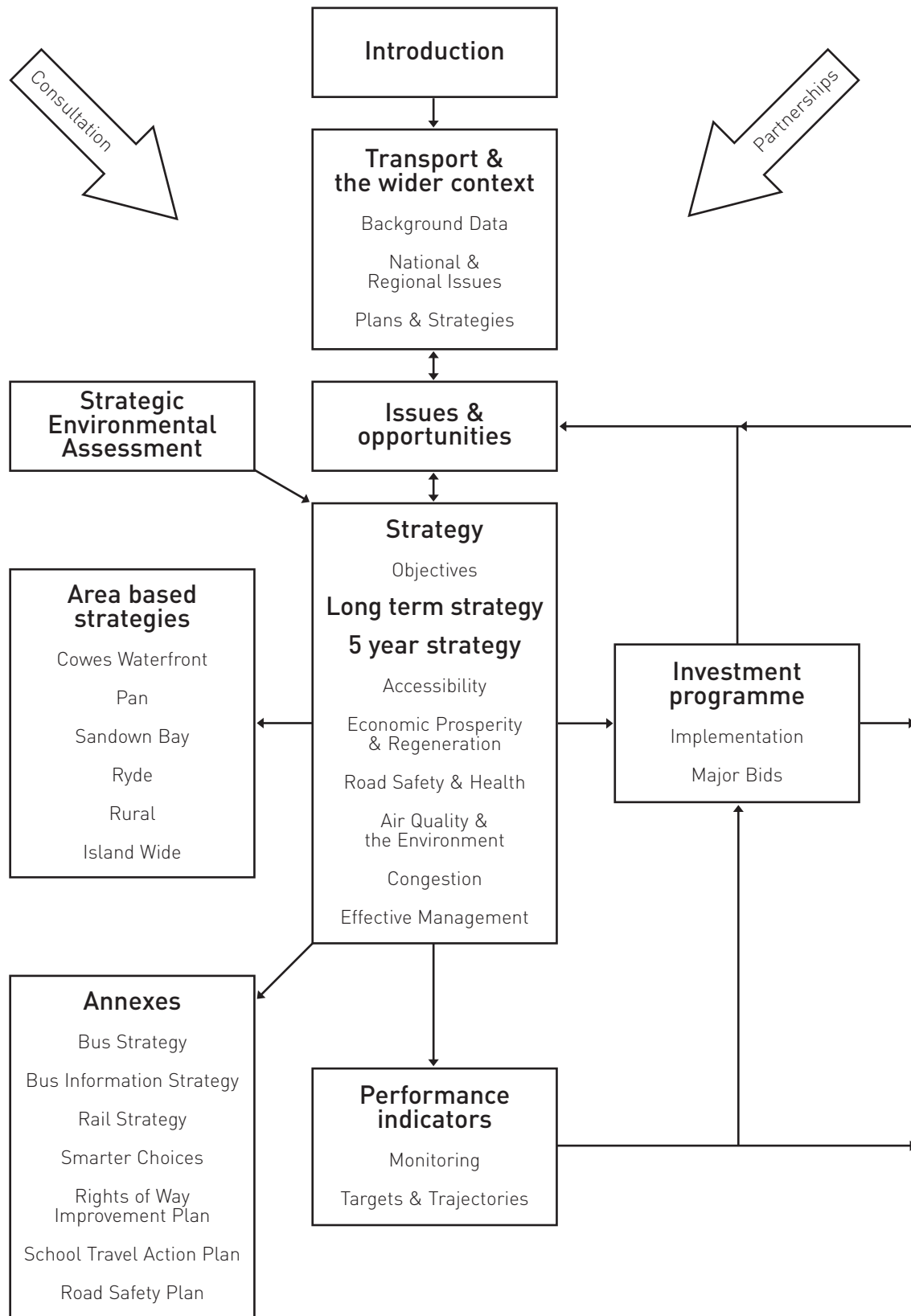
Annexes	Accessibility	Economic Prosperity & Regeneration	Road Safety & Health	Air Quality & Environment	Congestion	Effective Management
Bus Strategy	••	••	•	••	••	•
Bus Information Strategy	••	••	•	••	••	•
Rail Strategy	••	••	•	••	••	•
Smarter Choices	••	••	•	••	••	•
Rights of Way Improvement Plan	••	••	•	••	•	•
School Travel Action Plan	••	•	••	••	••	•
Road Safety Plan	•	•	••	•	•	•
Solent Transport	••	••	•	•	•	•

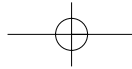
•• - Directly delivers shared priority • - Indirectly delivers shared priority



A.2.2 Plan Structure

Introduction





A.3 How this LTP was prepared

A.3.1 Improving delivery through partnership

This Plan was developed using extensive consultation including a series of internal and external workshops prior to the development of the Provisional Plan (PLTP). The PLTP and Strategic Environmental Assessment (SEA) into the Plan were made widely available and the comments received as part of that process used to refine this final document.

Workshops and discussions

A half-day workshop was held with the Quality Transport Partnership (QTP), a formally constituted group which includes transport operators – ferry, bus, rail, taxi and freight, plus transport users including representatives from the Isle of Wight Advanced Motorists, Bus Users Group, local motorcycle group, Cyclewright, and Friends of the Earth. These discussions were structured around the shared priorities and helped identify our transport problems and the opportunities to deal with them.

A.3.2 Identifying problems and opportunities

A number of internal workshops were also set up, to which were invited representatives from Planning, Engineering Services, Economic Development, Best Value, Health (PCT), Education, Social Services, Local Agenda 21 and the AONB team.

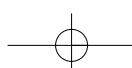
Each of these half-day workshops dealt with one of the shared priorities and using a similar format to that used with the QTP, identified our current transport problems and potential opportunities for improvement.

Another series of workshops considered the way in which schemes should be development and implemented, the method by which we should prioritise our transport schemes to ensure best possible value for money and ensure that our priority ranking system is in line with the LGA shared priority.

The final set of workshops looked at what targets should be included in the Plan and how we would go about monitoring our performance over the five-year plan period. (Copies of these workshop notes are included in Section J of this document)

A.3.3 Developing our Accessibility Strategy

Our Accessibility Strategy and action plans (Included in Section F) have also been developed using a structured workshop approach. The overall approach and framework were agreed in consultation with our partners and specific details have been further defined and developed through additional meetings and discussions. (Copies of these workshop notes are also included in Section O of this document)



A.3.4 Developing the vision

The long term vision for the Island included in section D, takes account of the National and Regional planning, the Community Plan - "Island Futures", the content of "Aim High" our Change Management Plan and the emerging, forward looking planning strategy, the Local Development Framework (LDF) "Island Plan".

The long term transport vision (section D) and five year options (sections E-L) have been developed as an integral part of a Best Value review of the Council's transport function and complied taking into consideration discussions carried out with a wide range of groups and individuals, including transport operators, transport users, the local business community, Town and Parish Councils and neighbouring authorities. This in turn has influenced the development of the LDF "Island Plan".

A.4 Cross boundary issues

The Island is unusual in that the majority of our everyday journeys take place within the local authority boundary. We are not however self sufficient, and rely on good mainland and cross Solent links to transport people, services and deliveries to and from the Island.

Journeys to the Island bring things such as raw materials for construction and manufacturing, produce for shops, goods, services, and people - including day visitors and tourists. Journeys from the Island give access to facilities and services not available locally, including a wider range of jobs and shops, further education, specialist healthcare and training. It is therefore essential that when considering the wider issue of accessibility we evaluate those journeys, which take place from and to the mainland, particularly where these are essential in terms of healthcare, employment and training.

A.4.1 Working in partnership with our neighbours

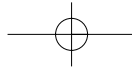
The Council values the close working relationship that exists with our mainland neighbours. In particular those local authorities represented in Solent Transport which includes - Hampshire County Council, Southampton and Portsmouth City Councils.

When preparing this plan, fullest possible consideration has been taken of cross boundary issues. Regular meetings and discussions with colleagues in Solent Transport have helped define and improve areas of common interest, including the adoption of a more coordinated approach and improving accessibility.

Although not currently a full member of Solent Transport, the Council recognises the importance of developing the Solent Transport Strategy - a copy of which is included as an annex to this Plan.

A.4.2 South East Counties Service Improvement Group

The Council is a member of the South East Counties Service Improvement Group (SECSIG), which includes Hampshire, West Sussex, East Sussex, Kent, Buckinghamshire, Surrey, Oxfordshire and Dorset. These meetings have helped us understand and contribute to best practice.



A.4.3 Benchmarking with others

The Council is pleased to have been invited to become a member of a benchmarking group established by Blackpool Council. Blackpool Council has identified the membership of this group based on certain similarities with its own area. The parameters from which members of the group were chosen included issues such as: their location in the North West, similar coastal situation, population size and matching levels of deprivation as identified in the 2001 Census and Indices of Multiple Deprivation 2004.

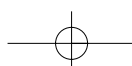
The authorities invited to join are:

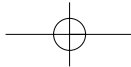
- **Blackburn with Darwen.**
- **Bournemouth.**
- **Poole.**
- **Brighton and Hove.**
- **Darlington.**
- **Halton.**
- **Hartlepool.**
- **Isle of Wight.**
- **Middlesbrough.**
- **Redcar and Cleveland.**
- **Southend-on-sea.**
- **Torbay.**

It is anticipated that this benchmarking process will be successful as it allows the poorer performing authorities to learn from the top performing authorities and by comparing the process used in service delivery, make appropriate changes where cost savings and / or improved service delivery can be achieved. This will be particularly useful when considering local authority areas that face similar problems and opportunities. This idea has been well received by Government Office for the North West.

A.4.4 Other workshops and meetings

The Council has been represented at a range of other workshops organised by Hampshire Economic Partnership, Portsmouth City Council, Southampton City Council, South East of England Economic Development Agency (SEEDA) and others. These meetings and discussions have helped underline the importance of working together, allowed a two-way dialogue and helped contribute to the development of this document.





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