

# Engineering Services



Local  
**Transport**  
Plan 2006-11

# Progress Report 2008



Head of Engineering Services



## Foreword

Welcome to our 2008 Local Transport Plan Progress Report in which you will find an update on the progress we are making in delivering a broad range of local improvements, including some very exciting and innovative transport schemes and initiatives.

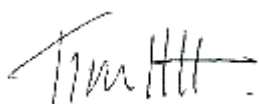
I believe that the Council has a lot to be proud of in terms of the progress and ongoing improvements that are being made. The adoption of our challenging Eco-Island Sustainable Communities Strategy, the development of a new Local Development Framework (Island Plan) and progress towards delivery our highway maintenance Private Finance Initiative (PFI) have provided us with a firm foundation on which to build for the future.



We continue to take an innovative and exciting approach to improving local transport, reducing accidents and increasing travel choice on the Island. We have re-evaluated and improved our financial management and procurement processes and are using our Transport Asset Management Plan, not only to inform and guide our spending, but also as an essential part of delivering our PFI.

Ongoing work with our partners has helped to dramatically increase the number of passengers using our local bus services and rail improvements are being made through the Community Rail Partnership as well as through the development of a new and exciting multimillion pound interchange at Ryde Esplanade.

The Council is seeking to increase travel choice and the delivery of a joint Workplace Travel Plan in partnership with our local hospital / PCT, work with Sustrans and others to improve local cycle facilities and delivery of cycle training as part of the school curriculum, are all helping to reduce reliance on the car. In addition to this, our work to develop our Rights of Way Improvement Plan, the delivery of local safety schemes, proactive speed reduction measures and other “hearts and minds” initiatives have all shown that, even as a small authority, we can by working with our partners make tangible and worthwhile improvements.



**Councillor Tim Hunter-Henderson**

Isle of Wight Council's Cabinet Member for Environment and Transport.



# Access to Information

## Report Circulation

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In order to minimise costs and impact on the environment, the Council will not be providing printed copies of this full report but will instead make copies available on CD-ROM and via the Council's website (see below).

The Council has also produced a DL leaflet summarising key points and detailing how to view the full report. Copies of this leaflet will be sent to:

- Council Members.
- All Council departments.
- Town and Parish Councils.
- Rural Community Council.
- Quality Transport Partnership members.
- Transport operators.
- Interest groups / organisations.
- Major employers.
- Health service providers.
- All Island schools.
- Isle of Wight College.

## Available on the Internet

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This full report together with the Council's first and second Local Transport Plans and previous Annual Progress Reports can be downloaded from the Council's website.

Other documents are also available online, including the Sustainable Community Strategy – "Eco Island", the Council's Corporate Plan, Best Value Reports, Unitary Development Plan, details of the emerging Local Development Framework (LDF) Core Strategy and Local Agenda 21 strategy.

The Councils website can be found at [www.iwight.com](http://www.iwight.com) or [www.iwight.com/transport](http://www.iwight.com/transport) for the LTP, APRs and other related transport documents.

## Inspection Copies

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The Council has made CD copies of this document available for inspection at the following locations:

- Island libraries: Newport, Ryde, Sandown, Shanklin, Ventnor, Cowes, East Cowes, Freshwater, Brighstone, Bembridge, Niton, and on the Mobile Library.
- Isle of Wight Council - Customer Reception Area, County Hall, High Street, Newport.
- Engineering Services, Enterprise House, St Cross Business Park, Monks Brook, Newport, Isle of Wight.
- Planning Offices, Seaclose Offices, Seaclose Park, Fairlee Road Newport, Isle of Wight.

- Customer Information Points.

## Other Versions

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For details on how to obtain a copy of the plan in large print, Braille, on tape, disc or in other languages, please contact Chris Wells on (01983) 821000 (type calls welcome) fax (01983) 823545 or email: [chris.wells@iow.gov.uk](mailto:chris.wells@iow.gov.uk)

## Explanatory Leaflets

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A set of information leaflets have been produced explaining all aspects of the Council's Engineering Service, including leaflets on Local Transport Plans, Annual Progress Reports and School Travel Plans. Copies of these leaflets are available free of charge from the Engineering Services department or can be downloaded from the Council's website at [www.iwight.com/transport](http://www.iwight.com/transport)

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Typetalk calls welcome

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## A. Introduction

### A.1 Local Transport Plan (LTP)

The Transport Act 2000 requires every Highway Authority in England and Wales – with the exception of London Boroughs, to prepare a Local Transport Plan (LTP2) for their area. The aim of which is to set out the Council's long-term vision for transport and includes a five year strategy and investment programme.

The Isle of Wight Council's first Local Transport Plan (LTP) was compiled in 2000 and covered the years 2001-2006, with progress reported every year in the form of an Annual Progress Report submitted for evaluation to Government Office for the South East (GOSE) and the Department for Transport (DfT).

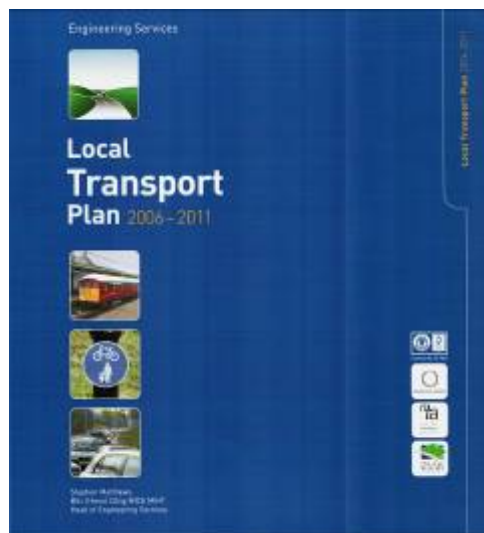
The Council's second plan (LTP2) was submitted to Government in March 2006 and as an adopted Council Plan runs from 2006-2011. The second LTP was based around the delivery of the Local Government Association's "shared priorities" agreed with central government; these are accessibility, safety, air quality, and congestion. When producing the Plan the Council chose to add to these and included additional topic areas of particular relevance to the Island, these are – economic prosperity and regeneration, the environment, effective management and value for money.

The plan contains 21 key performance targets and is monitored against progress towards the delivery of these indicators.

#### A.1.1 How we reported our progress in 2007

The Government chose to relax its requirement to report on the delivery on LTP targets in 2007 and rather than produce a full APR, Local Authorities (LAs) were instead required to only submit maintenance data, transport finance forms LTP F1-4 and a short report detailing our performance on 5 core indicators.

The Council submitted the statutory return as required, but recognising the importance of maintaining the collection and reporting of data and delivery, chose to produce a slimmer APR for use by officers, members, stakeholders as well as the general public. Only a very few copies of the plan were printed for internal use only and the report was instead made available at [www.iwight.com/transport](http://www.iwight.com/transport) and a leaflet setting out our delivery and progress sent to Elected Members, key stakeholders and made widely available.



## A.2 Why did we produce this Report?

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In 2008, the Department for Transport required Local Authorities to produce an APR and in doing so review their progress in implementing their second LTP. The requirement is that this report looks back to the start of the second LTP period and looks forward to the end of the plan and beyond.

The aims of this Report are therefore to:

- Assess our progress in delivering the second LTP.
- Identify changes in local circumstances.
- Highlight delivery against the shared priorities.
- Identify our progress against the delivery of the 21 targets.
- Consider any barriers to delivery.
- Identify mitigating actions.
- Highlight best practice.
- Identify spending and projects delivered.
- Engage with delivery partners.

## A.3 How this report is structured

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This report has been structured to reflect the guidance on second Local Transport Plans (LTP2) Progress Reports (2008) produced by DfT, a copy of which can be found at [www.dft.gov.uk](http://www.dft.gov.uk).

The report has been produced in plain english and in a simple, straightforward manner.

The report is divided into the following sections:

- Foreword – by Councillor Tim Hunter-Henderson.
- Access to information – how you can get hold of a copy of this report.
- Introduction – this section sets out why the plan was produced and its contents.
- Transport’s contribution to the wider objectives – including news on our new community strategy “Eco Island” and the development of the Local Development Framework (LDF) – Island Plan.
- Improving accessibility.
- Promoting economic regeneration and prosperity.
- Improving road safety & health.
- Improving air quality & the environment.
- Tackling congestion – increasing travel choice.
- Ensuring effective management – including traffic management, developing our PFI initiative, spending and value for money.
- Performance indicators – our delivery against targets.

Each section covers the following themed areas:

- What we have done (April 2006 – March 2008), looking at schemes & initiatives aimed at achieving the targets set out in LTP2.
- Summary of key actions, detailing key actions identified in LTP2.
- Ongoing work in this area (April 2008 – March 2011), looking at planned actions to address issues and targets identified within LTP2

- Ongoing delivery – looking forward, summary of actions and initiatives planned for the remainder of the LTP2 plan period to aid in achieving the targets.
- Risks and opportunities, identifying possible risks to the successful delivery of schemes & initiatives and any mitigation to assist in achieving the targets.
- A jargon buster, explaining acronyms used, together with a copy of location map and Annex C style checklist showing key areas of reporting required by Government and where we have addressed these in the document are also included so as to help the reader.

### A.3.1 Identifying key delivery actions

Each section of this report includes tables setting out a summary of our delivery and proposals for ongoing delivery. An example of these tables is included below.

Issue	Action
Traffic management	<p>We are looking to improve traffic management – through liaison with the utilities and others and where possible reducing delays to help maintain the free flow of traffic.</p> <p>Traffic flows – we have employed consultants to explore opportunities to improve traffic flows at key locations – i.e. Coppins Bridge.</p>

### A.3.2 Highlighting best practice

This report highlights a number of areas where we believe we have been successful in putting the message across or improved our delivery by working with others or in an innovative way. We have chosen to highlight these 'showcase projects' throughout this report, this has been done by highlighting the text in blue as indicated below:


Delivering the healthy schools initiative – through partnership working.

### A.3.3 Looking at risks and opportunities

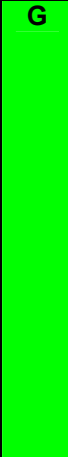

The Council is also required to consider risks associated with the delivery of schemes and improvements and has chosen to identify these by including a risk analysis table at the end using a 'Red Amber Green' system. Each topic area and section also includes a 'direction of travel' of performance which highlights whether the section is 'making significant progress', 'no or little progress' or 'regression'. This table is based on the wording included in the government guidance and an example of this table is included below.

Key:

- R** A red rating would mean there are major problems in this thematic area, which mean a lot of remedial action needs to be taken for the LTP2 to be delivered.
- A** An amber rating would mean there has been good progress in this theme but major challenges have been encountered, which mean that more or different action may need to be taken.
- G** A green rating would mean that the key outcomes the LTP2 set out for this theme are on track to be delivered in full, or equivalents delivered, or

 exceeded. It may also apply where targets or outcomes have not been fully delivered or met, but mitigation is already in place.

### Risk Assessments

Area	RAG	Direction of Travel	Mitigation Action Comment
Access to Island healthcare	 G	◀▶	Support from Island healthcare providers - For the successful delivery of this action plan the Isle of Wight PCT must be willing to work alongside the Council to implement a Travel Plan for St Mary's Hospital as well as ensuring that transport details are made readily available regarding Community Transport, Hospital Car Service and bus services. To date a meeting has been held between the PCT, Council and QTP members, at which the PCT expressed a willingness to ensure that the facilities offered by the hospital are accessible to all.
Workplace Travel Plans	 A	▲	Partnership Working – The development and implementation of WTPs relies on the support of both employers and employees.

Each risk assessment also has a summary of overall risk for the section. This aims to give an overall status, taking into account each specific area, it recognises that although some areas may be particularly challenging, other areas of strength can counteract weaknesses, resulting in good overall progress.

## A.4 Consultation

The preparation of this document has allowed us to engage with our delivery partners and by working in conjunction with them identify areas of success and areas where we need to improve. The consultation process has included the following:

- Consultation and liaison with officers.
- Discussion / consultation with individual transport users.
- Consultation discussion through the Quality Transport Partnership (QTP).
- Elected Member involvement.
- Presentation to the ISP (Island Strategic Partnership).

### A.4.1 Meeting and presentations

The opportunity was taken to update members of the QTP at their June 2008 meeting, to which was invited transport operators – ferry, bus, rail, hovercraft, taxi and freight. Transport users, including the local Bus User group, motoring group, CycleWight – local cycle action group, Friends of the Earth,

Chamber of Commerce, Federation of Small Businesses and colleagues from planning.

## **A.5 Taking account of Government feedback**

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### **The GOSE Decision Letter**

The Council's second Local Transport Plan was assessed by government and the letter from GOSE in December 2006 covered a number of areas including the funding allocations for the full five years 2006 – 2011 together with a detailed assessment of the content of the plan.

The Plan was assessed to be "good" by GOSE, with one element "involvement" seen to be "excellent". With regard to this area, the DfT noted "strong evidence of cross departmental working through internal workshops and the general level of information provided on wider Council agendas throughout the plan" and that "the structures in place around the Island Futures work, the Quality Transport Partnership and the LTP provide evidence that this community engagement should be ongoing."

In their overall assessment of the Plan the GOSE remarked that the "Local Transport Plan has built on the promising start made by the Provisional Plan" and that "the strong linkages to the wider agenda on the Island have been reinforced by the parallel development of the final LTP and the Local Development framework which together aim to deliver the Islands regeneration aspirations". They concluded "as in the Provisional Plan, the evidence of a joint working within the Council, with partners and with neighbouring authorities is particularly strong".

The only area which GOSE felt would benefit from some further clarification was in criterion three, "Maximising Value from Resources," where it was felt that the Council should further refine its priority ranking system through the addition of a value for money (VFM) element. This has now been done and details including methodology and improvements in this area are included in this report under the Section entitled Ensuring Effective Management.

### **Comments on this report**

Colleagues at Government Office have been consulted during the production of this report and copies were supplied in August as requested, with updated and revised copies supplied in September and October. The content and approach adopted has taken account of the original government guidance and subsequent comments made. The feedback from GOSE has been positive and comments received in November 2008 indicated that the draft had taken into consideration earlier comments made and was of an acceptable standard and "easy to read and informative."

### **Taking account of Defra feedback**

A copy of the August 08 version of this document was sent by GOSE to (Department for Environment Farmers and Rural Affaires) Defra for comment. Their comments were focussed primarily towards the Air Quality element of the Improving Air Quality and the Environment section of the plan and the text

in this area was subsequently amended to take account of the comments made.

## **A.6 Summary of our progress**

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### **Putting the plans in place**

The Council has a lot to be proud of in terms of our recent progress and the adoption of the Eco Island strategy with its challenging target for carbon reduction, good progress on the development of the LDF – Island Plan, “refresh” of the economic strategy and other key documents plus the development of our Highway Maintenance PFI initiative gives us a firm foundation to build on over the next few years.

### **Taking an innovative and exciting approach**

We are currently on track with the bulk of our targets (71%) and by building on the success of LTP1, using a targeted approach and introduction of an innovative and exciting approach to improving transport and changing travel behaviour at a local level, we now starting to see some real gains and improvements.

This report highlights our recent successes and areas where we know we need to improve. It explains how bringing cycle training into the school curriculum, developing our School Travel Plans in partnership with others, encouraging travel by public transport – through the Community Rail Partnership and supporting free travel by bus and train have all seen real and tangible benefits.

In addition to this our progress towards integrating our Rights of Way network and a whole host of driver awareness campaigns and speed initiatives has shown that even as a small Unitary Authority we can and do choose to punch above our weight.

## B. Transport's contribution to the wider objectives

### B.1 Introduction

Section B of LTP2, sought to set transport on the Island in the wider context. It gave a brief overview of the Island, its people, where they live and what they do. It explained how LTP2 fits with and takes account of National Policies, existing and emerging Regional Strategies, our Community Plan – “Island Futures”, our Corporate Plan, the emerging Local Development Framework (Island Plan) and other local policies and strategies.

#### B.1.1 Update on progress

This section of the Progress Report seeks to give an update on where we are now, what has changed in terms of local direction and focus and identify the factors which have together contributed to local transport improvements. It also indicates our direction of travel and what we hope to achieve during the rest of the LTP period.

Particular areas highlighted in this section are:

- Taking account of the bigger picture.
- Local Area Agreement.
- Sustainable Community Strategy.
- Local Development Framework.
- Transport and Economic Regeneration.
- Working with our neighbours.
- Improving accessibility.
- Transport and health.
- Partnership working.
- Improvements and investments.
- Raising standards and lifelong learning.
- Healthy schools.
- Reducing food miles.
- Transport and waste.
- Delivering our Rights of Way Improvement Plan.

#### B.1.2 Background

The Island is almost unique in that separated from the mainland we are a clearly defined travel area which nobody travels through as part of a longer journey. Our landscape, rural nature, impacts and importance of tourism also sets us apart.

The Island has a 833km (517 mile) road network which radiates out from Newport like the spokes of a wheel and our 827km (514 mile) network of public rights of way is important to both transport and as a tourism asset. Over 50% of the Island is designated an Area of Outstanding Natural Beauty (AONB) and our landscape is unusually rich in species and habitats, compared to other similar mainland areas.

The geology of the Island is such that it is split west to east by a high chalk ridge to the north of which the underlying conditions are predominately clay and to the south of the ridge generally more fertile soils, but notably with patches of clay and less stable ground near Ventnor and areas along the southern coast. The geology of the Island is clearly important in terms of how it relates to road maintenance, road condition and land stability issues.

### **People and transport**

The numbers of people living on the Island, where they live & work go to school & college are all factors which can impact on our transport infrastructure, in particular issues such as congestion, air quality and the environment.

### **Demographic changes**

Section B.3.3 of LTP2 gave details of the Island population and where people live. This was based on the most recent census (2001) and gave a total population of 132,731. It made clear that between the census years 1991 and 2001 the Island had seen a 5.4% increase in population – a figure that is higher than for any other region nationally.

The Island's population has continued to increase and the estimate for 2007 is 138,500. Where people live, how old they are and how they travel is an important issue in terms of transport, health provisions, education and planning and the emerging LDF - "Island Plan".

## **B.1.3 Taking account of the bigger picture**

It is now generally recognised that we need to address the adverse consequences of transport and by making the best of what we have, increasing travel options and engineering solutions, reduce reliance on the car to tackle congestion and pollution.

Two reports recently commissioned by the Government, Stern and Eddington, have underlined the need to reduce the impacts of transport on our environment and conclude that with proper planning it is possible to maintain accessibility and mobility without damaging people's lives and the planet.

### **Stern Review**

The independent Stern Review produced by Professor Stern and published by the Government in October 2006 looked at the economics of climate change and made it clear that impacts of climate change would, as well as damaging people's lives and the planet, have a massive global economic cost. His report argues that providing that the right policies are in place now, these costs both to the economy and climate can be managed and reduced.

### **Eddington Transport Study**

The Eddington transport study confirmed that transport is vital to the economy and argued for a targeted approach to addressing issues relating to the most seriously congested parts of our urban, national and international networks. His report stresses that an innovative approach which makes the most of



existing networks through good regulation and sends the right price signals to users and transport providers is likely to be just as important as further investment in new infrastructure.

### **Towards a Sustainable Transport System**

Government Report “Towards a Sustainable Transport System” (TaSTS), published in October 2007 was produced as the Government’s response to the Stern and Eddington reports. TaSTS takes account of their content and sets out the Government’s transport investment and policy plans to 2014 and proposals for a new approach to strategic transport planning for the period beyond that.

It is clear that these two influential reports are now helping to shape the transport delivery and spending at a national level. Further consultation is planned for the Autumn 08 during which the Government will seek comments on its goals and challenges. There can be no doubt that TaSTS will also influence the approach to be taken in the next Local Transport Plan, LTP3.

Reducing our carbon footprint is a central core of our Eco Island – Sustainable Community Strategy, details of which are included below.

### **South East Plan**

On 31 March 2006, the Regional Assembly submitted the draft South East Plan to Government. Produced following more than two years development work the document is a full revision of Regional Planning Guidance 9 (RPG9 - the current Regional Spatial Strategy for the South East) and covers the period to 2026. The Plan is not considered a minor amendment of RPG9 and includes recent partial reviews of a range of policies and strategies including the Regional Transport Strategy.

The core document outlines the regional strategy, scales of change, broad locations for development and policies for our region. It also includes strategies for each of the 9 sub-regions and the Isle of Wight Special Policy (IWSPA) Area. Policies within the IWSPA support the LTP and emerging LDF, identify the quality and character of the Island, support economic regeneration, local housing development and highlight the need to maintain and improve our strategic cross Solent transport links.

Section B.10.4 of LTP2 illustrated the links between the Island’s LTP and the SE Plan and included a plan of the region on which was indicated the proposals to improve Ryde Interchange.

The Council recognises the important role played by the Assembly in terms of spatial and transport planning and is working with them on the development and delivery of bids for funding to help address local transport issues. Further details of these bids are included later in this document under the section entitled “Ensuring Effective Management”.

#### **B.1.4 Hitting our targets**

The new National Indicator Set (NIS) for local authorities and local authority partnerships was announced as part of the Chancellor’s Comprehensive Spending Review in October 2007.

The introduction of the new NIS has been beneficial in a number of ways. Under the changes the number of indicators has been radically reduced, from around 1200 to 198 and the method by which these are reported and delivered has helped strengthen the linkages between the Council and its local delivery partners, including the Primary Care Trust and Police.

### **The new Local Area Agreement**

At the same time the Local Government White Paper 'Strong and Prosperous Communities' set out fundamentally different arrangements for delivering our Local Area Agreements (LAA).

The aim of the new agreement is to provide local authorities and their partners with the flexibility and capacity to deliver the best solutions for their area.

### **Improving our performance**

The Council and its partners have embraced this process and in order to pursue our aim to become an excellent Council and be in the best possible position for the forthcoming CAA assessment, Directors and Heads of Service have identified those NIS indicators (excluding the LAA indicators which are reported independently) that can be used to help inform and guide our progress on a more regular basis.

The aim is to report the whole NIS quarterly to the Key Delivery Partners (KDPs) Island Strategic Partnership (ISP) as part of the Performance Management Framework that will also include the LAA and monitor progress against the indicators. As part of this process a Red Amber Green summary report is now being presented to Directors Team as part of the normal quarterly reporting process.

### **Transport and the LAA**

The Islands Local Area Agreement includes 73 measures; of these five are transport indicators. The local LAA transport indicators are as follows:

- NI 047 People killed or seriously injured in road traffic accidents.
- NI 048 Children killed or seriously injured in road traffic accidents.
- NI 069 Non principal classified roads where maintenance should be considered.
- NI 175 Access to services by public transport, walking and cycling.
- NI 177 Local bus and light rail journeys.

Agreed with Government, the targets chosen cover those key areas of concern and are based on or reflect the targets established through the LTP process.

## **B.2 What we have done (April 2006 – March 2008)**

Since the production of LTP2 the Isle of Wight Council has completely reviewed its overarching Local Community Strategy. This new plan contains a set of challenging targets, the implications of which will guide the

development of the Island and through other plans and decisions potentially impact on us all.

### **B.2.1 Sustainable Community Strategy**

Launched in March 2008, Eco Island – is an ambitious strategy which sets out how the Island will become a thriving, dynamic and confident community, which is in balance with its environment.

Developed by the Island Strategic Partnership (ISP) which includes the Isle of Wight Council, the Local Health Authority, Police, voluntary and community organisations, IW College, the business community and Government Departments, Eco Island was deliberately named as such so as to highlight its key area of focus for sustainability – the environment.

The ISP has worked with residents and the many sectors of the community to develop this exciting strategy which will now shape the Island from 2008 - 2020.

#### **Four Key Themes**

The Eco Island ambitions are set out under four themes. These are as follows:

- Thriving Island
- Healthy and supportive Island
- Safe and well-kept Island.
- Inspiring Island.

Eco Island is a broad-based strategy the aim of which is to improve the social, economic and environmental sustainability of the Island. It is intended that this strategy will help build stronger, healthier communities, with more opportunities for everyone to be part of local life. The Island already has a very strong sense of place – a clear boundary and identity. Eco Island will build on this and enhance communities pride, give a focus under which we can protect our surroundings and as a result enjoy a better life. Eco Island offers a clear framework for improving the quality of life for all who live and work on and visit or invest in the Island.

#### **Eco Island Vision and values**

Our Vision: Eco Island 2008 to 2020 is as follows:

“We want the Isle of Wight to become a world renowned Eco Island, with a thriving economy and a real sense of pride, where residents and visitors enjoy healthy lives, feel safe and are treated with respect”.

Our vision is driven by shared personal and community values, which will define how the ISP leads the Island towards its success.

The Island has a:

- Strong sense of community.
- Passion and enthusiasm for its development.
- Desire and willingness to improve what we do and what we have.

- Commitment to get things done.
- Positive, outward-looking approach.
- Respect of others and their contribution.

### **Transport at its heart**

Eco Island recognises the importance of transport and accessibility. Communities need to be able to keep in contact with core services, which can be a challenge to some communities, particularly in rural areas. All our communities need effective transport methods and routes, to ensure local businesses can thrive and bring their products to market.

Economic prosperity and social cohesion depend on communication routes which are effective and affordable, which has implications for public transport. There are also a number of interest groups which support alternative transport methodologies and plans are coming forward for tramways, greenways and Island-wide car-sharing schemes.

### **Ambitious Action Plan**

The Eco Island strategy has an Action Plan, which contains over 100 targets by which the delivery of Eco Island will be measured and the Island's progress towards its target of "two-planet living" and the lowest carbon footprint in England by 2020 can be achieved. These targets have significant implications for the nature of transportation on the Island at present and in the future; transport behaviours will have to alter significantly to meet those targets.

### **Working in partnership with Southampton University**

The Council has signed a Memorandum of Understanding with the University of Southampton. Under the terms of this strategic agreement, the Council and its partners on the Island's Strategic Partnership will be able to benefit from the University's expertise in a number of areas, one of which is research into modal shift and transportation policy planning. This will be useful in conjunction with the PFI funding which the Island has secured, to develop a more holistic approach to transportation route planning and use, informed by world-leading research and expertise.

As part of this memorandum the Council has produced a Prospectus for Eco Island. This document sets out the opportunities for investment in a number of different industrial classes, which are necessary for the Island to achieve its carbon footprint targets. Transportation is a key part of this and the Prospectus sets out a number of investment opportunities, for research funding organisations and private ventures. It is recognised that the Island has the potential to provide valuable test-sites for next generation vehicles, public and private, and the University's expertise could underpin these developments.

### **Making a difference now**

The Sustainable Community Strategy includes 35 "Island Promises" – actions to be delivered between 2008 and 2010. The development and adoption of a

Workplace (Green) Travel Plan, to be produced by the Council in partnership with the PCT is included as one of the promises.

Another good example is the “greening” of the IOW Festival, where alongside recycling, promotion of local foods and other initiatives to reduce the events carbon footprint, sustainable transport and how people get there was just one of the new initiatives recently introduced. Transport initiatives included:

- On site cycle racks - as part of an ongoing Council initiative used at other local events.
- Cycle hire for travel to and from the festival through London Bicycle.
- Promotion of Liftshare as a method of travelling to and from the festival.
- Taste of the Wight – promotion and supply of local food.

At the beginning of 2008, John Giddings, organiser and promoter of the Isle of Wight Festival, made a decision to make it a more ecologically aware and sustainable event, and since then, he has teamed up with environmental consultants to the music industry, Proper Productions, to look at ways of running the festival in a more ethical and responsible way.

The result is a commitment to a five year programme of positive actions that will leave a lasting legacy for the future of the island with initiatives such as long term conservation projects; implementation of local business partnerships in a vow to "keep it local"; plus a year on year improvement in the festival's operations to limit the impact of over 55,000 visitors.

John Giddings Promoter stated *"With the Isle of Wight Council recently announcing their vision of creating an eco island and becoming carbon neutral by 2020, this was definitely the year to put our money where our mouth is and make a positive difference. Obviously with a festival of this size it would be unrealistic for us to say that from now on the event will be run with zero impact on the environment, but more realistic and believable for us to say we are committed to ongoing improvement, with a long term vision to not only reduce our impact but also give something back to the Island that hosts our event every June"*

Details of Eco-Island can be found at [www.eco-island.org.uk](http://www.eco-island.org.uk) Details of the Isle of Wight Festival can be found at [www.isleofwightfestival.com](http://www.isleofwightfestival.com)

## B.2.2 Local Development Framework (Island Plan)

The Isle of Wight Council is currently reviewing its Development Plan process and is working with its partners on the development of a Local Development Framework (LDF) for the Island. Sitting below Eco-Island, this “forward looking” plan will, when adopted, supersede the current Unitary Development Plan (UDP) and guide development, environment, sustainability and regeneration issues until 2026.

Consultation has been crucial to the development of the Island Plan which has been formulated in partnership with the ISP, a broad range of external partners, Council Members and Officers.

Council departments and external partners have been involved in discussions on the progress of the Island Plan and have been providing input into how this document will help to put in place the Eco Island “deliverables” and key Council initiatives and development strategies.

### **Themed workshops**

As part of this process the Council has carried out a number of themed workshop sessions covering a broad range of topic areas including Economic Development, Sustainable Development, Housing and Transport.

These workshops were held in the evenings and were very well attended. Those attending included members of the public, Council Officers, Elected Members, Town and Parish Council Members, transport operators, transport users, local architects and developers. These sessions raised a number of useful comments and suggestions which have helped inform the Island Plan process.

### **Transport as a cross cutting theme**

It was clear from these discussions that the subject of transport and accessibility cut across a number of workshops. Issues such as the location of new development, the need to encourage more travel by sustainable means, congestion, cost, availability of transport and health were issues that were often raised. LTP2 was deliberately written so as to take account of the emerging LDF and the themes raised as part of the LTP are now reflected in the LDF.

### **Ensuring consistency between the LTP and Island Plan.**

Consideration undertaken as part of the development of the Core Strategy has highlighted the possible need to reconsider how we address transport issues on the Island. One issue of particular interest is our approach to future traffic growth and how the current LTP target currently sits with the new more challenging Eco Island Strategy.

Discussions underway at the time of writing may impact on the underlying principles set out in the LTP. It is anticipated that any revisions will be the subject of considerable debate and the Council will be pleased to share the outcome of these discussions with GOSE as appropriate.

### **Core Strategy**

The Island Plan will be delivered in stages by a number of documents. The first document is the Core Strategy which sets out the spatial vision and overarching strategic objective for the Island. The timescale for delivering this plan has been established and published. Key dates are as follows:

#### *Core Strategy Preferred Option*

- Considered by Cabinet – July 2008
- Consultation – August / September 2008.

### *Submission Core Strategy*

- Considered by Cabinet – Autumn 2008.
- Consultation – December 2008 / February 2009.

The document is due to be adopted at the beginning of 2010. Other daughter documents will include, evidence papers supporting housing, employment and transport proposals and initiatives.

Details of the Island Plan, its development and timetable can be found at: [www.iwight.com/living\\_here/planning/images/RevisedLDSJune2007.pdf](http://www.iwight.com/living_here/planning/images/RevisedLDSJune2007.pdf)

### **B.2.3 Economic regeneration**

The Council has revised and updated the Isle of Wight Economic Development Strategy so as to relate more closely to and support Eco Island, the Island Plan, LTP and other key documents.

The strategy which has been revised over a number of months has been to Informal Cabinet, the Economy and Environment Key Delivery Partnership, and adopted by Full Council on 18 July 2008.

The Strategy will now form part of Eco-Island, set the economic scene for the Island Plan, and highlight the importance of transport infrastructure as being key to the economy of the Island. The ISP Delivery Partnership is now responsible for the development and delivery of the plan.

## **B.3 Working with our partners**

The Council recognises that whilst it may be in the best position to improve our local transport infrastructure – highways, rights of way etc, it is not, with some exceptions (Cowes to East Cowes Floating Bridge and Wight Bus) a transport operator with the result that local buses, trains and ferries are owned and operated by others. As a result some of our 21 LTP Targets, although in part influenced by what we do in terms of financial support, promotion, joint working, coordination and regulation, sit more squarely within the responsibility of a range of operational partners.

Particular targets include:

- T1 Bus patronage.
- T2 Bus punctuality.
- T3 Satisfaction with local bus services.
- T4 Train patronage.
- T5 Train punctuality
- T6 Train reliability.
- T7 Ferry patronage.
- T10 Access to Newport Town Centre.
- T14 Cycle safety training.

It is clear that investments and improvements made to local transport services, such as new infrastructure including ferries, buses, rail infrastructure, timetabling, ticketing and information can play a large part in influencing by what method and how often people travel.

The Council itself has a key and complimentary role to play in improving transport facilities and the investment in hard infrastructure such as Ryde Gateway (major Bid), new bus shelters, footways and road maintenance and improvement, help improve the transport picture. It is essential therefore that we work with our partners to ensure the best possible improvements in services and in doing so help deliver our targets. This is done through a number of ways including the development and monitoring of the LTP, continuation and operation of the Quality Transport Partnership and its daughter groups.

### **B.3.1 Delivery through the Local Transport Plan**

The LTP was developed through wide ranging consultation including a series of structured workshops and discussions including transport operators.

These discussions helped shape and inform the production of the final plan, establish the targets and inform and assist our accessibility planning work.

#### **Quality Transport Partnership**

The Isle of Wight Quality Transport Partnership (QTP) was an integral part of this process and includes transport operators – ferry, motorcycle, bus, train, taxi, and freight – road and water, plus transport users including motoring groups, cycle and bus, Friends of The Earth, Chamber of Commerce, Federation of Small Businesses and representative from the local NHS Trust.

The Group which was established some 10 years ago and countersigned by Glenda Jackson MP in her role as the then Transport Secretary, continues to meet regularly to discuss and progress a broad range of transport related issues.

As well as its involvement in the production of both LTP1 and LTP2, the group has also been influential in the development of the LDF (Island Plan) and established the “daughter” groups - Freight Working Group, Community Rail Partnership and Cycle Forum.

The QTP is currently chaired by a representative from the Chamber of Commerce. Recent discussions have included:

- Development of the Island Plan
- Newport traffic improvements.
- Local Transport Plan.
- Accessibility - access to St Mary’s Hospital.
- Freight issues and feedback from the working group.
- Bus development improvements – presentation.
- The introduction of new hovercraft – presentation.
- Motorcycle test facilities – site investigations.



## **B.4 Cross Solent issues**

### **B.4.1 Transport for Southern Hampshire / Partnership for Urban South Hampshire (PUSH)**

The Council has continued to participate in the consideration and discussion of the broader transport and planning issues relating to our neighbouring authorities.

As an Island the Isle of Wight relies on cross Solent transport connections for the movement of nearly all imported and exported goods and personal travel are a major factor in the social-economic development and economic prosperity of the Island. There is no form or physical road link between the Island and the mainland and commercial air services are by comparison to other forms currently very limited. Cross Solent movement therefore relies almost entirely on water crossings and the capacity of the related shore-side infrastructure.

Nearly all goods and services must therefore travel through the south Hampshire area and although not a full member of Transport for South Hampshire (TfSH), officers from the Isle of Wight Council have joined in discussions with colleagues in Portsmouth, Southampton and Hampshire on a number of issues.

This helpful and constructive dialogue has been very useful as both an update as to what is happening “over the water” and as a method of making comment and inputting into issues of particular relevance to the Island.

### **B.4.2 Island Ports Sustainability Study**

The Isle of Wight is the only inhabited Island in England and Wales, other than the Scilly Isles and Isle of Man without a fixed link to the mainland. The Island falls within the South East Region and is recognised in the South East Plan with special policies for regeneration and economic lead growth. This future growth will be reliant on the provision of adequate infrastructure, including transport and cross Solent links.

#### **Cross Solent issues**

Concerns have been expressed that the growing demands for cross Solent transport of goods and passengers are placing strains on the Island’s infrastructure. The Council’s Policy Commission for Business and Infrastructure carried out an Island Ports Sustainability Study under which key stakeholders were invited to present evidence to an Inquiry either in person directly to the Policy Commission, informally or in writing.

#### **Consultation and presentations**

A formal presentation was made to the Commission by consultants MVA who had been commissioned to look at cross Solent movements by Planning Services. This presentation was of a report entitled “Cross Solent Movement Study” dated June 2006 and was published and made available as the basis for wider consultation with stakeholders. Subsequent presentations were made to the Commission by the Isle of Wight Economic Partnership,

Chamber of Commerce, The Federation of Small Businesses, The Quality Transport partnership and Steve Porter Transport Group.

As part of this work informal presentations were given by Wighlink, Red Funnel, Hovertravel, Natural England (formerly English Nature), Yarmouth Harbour and IWC Emergency Planning Business Continuity Officer.

The importance of mainland connections was also recognised as an important element of this work and a meeting was held with officers from Hampshire County Council, Southampton and Portsmouth City Councils and the Harbour Master for Portsmouth Commercial Port to gather issues relating to access of mainland ferry terminal.

Written presentations were received from Cowes Harbour Commissioners and an article and questionnaire was widely circulated in the Councils "One Island" magazine and on the IWC website. This generated the receipt of 147 returns on line and 587 paper returns.

The Inquiry highlighted issues relating to:

- Growth and capacity.
- Wharfs and the transfer of bulk goods.
- Ferry freight distribution.
- Vehicle ferry terminals.
- Passenger ferry terminals.
- Mainland terminals and connections.
- Real time travel information.
- The environmental impacts.

### **Ports Study – Conclusions**

The Inquiry concluded that the Island is well served by regular, frequent passenger and vehicle services with a choice of routes. It noted that the services are not subsidised and there has been significant private investment in the existing operations serving the Island residents and visitors.

It recognised the impacts on both sides of the Solent in particular pressure on parking in locations near passenger terminals and traffic implications, in and around the car ferry terminal terms. It also highlighted problems associated with capacity at terminals particularly where single boat loading is operated, freight handling/storage and options for the creation of a new terminal(s).

Discussions with mainland authorities was able to help identify issues relating to access to existing ports, capacity problems and opportunities / problems for enlarging/ developing existing facilities. These discussions were particularly useful when considering ideas for the location of new mainland ports.

Further details of the Island Ports Sustainability Study, the conclusions and recommendations can be found on the Council's website at: [www.iwight.com/overview and scrutiny/Policy Commissions/islandpo.asp](http://www.iwight.com/overview_and_scrutiny/Policy_Commissions/islandpo.asp)

## B.5 Solent crossings – improvement and investments

The Island is possibly unique within Britain, in that surrounded by water; entry to the LA area is by a limited number of transport routes and access points. Cross Solent routes operations and cost of travel are therefore a very important element of living on, working on and visiting the Island.

LTP2 recognised this fact and one of the 21 targets is the total number of passengers crossing the Solent on any of the 6 routes. These are:

- Yarmouth to Lymington – roll on roll off vehicle / passenger ferry.
- Cowes to Southampton – Red Jet (fast catamaran – foot passengers only).
- East Cowes to Southampton – roll on roll off vehicle / passenger ferry.
- Fishbourne to Portsmouth - roll on roll off vehicle / passenger ferry.
- Ryde Pier to Portsmouth – Fast Cat (fast catamaran – foot passengers only).
- Ryde to Southsea (Portsmouth) – Hovercraft (foot passengers only)

The Council maintains a regular dialogue with the cross Solent operators at a number of levels. All the operators are members of the Island's Quality Transport Partnership (QTP) and have been regular attendees.

The QTP is a valuable forum and is used to inform and update in terms of operational changes and improvements. The QTP is also just one mechanism to update attendees with regards to the Island transport infrastructure, as well as emerging and on going council plans and policies – such as Eco Island the Island Plan and LTP.

The following gives a brief update to recent developments with regards to cross Solent operations.

## B.6 Wightlink – recent improvements

Wightlink Isle of Wight Ferries operates a round-the-clock service between the English mainland and the Isle of Wight. They run every day of the year on three routes across the Solent and sail up to 230 times a day.

Wightlink operate 3 of the six Island connections, with routes from Yarmouth to Lymington, Fishbourne to Portsmouth and Ryde Pier to Portsmouth Harbour and as such is the principal provider of ferry services between the Isle of Wight and the English mainland.

The company is the largest single user of the port of Portsmouth with more than 47,000 vessel movements over the year compared to around 3,000 naval sailings annually. Adding together all vessel movements - those into Portsmouth and those starting or finishing at Lymington – they operate over 68,000 sailings a year.

They have the fastest crossings, Portsmouth to Fishbourne takes approximately 40 minutes; Lymington to Yarmouth 30 minutes (both car ferries), and Portsmouth to Ryde around 18 minutes (foot passenger Fast Cat catamaran).

Wightlink have continue to invest in their cross Solent operations, with a number of improvements planned to take place within the next few months. These improvements are as follows:

### **Yarmouth to Lymington**

Towards the end of summer 2008 Wightlink are planning to introduce two new ferries on this route with a third to follow in 2009.

Constructed in Croatia the new ferries will replace the 34 year old craft and offer a more fuel efficient, flexible service. Purpose built for the route, the craft are designed to cater for the unique set of conditions experienced on a route which operates in the western approaches of the Solent which can be quite rough and the comparatively shallow, narrow and environmentally sensitive conditions of Lymington River. Consideration



has been given to these issues and computer modelling and tank testing has helped determine that the wash generation from the new ferries will be minimised at 6 knots – the speed limit for the river. The cost of the three new ferries and associated shoreside improvements is in the region of £26m.

### **Fishbourne to Portsmouth**

Wightlink plan to invest in the region of £18m in this route over the next 12-18 months. The route has seen the introduction of their largest craft St Claire and future plans include converting the two younger “saint” class boats to accept loading from new higher level loading ramps, which will allow quicker loading and with modifications to the ferries give additional flexibility and capacity. The older ferry will be modified and retained for the carriage of larger vehicles – freight and coaches.

### **Ryde to Portsmouth – fast cats**

Wightlink are looking to introduce two new catamarans on their Ryde Pier to Portsmouth Harbour route. Purpose designed they will replace Fast Cat Shanklin, built in 1996 and Our Lady Pamela built in 1986. The new vessels will be more suitable for local sea conditions and with more effective and fuel efficient engines will have a slightly slower crossing time from 18 to 22 minutes. The craft have been designed to carry cycles.

### **Ryde Pier**

Wightlink are looking to improve facilities at Ryde Pier Head which together with improvements due to take place on the Esplanade funded as a Major Bid project will dramatically update this important gateway to the Island. Improvements to the Ryde route – new vessels and Pier will together cost in the region of £9m.

The Pier is a listed structure and as such works will require listed building consent. Details to improve Ryde Interchange are included elsewhere in this

report under “Ensuring Effective Management” and [www.rydeinterchange.co.uk](http://www.rydeinterchange.co.uk).

### **Brand new look**

Starting in the summer 2008 Wightlink began the introduction of their new corporate branding. When concluded this refresh will include a new logo for ships and terminals plus a radical overhaul of their website. Taking three years to complete the new look will extend to communication with customers, advertising, public relations, sales promotion activities and consumer literature.

## **B.7 Red Funnel – recent improvements**

Red Funnel considers its self to be the “original Isle of Wight ferry company” with a history spanning almost 150 years in its present form. Today the company operates throughout the day, 364 days a year and currently has the youngest and fastest fleet of passenger and vehicle ferries on the Solent. Red Funnel’s “Raptor” Class vehicle ferries are also the largest with space for well over 200 cars.

Red Funnel operates over 13,800 vehicle ferry sailings and 23,000 Red Jet passenger sailings each year together covering more than 450,000 miles. The company carries over 3 million people a year.



The company introduced three new larger ferries in the 1990s Red Falcon (1994), Red Osprey (1994) and Red Eagle (1996) and carried out a programme of extension and refurbishment of these craft so as to increase vehicle capacity, completing the work in 2005.

### **B.7.1 Cowes to Southampton - High speed connection**

The company operates a number of high speed catamarans between Cowes and Southampton with a journey time of approximately 23 minutes. A free bus service runs between the terminal and Southampton Railway station. Supported by the company, South West Trains and West Quay shopping development this link has helped improve journey time reliability and helped made this a popular commuter route.

The company is currently considering the introduction of a new Red Jet to add to their existing vessels.

#### **Carriage and storage of bicycles**

The Council recognises that the ability to carry bicycles can be an advantage in terms of encouraging sustainable travel and reducing car and cycle parking requirements on both sides of the Solent. The Council has sought to encourage the early consideration of this issue as part of the design of future vessels.

## B.7.2 Ongoing improvements

### Booking and ticketing

Recent work has been concentrated on the development and improvement of their web based reservation and online booking system, which now shows fares and prices for each journey. The company is also looking to upgrade its ticketing system which will facilitate onward journeys by public transport.

### Terminal facilities

The Company is looking to improve terminal check in and is currently evaluating Advanced Number Plate Recognition system. They have also been working with SEEDA on plans to improve transport facilities at their East Cowes facility.

The Cowes terminal will be refreshed as part of their ongoing improvements and Red Funnel are confident that plans to include cycle parking at the terminal will also be considered.

### Vessel refurbishment and improvement

Red Funnel recognise the importance of making the best use of the existing passenger accommodation available on their car ferries and looking forward will be carrying out a planned refurbishment programme to increase the comfortable seating capacity.

## B.8 Hovertravel – cross Solent hovercraft connection

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Hovertravel operate the hovercraft service between Ryde and Southsea and are currently one of only two commercially run passenger carrying services in the world. Operating since the late 1960s the current service operates its “just under 10 minute crossing” throughout the day. The crossing is clearly popular with commuters and in January 2007 the timetable was amended to run every 15 minutes between 07:30 and 08:30 (07:45 – 08:45 from Southsea). The service now operates from 06:30 (Monday to Friday) with 20:35 the last crossing.

In 2007 Hovertravel carried 795,600 passengers – a record number for this service.

### B.8.1 Recent improvements

The company has continued to improve its service with new bigger craft and improvements to passenger facilities on both sides of the Solent.

#### New craft

In June 2007 Hovertravel launched new craft the BHT-130 Named ‘Solent Express’ by HRH Duke of Edinburgh, the craft was designed and built on the Island at Bembridge by Hovertravel’s subsidiary company Hoverwork.

The new 130 seat hovercraft is more spacious than Hovertravel’s existing craft (API-88/100’s) and provides greater comfort and reliability on days of

adverse weather. The new craft increased Hovertravel's operation to a 3 craft service.

The development of the new craft has added benefits in terms of local employment and regeneration and in July 2007 the "Solent Express" was commissioned by transport provider Stagecoach, to run a trial service between Edinburgh and Kirkcaldy. The hovercraft travelled the 530 nautical miles from the Island to the First of Forth in just 13 hrs 12 minutes.

### **Improving connections**

In March 2007 Hovertravel amended the route for its dedicated mainland bus link service. The Hoverbus, which used to take passengers from the Southsea Terminal through to Commercial Road and Portsmouth & Southsea Station, now also stops at the Hard in Portsmouth. The resulting improvement means that passengers can now travel from Ryde to The Hard in 15 minutes.



### **Timetable improvements**

The company carried out a customer survey in 2007 and in January 2008 as a response to this survey increased its commuter services, with an earlier craft introduced running from Ryde at 06:30 (instead of 0650) and an additional evening craft. The last evening service from Southsea was changed to 19:55 instead of 20:10 – except every day during the Summer Season and every Friday between May and September whereby the last service is at 2035

### **Improving travel information**

In February 2008 Hovertravel introduced a new look website with new styling and new features such as the Island guide, weather and attractions/offers page. Hovertravel have already seen a 40% increase in unique visitors.

## **B.8.2 Terminal improvements**

In March 2008 Hovertravel completed the upgrading of its Southsea Terminal to help create a much brighter and more pleasant terminal. New lighting, décor, new toilet facilities, new vending machines, a facelift to the external building together with a new hovercraft landing pad wall with viewing points, were all new features of the upgrade. Hovertravel has received a very positive response from its customers.

## **B.8.3 Integrated ticketing**

At the start of 2008 Hovertravel introduced more combined tickets to attract visitors to the Island and offer Islander's additional mainland journeys .



These new combined tickets include Hovercraft return, bus transfer and entrance to local attractions including Carisbrooke Castle and Pyramid Centre in Southsea.

These new tickets sit alongside Hovertravel's well established combined tickets these include:

- South West Trains combined train and Hovercraft to the Island return.
- Hovercraft plus Island Line train combined ticket.
- Hovercraft and unlimited Island bus travel with Southern Vectis (Hover Rover).
- Combined tickets of Hovercraft return and Steam Railway entrance.
- Hovercraft return and Osborne House entry.

The introduction of these combined tickets has helped facilitate travel on Island public transport and have proved to be very popular with visitors.

## B.9 Improving travel by bus

It is recognised that travelling by bus can help increase travel choice, alleviate congestion, reduce harmful emissions and in doing so usefully support Eco-Island and our efforts to address local congestion and pollution targets. (LTP targets T1, T10, T15, T16 and T17).

Travel by bus has increased dramatically on the Island since the adoption of the LTP. This has been as a result of a number of factors including:

- The introduction of free travel for those aged 60 and over supported by the Council beyond the Government scheme and unrestricted by time.
- Student Rider – Introduced in April 2006, anyone between the ages of 5 and 19 who is an Island resident and in full time education has been able to travel by most Island bus and rail services for a flat single fare (currently £1). This has generated an additional 600,000 journeys.
- Improved bus timetable and bus frequency – in particular on key corridors.
- Ongoing investment in local bus fleet.
- Operators timetable augmented by the continued operation of Councils own Wightbus (school bus) fleet.

The combined result of these improvements is that since setting the LTP target, the numbers travelling by bus on the Island has grown dramatically to such an extent that we have already exceeded our bus patronage target (T1).

With the exception of a small number of Council buses local buses are run by one operator Southern Vectis - part of the Go Ahead group.

Acquired by the Go Ahead Group in July 2005, April 2006 saw the creation of a new network based on core routes with Newport, the Island's capital as the hub of the network. These changes plus increased





frequency and more comprehensive operation, as part the companies strategy to achieve organic growth in the business and to address the Island’s need to achieve a shift from the car to the bus.

Part of the ongoing development has included the introduction of the Island’s first 24 hour bus service on three core routes that serve Newport and principal towns around the Island. This has further helped to support the shift in the extended social and leisure time of their customers.

The numbers and quality of Southern Vectis buses improved over the last three years and the company has ordered 28 brand new accessible low emission double deck buses for Island routes. This £4.5 million investment follows the £1m investment in 2007 in state-of-the art low emission “Euro 5” Mercedes single deckers for the Ryde to Newport route, helping to support a dramatic increase in passengers on this route.

### Looking forward

The 2008 intake of the new Scania buses are now in use on the Island, with the remaining 11 buses scheduled for delivery by Easter 2009, ready for the 2009 summer season. This will take the operating fleet to 72 buses, 63 of which will be low floor.

## B.10 Improving travel by train

Island Line trains operate a popular rail service between Ryde Pier Head and Shanklin and is regularly cited as the national rail networks most punctual operator.

Island line trains became part of the Stagecoach South Western Trains Franchise in February 2007; operating both South West Trains and Island Line trains. The franchise was awarded for a maximum period of 10 years, with opportunities for review included as part of the franchise agreement.



### B.10.1 Station improvements

A program of station improvement works began in June 2007. This included:

- Repainting & remedial repairs to each station (except Ryde Esplanade). The new heritage colour scheme of green and cream has been applied throughout.
- Re-signing of each station (except Ryde Esplanade) by local company AJ Wells. Signs complement the heritage theme at each station and are a representation of former Southern Railway signage.
- New seating has been provided at each station (except Ryde Esplanade).
- New waiting shelters have been installed at Ryde St Johns Road and Sandown.

- An anti-slip surface with tactile edging has been installed at Lake Station to increase safety.
- Electrical upgrade work is currently in progress by Southern Electrical Contractors, with work progressing at all stations (except Ryde Esplanade). This work will be completed over the next 6 months.
- A replacement canopy covering has been fitted to the up (southbound) platform at Ryde St Johns Road station.

### **B.10.2 Rolling stock refurbishment**

Since transfer of the fleet of six Class 483 units from leasing company (HSBC Rail) to Stagecoach South Western Trains in January 2007 a programme to carry out major overhaul and body repairs has been underway.

The programme includes repainting into heritage red livery. So far 2 units have been fully completed. It is planned to have 2 further units completed by the end of 2008.

### **B.10.3 Partnership support**

Island Line continues to support the Ryde Gateway project that will see £6.25 million spent to transform the transport interchange at Ryde. They are also key partners of the Community Rail Partnership (CRP), details of which are included elsewhere in this report.

### **B.10.4 Looking forward**

Smartcard ticketing will be introduced in January 2009 across the Stagecoach South Western franchise; this will include the local stations operated by Island Line.

#### **Infrastructure improvements**

We maintain our aspiration to install a passing loop at Brading station; this would permit a 30-minute interval service, allowing timely connections with Wightlink catamaran services to/from Ryde Pier Head.

The Council is continuing to press DfT with regards to potential funding for this work, either as a necessary maintenance scheme or as part of a future franchise agreement.

## **B.11 Transport and education**

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Improving education and lifelong learning remains a key priority for the Island. Our new Community Plan - Eco Island (see above in this section) acknowledges the importance of raising our educational standards and underlines that maintaining access to continuing education is a basic right for everyone.

Whilst we have many excellent centres of education on the Island there is a common agreement that there is room to improve our education performance and standards and the Council has chosen to tackle this issue as a high priority.

### **B.11.1 Schools reorganisation**

The Island currently operates a three-tier education system. These are: Primary Schools, age 4-8 years, Middle Schools, age 9-12 and High Schools age 13-16 years. All high schools currently cover 6th form education and the Isle of Wight College offers a range of further education courses.

The Council is looking to improve standards and has carried out extensive consultation to examine what can be done to improve the situation.

#### **Extensive consultation**

At a meeting on 23 November 2007 the Council resolved to consult stakeholders across the Island on three options for the organisation of schools in future. A tender exercise was conducted to select an external independent company to assist with the design of the consultation process and, subsequently, to analyse the response to the consultation.

Following extensive consultation with a range of key stakeholders the results were compiled and put before the Council on 19 March 2008, when it was resolved to adopt a primary/secondary model for future education organisation on the Island.

#### **Moving forward**

Following this decision on the structure, further work was necessary to identify and outline the next steps in the process, including preparations for formal consultation ahead of the publication of statutory notices in autumn 2008.

#### **Updating and modernising the delivery**

Within a similar timeframe, action has also been taken to update and modernise the Children's Service management structure and ways of working in order to be consistent with the Council's priorities for improvement.

Some of the key benefits of these changes will be to improve standards of education on the Island, identify more effective and efficient ways of working and ensure that all resources realised through the schools reorganisation will be reinvested in Children's Services projects, and that capital receipts will be harnessed alongside available Government funding to deliver improved learning environments for Island pupils.

#### **Barriers to delivery**

The local education reorganisation is an enormous task with implications and impacts upon a whole range of areas including manpower, logistics, building transformation, planning and transport. The change to a two tier system will necessitate a re-evaluation of where children are taught and how they get to school. The scheme will no doubt test the Council's ability to coordinate and progress what is probably one of the most complex and expensive projects ever carried out on the Island.

## B.12 Transport and the Healthy Schools initiative

The National Healthy Schools Programme is a voluntary initiative which is aimed at increasing the health, in the broadest sense, of the whole school community. The programme has four core themes, these are:

- Personal, social and health education (PSHE),
- Healthy eating,
- Physical activity,
- Emotional health and wellbeing.

Schools submit a self-validation which is scored against the programme's criteria. The criterion requires schools to be actively engaged with the School Travel Plan project across the whole community. The School Travel Plan Advisor is a member of the Healthy Schools Quality Assurance Group, which assesses schools' submissions and ensures that the required criteria is achieved. Schools that are not actively engaged in the travel plan project, are unable to achieve Healthy Schools status. The School Travel Plan Advisor encourages schools working on their travel plan to link into the Healthy Schools programme, thereby broadening and enhancing the school's achievement across both projects.

The strong links between both projects have proved to be cross-pollinating; for instance, the Healthy Schools and School Travel Plan officers have worked with schools together, thus optimising resources and enabling schools to achieve a more sustainable and broader approach to health, including active travel. This strong model is not nationally replicated however it has proven to be highly successful on the Island.



Since 2004 when the Healthy Schools programme was initiated 41% of schools on the Island have achieved enhanced 'Healthy Schools' status, and of these almost all have an approved travel plan. Around half of the schools have developed their travel plans as a direct link to their Healthy Schools achievement, and more are engaged in this joint process. The joint approach of the Healthy Schools and School Travel Plan lead officers has been key to achieving this successful delivery model.

### Practical examples

Schools which have embraced both projects have benefited from the joint ethos of involving the whole school community, particularly giving pupils a strong voice, and providing opportunities for PSHE, Physical Activity, and Emotional Health and Wellbeing education. At Archbishop King Middle School which is a faith school on the Island, 64% of the children travel to the school by bus, from all over the Isle of Wight. Through the travel plan project the Healthy Schools Coordinator at the school identified that 41% of pupils had concerns about bullying on the bus journey. As a result of this a pupil Bus Users Group has been established and which meets with Southern Vectis to address the problems at root level.

(photo available HS)

The following quote is from Mrs Joanne Payne, Senior Teacher / PE Coordinator / Healthy School Coordinator, who leads on the travel plan project at Archbishop King Middle School:

“As Healthy Schools’ and PE Coordinator for Archbishop King Middle School, I enthusiastically accepted the responsibility of preparing, collating evidence and submitting the applications for Healthy Schools Enhanced status and the School Travel Plan. During these processes, I frequently found the two projects complimenting and supporting one another, and really provided all stakeholders with the knowledge that they had contributed towards the standards. The components and evidential requirements for both the Healthy Schools’ application and the School Travel Plan were intertwined as they were actively encouraging a whole school self evaluation process which was motivating, exciting and rewarding. The whole community of the school thrived on the momentum and recognised the importance of working together towards achieving both the awards. We regularly reflect, celebrate, and strive to improve upon routines and strategies embedded in promoting a healthy environment and lifestyle. I can wholeheartedly say that working on both projects in conjunction with one another was invaluable and successful.”

#### **Where do we go from here?**

The few remaining schools which have not yet achieved an adopted school travel plans nor Healthy Schools status are being jointly targeted by both projects. The School Travel Plan Advisor and the Healthy Schools lead officer’s have visited schools together to show them the benefits of working on both initiatives simultaneously.

### **B.12.1 Helping to reduce childhood obesity on the Isle of Wight**

In 2006, every Primary Care Trust (PCT) was asked to record the height and weight of every child in both Reception class and Year 6 as part of the National Child Measurement Programme which aimed to provide more accurate monitoring data in this area. The data collected on the Isle of Wight demonstrated that almost 30% of Reception year children were either overweight or obese and this rose to 34% in Year 6. Taking rates of overweight and obesity together at Reception Year, the Isle of Wight ranked fifth worst out of all PCT areas in England.

The Isle of Wight PCT's 2006 report recommends " to maximise opportunities for combating obseogenic environments through the Local Development Framework for spatial planning, and through the Local Transport Plan", which was reflected in the Isle of Wight Council's Sustainable Travel to School Strategy published in August 2007. This was translates on the ground by the Council’s Cycling Promotion Officer who developed a Go Ride cycle training scheme in conjunction with the schools Sports Partnerships, further more the School Travel Plan Advisor has worked in partnership with the PCT and the Isle of Wight Hospice to offer the Schools Walk the Wight scheme, further details in Section 7 Tackling Congestion. The School Travel Plan Advisor also works with the schools nurse team as part of the Healthy Schools Quality Assurance Group. In addition to this a Rights of Way officer has been leading walks around the local environment for schools, more information in Section 7

Tackling Congestion. All of these initiatives aim to increase children's activity and thus reduce obesity.

#### **What next?**

The Rural Community Council (RCC) has been in communications with the IW PCT to produce a project map of all Island services and organisations, within the statutory, third and business sectors, which have a potential role to play in the prevention and management of childhood obesity. A draft care pathway model will then be developed to include recommendations for future multi-agency actions. The School Travel Plan Advisor will be part of this project as it has been acknowledged that promoting active travel to school is an essential part of increasing children's activity levels.

## **B.13 Reducing the impacts of transport**

### **B.13.1 Reducing the impacts of tourism and food miles**

Over the past 5 years the Isle of Wight Council has been pioneering a number of initiatives aimed at reducing the impacts of tourism-related and food-related transport on the Island.

The following initiatives have been recently put in place:

#### **The Green Island Project**

The Green Island Project was launched in 2003 with the aim of reducing the environmental impact of tourism on the Island. The core component of the project is the Green Island Awards Scheme, which recognises efforts made by tourism businesses to reduce the environmental impact of their respective operation. Further details of this scheme can be found in section F – "Improving Air Quality and the Environment".

#### **Encouraging car free holidays**

The project is currently developing a transport specific scheme focused on 'Car-Free Holidays', where a network of businesses is being developed that integrate a number of offers and discounts for those arriving 'car-free'. Further information can be found in section F – "Improving Air Quality and the Environment".

LTP2 identified that cycling can play a fundamental part in reducing the number of car journeys. Cycling is also part of the "Island offer" to tourists and visitors, many local businesses have embraced this aspect, offering deals and discounts aimed at cycle holidays on the Island.

### **B.13.2 Farmers Markets**

The Council supports local farmers markets which offer food producers a low-cost opportunity to sell directly to the public and help to reduce food miles and unwanted packaging.



These markets are now held in three locations on the Island. Further details are of this initiative are included in this report under section F – “Improving Air Quality and the Environment”.

### B.13.3 Reducing the need to transport waste

As an Island, it is important that we deal effectively with our own waste and household rubbish. It is not practical or cost effective to export our waste for disposal elsewhere and with 50% of the Island designated as an Area of Outstanding Natural Beauty (AONB), suitable sites for disposal or treatment can be hard to find.

The Island has therefore, for many years, adopted a clear recycling policy under which recyclable materials such as steel, aluminium, paper and cloth is recovered automatically from household waste stream at a purpose built facility.

The Council is currently working with its waste partners on the construction of an innovative “heat from waste” facility which sitting alongside the existing plant will produce electricity from the conversion of unrecoverable household waste. Further details can be found in section F – “Improving Air Quality and the Environment”.

## B.14 Improving our Rights of Way network

The content of the Rights of Way Improvement Plan (ROWIP) and the way in which it has been integrated into the LTP was recognised by Defra as “very highly satisfactory”. The ROWIP has helped focus the development and improvement of our rights of way network and this process and the approach now adopted will be reflected in the emerging LDF core strategy.



### B.14.1 Developing the three part project

The Council aims to deliver a wide range of projects through the ROWIP, and to achieve this aim schemes have been organised into a suite of three related projects based on three complementary principle functions which the Island network serves, these are:

- Project 1 - The Strategic Network.
- Project 2 - Village Networks.
- Project 3 – Coastal Access.

Further details of these and other rights of way initiatives are included elsewhere in this report under “Tackling Congestion.”

## B.15 Summary of delivery

The following section summarises key actions in this area.

<b>Issue</b>	<b>Action</b>
Ensuring effective governance	The Council has adopted Eco-Island – our new Sustainable Community Strategy. This overarching plan will now guide the content and delivery of key policies including LDF, LTP and others. It accords with emerging national and regional policy TaSTS, Stern and Eddington.
Transport as part of policy development	Emerging LDF (Island Plan) is being developed to include transport as a key issue.
Economic Regeneration	Economic Regeneration Strategy has been developed with clear links to supporting plans including LTP recognises the need to reduce transport through the development of Workplace Travel Plans.
Improving health	We are helping to improve the health of children and adults as part of the health alliance group and anti obesity campaign.
Transport and Education	<p>We are working with schools and others on the development and adoption of School Travel Plans. As at 31 March 08 90% of Island schools are engaged in the development of STPs, of these 68% have adopted plans.</p> <p>We are working with colleagues from Health and education areas to help ensure that the impacts of transport – walking, cycling and bus travel are considered as part of education considerations.</p>
Cross Solent issues	<p>Solent Transport – currently primarily limited to officer level, we continue to work with neighbours in Transport for South Hampshire to consider wider transport issues. In particular links to and from mainland.</p> <p>Working with TfSH on development of Freight Strategy</p> <p>Ongoing investment by cross Solent operators – Wightlink, Red Funnel, Hovertravel.</p>
Reducing transport	<p>Helping to reduce transport by reducing food miles through the promotion of eating local food and supporting farmers markets.</p> <p>Reducing transport as part of our waste management process.</p>
Rights of Way	Work with our partners to deliver our Rights of Way Improvement Plan which recognises importance of ROW for shorter and connecting journeys.

## B.16 Ongoing delivery – looking forward

The following section summarises planned actions and opportunities.

<b>Issue</b>	<b>Action</b>
Effective Governance	Adopted Eco Island Strategy will help guide future development and help reduce carbon footprint. TaSTS will help guide future delivery.



Issue	Action
Links to LDF	Emerging LDF will work with LTP to ensure that transport is fully considered as part of planning process.
Transport and education	Transport to schools is recognised as one of our key generators of local traffic. The Council will continue its delivery of STPs and transport will continue to form a primary element of schools reorganisation.
Transport and health	Links between transport and health will be retained and strengthened as part of anti obesity and health alliance initiatives.
Transport and regeneration	Included within Regeneration Strategy - it is anticipated that transport will now form a fundamental element of local regeneration.
Helping to reduce transport	It is anticipated that transport will continue to be considered an important and integral element of local Green Island projects including Green Tourism and Taste of the Wight projects.
Cross Solent issues	Council will continue to press for involvement in TfSH and work with transport operators to improve transport links and travel information.
ROWIP	Council will continue to implement ROWIP to ensure that best possible use is made of existing rights of way.

## B.17 Risks and opportunities

Key:

- R A red rating would mean there are mayor problems in this thematic area, which mean a lot of remedial action needs to be taken for the LTP2 to be delivered.
- A An amber rating would mean there has been good progress in this theme but major challenges have been encountered, which mean that more or different action may need to be taken.
- G A green rating would mean that the key outcomes the LTP2 set out for this theme are on track to be delivered in full, or equivalents delivered, or exceeded. It may also apply where targets or outcomes have not been fully delivered or met, but mitigation is already in place.

### B.17.1 Risk assessment

Area	RAG	Direction of Travel	Mitigation Action Comment
Governance	<b>G</b>	▲	Ensuring effective governance – the delivery of the LTP and its targets relies on coordinated and effective governance. Council has addressed this by putting in place an exciting and innovative overarching strategy which has set challenging carbon reduction targets and will positively guide the development of “daughter documents” including LDF.
Links to Planning	<b>G</b>	▲	Ensuring full coordination - It is essential that planning policy and transport policy relate and work together. To this end care has been taken to ensure that emerging LDF will

Area	RAG	Direction of Travel	Mitigation Action Comment
			work with LTP to ensure that transport is key element and that transport needs and requirements are met in a sustainable way.
Transport and education	A	▲	Ensuring that transport to school is fully considered - Travel to school has implications in terms of peak time traffic flows. This is currently being considered through the development of STPs and a broad range of other transport, health and education initiatives. However it is recognised that the Education Review and physical reorganisation of schools may now necessitate longer journeys for some. The review recognises that impacts can be reduced through a full understanding of transport needs and it will be necessary to put in place methods to allow and encourage travel by sustainable means. This may need improvements to the school lift, escorted bus travel for younger pupils and improvements to allow walking and cycling. Cross Council work is underway to ensure that transport needs are fully met, both as part of the review and through Sustainable Travel to School Strategy. It is anticipated that this work will progress during the next year and a positive outcome in this area will be reflected in subsequent LTP reports with a green rating.
Transport and health	G	◄►	Ensuring that the health impacts of transport are fully considered - the Council recognises the important links between transport and health and by coordinated work has attempted to ensure that transport is rightly considered in this area. Projects such as Schools Walk the Wight, cycle training as part of PE curriculum, healthy school initiative and STPs will help maintain these strong links.
Cross Solent	G	◄►	Maintaining and improving cross-Solent Links. The Island cannot survive without efficient and effective cross Solent links. The Council recognise this. The recent Ports Enquiry has helped inform discussions and work with operators, QTP, Freight Partnership and TfSH will help to ensure improvements in this area.
Transport and regeneration	G	◄►	Transport as part of regeneration – It is essential that the importance transport is recognised when considering

Area	RAG	Direction of Travel	Mitigation Action Comment
	G		regeneration. Links have been strengthened in this area and the revised Economic Strategy has helped ensure that transport is now more fully considered in particular the benefits of PFI as a regeneration tool and the delivery of Workplace Travel Plans.
Rights of Way.	G	◄►	Integrating our Rights of Way – It would have been easy to overlook the benefits afforded by our Rights of Way Network and see it as a separate network for leisure purposes. The Council has instead recognised the important role that Rights of Way play is providing for shorter sustainable journeys – on foot and bicycle and is actively putting in place the measures included in our ROWIP.

### B.17.2 Summary of overall delivery

Area	RAG	Direction of Travel	Mitigation Action Comment
Transport in the wider context	G	◄►	<p>The importance of transport and increasing travel choice is now generally embraced in the wider context.</p> <p>The Eco Island strategy has set the challenging local targets and will help establish a positive framework for those plans and strategies which sit below it.</p> <p>Clear links exist between transport, health, education and regeneration and good progress will continue to be made to deliver plans projects and initiatives subject to the capacity being available to maintain the work in this area.</p>



## C. Increasing Accessibility

### C.1 Objectives and targets

The following objectives and targets are outlined in LTP2.

#### LTP2 Objectives

O1 To increase accessibility for all

#### Key Targets

T1	To achieve a 42.9% increase in bus passenger journeys	✓
T2	To achieve 76.3% bus punctuality.	✓
T3	To increase bus satisfaction to 65%.	✓
T4	To achieve a 20% increase in train passenger journeys.	✗
T5	To maintain train punctuality at 97.2% or better.	✓
T6	To maintain train reliability at 99.5% or better.	✓
T7	To achieve a 10.6% increase in ferry passenger journeys.	✗
T8	To triple the number of cycling trips.	NCE
T9	To achieve 100% of pedestrian crossings with facilities for disabled.	✗
T10	To increase by 5% the number of households able to access Newport within 30 minutes by walking, cycling or public transport.	✓

#### Other targets

T14	To increase to 24% the percentage of children participating in cycle training.	✓
T16	To reduce by 4% the number of students travelling to school by car.	✓
T17	To restrict traffic growth to 2.3% per annum.	✓
T18	To have limited deterioration in condition of the principal road network.	✓
T19	To have no overall deterioration in condition of the non principal road network.	✓
T20	To have no overall deterioration in condition of the unclassified road network.	✓
T21	To have no overall deterioration in footway condition.	✗

✓ = Target on track    ✗ = Target not on track    NCE = No Clear Evidence

### C.2 Introduction

Section F of LTP2 set out the Council's approach to improving accessibility. It recognised that the "ability to access employment, education, health services, shopping, leisure and other opportunities can significantly impact on people's quality of life and life chances". Transport has a significant part to play in improving accessibility and can help ensure that people can access key destinations with ease and at times which are convenient.

Transport however is not the only solution and the Plan recognised the key role that planning can have in ensuring that transport is considered as part of land use decisions and that services and people are located close together so that journeys are reduced as far as possible.

This section of the Progress Report seeks to give an update on where we are now in relation to increasing accessibility, in particular where we are with the following:

- Local accessibility action plans

- Carisbrooke Park Estate – local accessibility action plan
- Freight – local accessibility action plan

### C.2.1 Island issues

The LTP recognised in Para F.1.2 that the Island is predominately rural in nature with two relatively small urban settlements (Newport and Ryde) and 6 town settlements. The 2001 census indicated that 70% of the Islands population currently live in the urban / town areas whilst some 40,000 (30%) live in villages and rural areas.

As with many other similar areas, the availability and access to services varies dramatically between urban and rural areas, with most key services available in urban areas with fewer facilities available in villages and hamlets. The lack of locally based services increases the pressure on and demand for good transport links. In locations where public transport is poor or non-existent the car is essential. The Island has a limited rail network and for many bus travel is the only feasible form of public transport.

#### Our limited road network

The problem is exacerbated where the Island's road network is limited and radiates out from Newport at the "hub" with our roads, like the spokes of a wheel linking to the "rim", the Islands coastal road.

#### Public transport

Buses have in the past been generally perceived by the public to be expensive, but initiatives such as Student Rider and unrestricted free travel, introduced since the adoption of LTP2 (for those aged 60 and over) has helped turn the tide and the numbers travelling by bus has exceeded what was felt to be a very challenging LTP2 target (T1).

The Island has a single railway line which the Council has supported by extending the unrestricted free travel to the line, available to those aged 60 and over as well as assisting in the development of the Community Rail Partnership.

#### Cross boundary issues

Section F.1.2 of the LTP2 took account of the wider accessibility issues and recognised that "although the Island has a good range of services, some larger more specific services are not available locally. These include higher education and specialist healthcare." To access these services Island residents are required to travel to mainland destinations and the cross Solent trip becomes another factor to consider both in terms of accessibility and cost.

### C.2.2 Links to the wider vision and objectives

Eco Island is our ambitious strategy, which sets out how the Island will become a "thriving, dynamic and confident community in balance with its local environment." The strategy recognises the importance of maintaining and improving accessibility and states "Our rural economy and local communities

require greater access to sustainable transport systems that can help to reduce car miles”.

Transport is a cross cutting issue and the consideration of new development location and transport issues will be central to the development of the Island Plan and it’s core strategy.

### C.3 Local Accessibility Action Plans

#### Identifying our priorities

Section F.4 of the LTP2 set out the Local Accessibility Action Plans (LAAP) to be undertaken during the plan period. These plans were identified through the LTP consultation process and were considered to be those which fit best with local priorities, key themes and delivery of our 21 LTP targets.

#### Accessibility mapping

The Council has adopted a structured and scientific approach to understanding local accessibility and has used a powerful software programme called “Accession”. The software was given to every local transport authority in England and was commissioned by DfT and developed by consultants MVA to provide a computer programme which identifies people’s abilities to access jobs, education, health and other key activities.

Accession can be used to generate digital maps of destinations and the time, distance and cost of travelling (subject to data availability) by various means of transport. Additional information can also be added to increase understanding of those travelling such as age, employment status and household amenities.

The Council has used the Accession software to map accessibility to education, employment, health and shopping. Further details can be found in section F.3 of LTP2. Accession has also been used in recent months to aid the decision making processes of the Education Review on the Island.

A brief description of the Local Accessibility Plans and why they have been prioritised is set out in the table below

#### C.3.1 Our LAAP programme

Potential plans	Why prioritised
Access to Newport (general)	All core services are located in close proximity to Newport town centre. This issue is considered a high priority as it potentially affects all Island residents and visitors. Newport is also a key priority of other wider vision and objectives and the subject of a refresh bid thought the South East England Regional Assembly.
Access to and around Carisbrooke Park Estate, Newport	This area suffers from a number of problems including access to schools, employment, safety and congestion. Problems in this location directly affect local residents and children attending schools in the area. Issues can also have a detrimental affect on access to Newport (see above) and the wider community (eg on going delays to bus services).
Access to Island healthcare	The Island has only one hospital (St Mary’s) located on the outskirts of Newport. Surveys suggest that access to this

Potential plans	Why prioritised
	location may be difficult for some sectors of the community. NHS may be considering future re-organisation of health facilities.
Access to mainland healthcare	St Mary's hospital does not offer a number of key essential services (including renal and cancer care) requiring patients, carers and visitors to make regular journeys to mainland hospitals. These journeys can be expensive and complicated. Until recently some financial assistance was available from the Health Authority but this has now been removed. The Council, in partnership with others, are considering future initiatives including reduced fares, access to ferry terminals and onward mainland travel. This can be done in partnership with neighbouring authorities included in the Solent Transport Group.
Access for freight	Economic regeneration is considered a key priority for the Island and this will undoubtedly result in increased freight movements. With freight only able to leave and enter the Island via ports, this can have a detrimental affect on people living close to terminals, delivery times and congestion.
Access for the mobility impaired	The Council have received a number of representations from disabled and other groups relating to access for the mobility impaired including availability of low floor buses, disabled bays, dropped crossings and other infrastructure.  This plan would benefit various sectors of the community including elderly (28% of Island population over 60), disabled (6% of adult population issued with disabled parking badge in 2004/05) and those with pushchairs.

### C.3.2 LAAP development and delivery timetable

The Council recognised that not all LAAPs could be delivered simultaneously and identified a timetable taking into account local priorities, issues, initiatives and resources. The delivery timetable is set out below.

**Table 1 : LAAP Development and delivery timetable**

LAAP	Pre 2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Access to Newport						
Carisbrooke Park Estate						
Freight						
Mainland Healthcare						
Island Healthcare						
Mobility Impaired						
Other LAAPs	?	?	?	?	?	?

**Key:**  Plan Compilation  Delivery



## C.4 Local Accessibility Action Plan – Carisbrooke Park Estate

The Council chose to look at accessibility issues within a primarily residential area to the west of the Island's main capital town, Newport.

This LAAP was chosen on the basis that Carisbrooke Park is within easy reach of Newport which has a broad range of facilities including the following:

- Main employment area (including composites, and enterprise hub).
- The Island's primary retail area (including major multiples).
- Location of St Mary's Hospital (including A&E)
- One High Schools
- Primary and Middle Schools.
- Located at the base of the Medina estuary and centre of Island's highway network.
- Crossing point of National Cycle Network (NCN22 and NCN23).

### C.4.1 Local issues

The Carisbrooke Park area is primarily residential in nature, but has a number of other land uses including, a cluster of schools including one of the Islands High Schools, and a number of Primary and Middle schools. There is a perception that roads through the area are used as a "rat run" and the speed of vehicles passing through the area are seen as a problem. Access to the area is restricted to a small number of access roads and conflict exists at school times when these roads can be blocked with parked cars.

The Council held an initial workshop in 2005 which identified a number of the key issues affecting the area. These included:

- School access.
- Impact of school related traffic – parent cars and buses.
- Accidents.
- Child safety.
- Inappropriate parking.
- Rat running.
- Speeding.
- Access to Gunville Trading Estate.
- Access to Newport town centre – public transport, walking and cycling routes.
- Effect of the area on Newport town centre (congestion).
- Frequency and timing of bus services.
- Location and bus stop facilities.
- Public transport awareness.
- Impact of new and future developments.

### C.4.2 Local Accessibility Partnership

In order to further develop the scheme, a Local Accessibility Partnership was established. The Partnership comprised of 2 task groups – an internal 'working' Officer Group and a Strategic Stakeholder Group involving:

- Local Council Members.
- Rural Development Partnership Officer - LIFT (Local Initiatives for Transport).
- Police.
- Public Transport Operators.
- Village Management Committee.
- Headteachers.
- Local Pupils.
- IW Youth Council.
- Youth Service.

Plus Council Officers from various sections representing:

- Transport Policy;
- Traffic;
- Highway Design;
- Road Safety;
- Rights of Way;
- Rural Transport;
- Public Transport;
- Home to School Transport;
- Cycling;
- School Travel.

#### **C.4.3 Delivery through consultation**

The Partnership considered the issues raised during the public consultation and identified a number of possible solutions. Detailed plans were compiled and a second public consultation day arranged for October 2006, with invites sent to all 1500 local households and businesses. The event was attended by over 200 local residents with Council Officers and locally elected Members available for advice.



After the event, the proposals were amended to take account of public comments - with revised plans displayed at the local shop, posted on the Council's website and articles placed in both the Parish Newsletter and local 'Beacon' magazine.

The necessary Traffic Regulation Orders (TROs) were advertised in January 2007 and an update newsletter sent to all households in February 2007.

#### **C.4.4 Involving local schools**

A key element to the scheme was to improve access to education in the area and the Partnership were keen to directly involve local school children. The area includes 5 schools, 4 of which are located on Wellington Road, the main thoroughfare.

## School Travel Plans

The LAAP recognised the importance of delivering local School Travel Plans and at the time of compiling the LAAP, the schools were each at different stages in the development of their Travel Plans. The School Travel Plan Officer concentrated efforts in this area, working closely with the schools, and as of spring 2008 all schools had an approved Travel Plan.

Carisbrooke High School had their travel plan approved in March 2008 and Archbishop King Middle School and Trinity Middle School recently merged, which means that the new school will need to review and resubmit their travel plan. The remaining three schools within the Carisbrooke Park Estate, Carisbrooke C of E Primary School, St Thomas of Canterbury Primary School and Newport C of E Primary School all completed their annual reviews and the figures below illustrate the increasing number of children travelling to school by sustainable means, walking and cycling, which has resulted in a 14% reduction in the use of the private car in the area. Overall the 2008 annual review showed that schools with an adopted travel plan have seen a 6% fall in the use of the private car for the school journey.

**Table 2 : Mode share of journeys to school with Carisbrooke Estate**

	% of mode of travel for the school journey							
	Walking		Cycling		Bus		Car	
	2007	2008	2007	2008	2007	2008	2007	2008
Carisbrooke C of E Primary School	41	50	10	13.5	1	1	41	34
St Thomas of Canterbury Primary School	34	33	1	6	1	3	59	56
Newport C of E Primary School	58	47	6	21	0	0	36	32

Source: 2008 Annual School Travel Plan Review.

### “Design-a-Road-Sign” Competition

In addition to compiling School Travel Plans, 4 of the schools were invited to participate in a competition to design a speed reduction road sign, with the winning designs to be displayed alongside the new 20mph speed limit signs.

The Partnership received over 200 entries, with one winning entry selected from each school. Council Officers attended school assemblies where they talked to children about the merits of the scheme, handed out certificates to all entrants and revealed the winning sign (see below, the signs that were installed).



#### C.4.5 Improving the area – physical improvements

The final elements of the project involved a variety of engineering and related works, these included:

- New and upgraded footways.
- Pavement widening at key locations.
- New zebra and other crossing points.
- Upgraded rights of way cycle/pedestrian routes.
- Cutting back of vegetation.
- New street lighting.
- New signs and lining.
- Introduction of area wide 20mph zone.
- Gateway treatments.
- Speed cushions.
- Revised parking arrangements during peak school hours.
- Improved bus access.

It was originally anticipated that the physical works would commence late 2006 and continue into spring 2007. However after discussions with schools, transport providers and operators, it was decided that, to minimise school disruption, works directly affecting school access would be undertaken during the school holidays. Work on the ground started in January 2007 and were completed in autumn 2007.

The Council has received positive feedback on the scheme, with schools reporting increases in the number of students walking and cycling.

#### C.4.6 Other Improvements

The area has also benefited from a number of other accessibility improvements.

##### **Increased Bus Frequency**

The local bus operator has been involved in the delivery of the plan and in March 2007 increased the frequency of their popular local bus service (route 38), with extended late night and new Sunday services. Furthermore as of this financial year the area is served by an additional service (route 11).

##### **Introduction of Park and Stride Schemes**

As part of the scheme, the Partnership worked with local organisations to establish 4 'Park and Stride' sites. The four nearby sites identified in partnership with local businesses (Carpetright, Eight Bells Public House, Sainsbury's and Victoria Recreation Ground) are strategically located around the area with the businesses allowing parents to use their car parks to drop off school children. Schools have also participated by promoting the scheme and distributing permits.

##### **"Travel Options" Leaflet**

The Partnership felt that it was vitally important that residents were fully aware of all available local travel options, particularly in light of the close

proximity to Newport Town Centre. An A3 folded “Travel Options” leaflet was compiled illustrating the area and the way to:

- Rights of way.
- Cycle routes.
- Future paths.
- Bus routes and stops.
- School crossing patrols.
- Park and Stride sites.
- Links to travel websites.

The leaflet was produced as part of a ‘Leader+’ project with the local bus company contributing to distribution costs. Leaflets were delivered to all households in the area during November 2006 and have been well received. Similar maps have now been produced for other areas of the Island.

### **Learner Drivers**

The public consultation highlighted various broader issues with a several residents expressing concerns over the number of learner drivers undertaking manoeuvres during peak congestion periods. As a result the Partnership wrote to all driving instructors, outlining the aims of the scheme and asking instructors to avoid using Wellington Road for driver instruction during peak times of 08:15 - 09:15 and 14:45 – 15:45, weekdays, during term times. A similar poster was also displayed at Newport Driving Test Centre.

### **C.4.7 Future Developments**

Physical works and improvements were carried out during 2007/08 and the Partnership continues to work with residents, businesses and schools to monitor the effectiveness and overall success of the scheme.

## **C.5 Local Accessibility Action Plan 2 – Freight**

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This accessibility action plan recognised the importance of improving freight, routes, access and deliveries as part of the Island’s regeneration programme and the second element of our LAAP programme took freight as the key subject area.

### **C.5.1 Improving accessibility for freight**

As an Island we are reliant on receiving many of the goods which are sold in our shops and used in everyday life from the mainland, including health care supplies, and food. Therefore it is essential that the large delivery vehicles that transport many of the goods are able to access the Island, whether it be delivery to a supermarket or private individual.

Furthermore it is essential for the Island to have a well maintained and fully accessible freight network to aid in the regeneration and economic prosperity of the Island.

### C.5.2 Links to other priorities and targets

The objectives of the LAAPF, links to other national and local priorities and assists with the delivery of LTP2 objectives and performance measure including:

- Eco Island ambitions of - Thriving Island and Safe & Well Kept Island.
- Local Development Framework – considers implications of current and future developments.
- Economic Strategy.
- Help guide the Private Finance Initiative (PFI) process.
- Local Government Association shared priorities – contributes to accessibility, congestion, air quality and road safety.
- LTP objectives – economic regeneration, effective management and value for money.
- LTP targets – tackling congestion, are a wide traffic mileage, principal road condition and non principal road condition.
- Ties in with the Council's major bid submission for Newport traffic improvements.

### C.5.3 Establishing a Freight Forum

The Council has taken the view that in order to progress this issue it is essential to involve those most closely associated with the freight industry. In 2007 the Council, in conjunction with the Quality Transport Partnership established a Freight Forum which has now met on five following occasions:

- 2 May 2007.
- 22 January 2008.
- 17 March 2008.
- 20 May 2008.
- 24 July 2008.

The Forum has an independent chair and has been working towards the following agreed aim:

*“To pursue traffic management techniques to provide for effective delivery and servicing of commercial and other relevant areas, taking account of environmental issues.”*

The forum includes representatives from:

- Transport operators – ranging from larger companies to “one man” operations.
- Ferry companies.
- Bulk freight (boat) operators.
- Environmental groups.
- CycleWight – local cycle campaign group.
- Local Elected Members.
- IOW Institute of Advanced motorists.
- Council Officers – Traffic and Road Safety, Maintenance, Transport Policy.
- Local Bus Company – Southern Vectis.

- IW Bus Users Group.
- Federation of Small Businesses.
- Chamber of Commerce.
- IOW Economic Partnership.

Minutes, agendas and supporting papers from the meetings are published regularly on the Council's internet site at [www.iwight.com/transport](http://www.iwight.com/transport).

#### C.5.4 Key issues

Over the past few years the Council has received a number of representations from freight operators and the wider business community regarding increasing congestion in and around Newport, lack of loading facilities and poor maintenance of the highway network. These issues were again highlighted at the first freight workshop accompanied by a number of other areas of concern. The group decided to focus future discussions on four key areas:

- Ferry Ports,
- Road Network,
- Trailer Parks,
- Bulk Freight.

#### C.5.5 Using surveys and data

As part of the data collection process two surveys were produced, one focussing on local businesses and any problems they may experience regarding the movement of goods to and from their premises. The second survey was devised to gain information pacifically from the drivers of delivery vehicles. Both surveys were based on the Department of Transport's best practice on the establishment of a Freight Quality Partnership and were slightly amended to ensure that they were relevant to the Island.

The surveys were available both electronically and in paper format. Both the Chamber of Commerce and the Federation of Small Businesses published links to the surveys in their newsletters to members as well as copies being distributed at ferry ports and directly to Freight Forum members. However despite continued efforts, fewer than ten surveys were returned, with the result that it was impossible to conduct any meaningful analysis, nevertheless where particular issues were highlighted these were included in the action plan.

#### C.5.6 Developing an Action Plan

During the January Freight Forum meeting the attendees took part in a mapping exercise, where "post it notes" were attached to maps of the Isle of Wight highlighting possible issues and opportunities. These comments formed the foundations of the Freight Action Plan which can be accessed at [www.iwight.com/transport](http://www.iwight.com/transport).



### **C.5.7 Identifying our objectives**

Following the mapping exercise and responses from the surveys the key objectives of the plan have been determined as:

- Improving maintenance of the highway network.
- Tackling congestion.
- Improving freight facilities.

These are to be achieved by:

- Maintaining the highway network.
- Effectively managing the highway network.
- Encouraging modal shift for all Island residents particularly in and around town centres.
- Investigating possible locations for Trailer Parks.

### **C.5.8 Resources**

#### **Finance**

From 2007/08 to 2010/11 the Councils will be spending over £20 million on highway maintenance, this along with revenue spend will assist in the delivery of the Freight Action Plan.

#### **Time and skills**

Although the members of the Freight Forum will not be contributing financially to the delivery of the plan they will be providing local knowledge, and relevant experience. The support the Freight Forum provides is essential in delivering such a wide reaching project.

### **C.5.9 Possible barriers**

The delivery of this plan relies on the following factors:

- Assistance of the Freight Forum.
- Partnership working within the Council.
- Additional funding into Highway Maintenance.
- Project manager / coordinator.

These are further discussed in the Risk Assessment table.

### **C.5.10 What happens next**

The Freight Forum has agreed to remain as an informal group which meets at least quarterly. It is anticipated that meetings will continue to cover a broad range of issues including those relating to the possible introduction of park and ride as a method of reducing traffic congestion, maintenance and signing of the strategic road network, consideration of width restrictions, update on the development of the Hampshire County Freight Strategy as well as updates on maintenance issues and feed back on the progress made against the delivery of the Freight Action Plan.



## C.6 Summary of delivery

The following section summarises key actions in this area.

Issue	Actions
Access to Newport	<p>School Travel Plans - 15 of the 18 education establishments within Newport had an adopted STP in place by March 2008, which has helped to increase accessibility and reduce congestion caused by school traffic.</p> <p>Bus travel – increased frequency of buses into Newport, as well as the Council’s continued infrastructure improvements and the introduction of concessionary fares, have together encouraged growth in bus travel and reduced the reliance on the car.</p>
Carisbrooke Park Estate LAAP	<p>The Council implemented a number of physical improvements to increase accessibility and aid travel choices including improvements to footways, additional zebra crossings and improved street lighting.</p> <p>The Council’s School Travel Plan Advisor has worked with all of the schools within the LAAP area to develop and implement their STPs. Over the past two years the schools have reported large increases in the number of students walking and cycling to schools, which in turn has led to a reduction in car use.</p> <p>The Council has worked in partnership with a number of local businesses to gain their permission, for their car parks to be used as ‘park and stride’ sites helping to reduce congestion at school times.</p> <p>The Council in partnership with the local bus company produced a Travel Options leaflet which provided information for both the school and residential communities on ways to access the area via sustainable means – bus, walking and cycling.</p> <p>The Council ran a ‘design a road sign’ competition which helped local school children feel part of the project.</p>
Freight LAAP	<p>The Council has held a number of meetings with local freight operators and has now established an informal Freight Forum. The group has discussed a number of key options and has adopted a delivery action plan.</p>

## C.7 Ongoing delivery – looking forward

The following section summarises planned actions and opportunities.

Issue	Actions
Freight LAAP	<p>The Council will continue to facilitate the informal Freight Forum as well as ensuring that the action plans are fully delivered. Designated freight routes are being considered along with new signage, Freight parks and maintenance programmes.</p>
Access to Mainland Healthcare	<p>The Council will work with both ferry operators and mainland health care providers to ensure that Island</p>

	residents are able to access the care that they need.
Access to Island healthcare	The Council will continue working with the Isle of Wight PCT on the implementation of the Travel Plan for St Mary's Hospital. Furthermore appointment timing are being revised as well as the locations of local GP Surgeries to ensure that they are accessible.
Access for the mobility impaired	The Council will continue to review and implement both disabled bays and shop mobility bays as well as ensure that all signalled crossing meet the required standards for the disabled. Through the capital programme the Council will continue to implement both dropped crossing and improved bus infrastructure.

## C.8 Risks and opportunities

Key:



A red rating would mean there are major problems in this thematic area, which mean a lot of remedial action needs to be taken for the LTP2 to be delivered.



An amber rating would mean there has been good progress in this theme but major challenges have been encountered, which mean that more or different action may need to be taken.



A green rating would mean that the key outcomes the LTP2 set out for this theme are on track to be delivered in full, or equivalents delivered, or exceeded. It may also apply where targets or outcomes have not been fully delivered or met, but mitigation is already in place.

### C.8.1 Risk assessment

Area	RAG	Direction of Travel	Mitigation Action Comment
Access for freight	G	◀▶	<p>Support of Freight Forum - The successful completion of this Accessibility Action Plan is reliant on the ongoing support of the informal Freight Forum. To date the group have felt that the forum meetings have been useful and that progress/improvements have been made and wish for them to continue.</p> <p>Adequate financial funding - A large number of the works/improvements identified by the freight forum are dependent on both revenue and capital funding from the Highway Maintenance Section, in this financial year (2007/08) an additional £250,000 for revenue and £7,039,000 for capital has been allocated and if this continues or improves the Council should be able to deliver the majority of required schemes.</p> <p>Partnership working - To ensure that the action plan is fully delivered, various departments within the Council are</p>

Area	RAG	Direction of Travel	Mitigation Action Comment
	G		<p>required to work together. Officer meetings have been held and were well attended, with others being planned for the near future.</p> <p>Project management - To continue to facilitate the informal Freight Forum and to progress the action plan this area of work requires strong coordination/project management. The Accessibility Action Plan has been strongly supported by team including Planning, Traffic Management and Road Safety and Maintenance Sections.</p>
Access to mainland healthcare	A	▲	<p>Support of ferry operators - This Accessibility Action Plan is particularly reliant on the support and cooperation of the three ferry companies. To date communications on this have been limited. Work in this area will be increased.</p> <p>Support from mainland healthcare providers - The Council's influence on mainland healthcare providers and transport providers is limited therefore it is hoped that by working in partnership with mainland authorities this can be overcome.</p>
Access to Island healthcare	G	◀▶	<p>Support from Island healthcare providers - For the successful delivery of this action plan the Isle of Wight PCT must be willing to work alongside the Council to implement a Travel Plan for St Mary's Hospital as well as ensuring that transport details are made readily available regarding Community Transport, Hospital Car Service and bus services. To date a meeting has been held between the PCT, Council and QTP members, at which the PCT expressed a willingness to ensure that the facilities offered by the hospital are accessible to all.</p>
Access for the mobility impaired	G	▲	<p>Upgrade of signalled crossing - The Council recently undertook a review of all signalled crossing, of which a high percentage failed the required standards for the disabled. As part of this accessibility action plan the Council intends to address these failures, however this will be reliant on additional funding and resources.</p> <p>Adequate financial funding - An existing capital programme is in place for the</p>

Area	RAG	Direction of Travel	Mitigation Action Comment
	G		<p>delivery of both dropped crossing and improved bus infrastructure improvements therefore the risk of these works not being completed is minimal.</p> <p>Support from transport operators - It is vital that public transport is fully accessible for the mobility impaired therefore the Council will need to work in partnership with the local transport operators. To date regular meetings are held with the local bus operator who support this aim and has been constantly upgrading their fleet to ensure that the main corridors are serviced by low floor buses. The Community Rail Partnership Officer has been and will continue to work with the local rail operator to upgrade stations to ensure that they are accessible by the mobility impaired.</p> <p>Funding and resources - The Council has the funds and resources in place to continue reviewing and implementing disabled bays and shop mobility bays when required.</p>

### C.8.2 Summary of overall delivery

Area	RAG	Direction of Travel	Mitigation Action Comment
Increasing Accessibility	G	▲	Overall the Council has progressed well with the accessibility action plans and acknowledges that future delivery will be dependent mainly on partnership working, of which to date indications have been positive. However the Council recognise that we will need to continue to commit both funding and resources to this area for a successful outcome.

## D. Promoting Economic Prosperity & Regeneration

### D.1 Objectives and targets

The following objectives and targets are outlined in LTP2

#### LTP2 Objective

O2 To Encourage and support economic regeneration and prosperity

#### Key Targets

T1	To achieve a 42.9% increase in bus passenger journeys	✓
T2	To achieve 76.3% bus punctuality	✓
T3	To increase bus satisfaction to 65%	✓
T4	To achieve a 20% increase in train passenger journeys	✗
T5	To maintain train punctuality at 97.2% or better	✓
T6	To maintain train reliability at 99.5% or better	✓
T7	To achieve a 10.6% increase in ferry passenger journeys	✗
T8	To triple the number of cycle trips	NCB
T10	To increase by 5% the number of households able to access Newport within 30 minutes by walking, cycling or public transport.	✓
T17	To restrict traffic growth to 2.3% per annum	✓

#### Other Targets

T18	To have limited deterioration in condition of the principal road network	✓
T19	To have no overall deterioration in condition of the non principal road network	✓
T20	To have no overall deterioration in condition of the unclassified road network	✓
T21	To have no overall deterioration in footway condition.	✗

✓ = Target on track    ✗ = Target not on track    NCE = No Clear Evidence

### D.2 Introduction

Section G of LTP2 sought to identify how transport can, through the application of policies and initiatives and partnership working, help to promote the economic prosperity and regeneration of the Island.

The LTP recognised the importance that transport can play in the regeneration of the Island and the Council chose to include Section G alongside the four shared LGA priorities to highlight its importance to the Island. This was actually one of two areas which the Council added for consideration alongside the LGA shared priorities, the other being “the environment”, which was included within the air quality section; this became Section I in the final Plan.

The inclusion of these local priorities reflected the substantial impact that both are and will increasingly have on the Island and the delivery of the LTP.

This section therefore sets out recent developments to promote local economic regeneration and prosperity and in particular highlights the following:

- The development of Eco Island.
- The development of the LDF.
- Revising our economic strategy.
- Improving access by freight.
- Regeneration and tourism.
- Looking forward.

### D.3 What we have done (April 2006 – March 2008)

#### D.3.1 Eco Island

The Island's Sustainable Community Strategy Eco Island recognises the importance of ensuring the Island's economic prosperity and regeneration and the issue is contained within one of the four key themes "Thriving Island".

This theme recognises the broad range of issues that together will help us improve as a place to life and work. Under this theme we will:

- Protect and enhance our Island's natural beauty.
- Create wealth whilst reducing our carbon footprint.
- Produce as much of our energy as possible from renewable sources.
- Support economic development and regeneration, enabling everyone to share in the Islands economic success, by increasing the skills of the whole community.

#### Economy

Eco Island recognises that the Island is "part of England's "South East – one of the wealthiest regional economies in the world" it acknowledges that "in order for the Island's communities to share in this prosperity, the Island must develop its economy as part of the regional economy."

#### Skills shortage

Eco Island notes that "compared with the rest of the South East the Island is a place with relatively low productivity, low wages and low skill levels. Local businesses find it difficult to hire Islanders for some higher-paid roles because of the skills shortage".

The strategy is clear that "we need to create an environment where businesses can thrive and residents can prosper". It recognises that "the Island does have strengths in existing and emerging business sectors on which Eco Island can build and by encouraging sustainable economic growth we will improve Island residents' job opportunities and attract skills-based enterprise and investment."

#### Measuring our success

The delivery of Eco Island will be a long-term programme of work, the elements of which will be connected by a common vision and delivered according to shared priorities. The initial phase of this programme forms part of the Eco Island Action Plan.

It is proposed that the Action Plan will be reviewed and renewed annually. The process will be transparent and everyone will be able to check how well the Island Strategic Partnership (ISP) is doing in meeting its promises in quarterly public reports. These reports will also be available on the ISP's Eco Island website at [www.eco-island.org.uk](http://www.eco-island.org.uk). Further details of Eco Island are also included within the section B, entitled "Transport's contribution to the wider objectives."

### **Our Eco Island promises**

The ISP is committed to making Eco Island a reality. The vision, values and priorities which it has set for itself and the Island, make the shared passion and commitment clear.

Eco Island has set 35 promises to be achieved between now and 2010, the achievement of which will help us achieve our ultimate goal by 2020. Our 2020 targets include:

- The Island to have the lowest carbon footprint in England.

In terms of the economy by 2020 we will:

- Develop new sectors of employment, creating centre of excellence in renewable energies and generating capacity of over 100Mw of electricity.

Of the 35 Eco Island promises, by 2010, the following relating to the economy and regeneration will be put in place locally:

- Isle of Wight Council and NHS Primary Care Trust Workplace (green) Travel Plan will be in place.
- Use planning powers to generate sustainable development across the Island, through the Island Plan.

### **D.3.2 Island Plan – LDF**

The Isle of Wight Council is currently reviewing its Development Plan process and is working with its partners on the development of a Local Development Framework (LDF) for the Island.

Sitting below Eco Island, this "forward looking" Island Plan will when adopted supersede the current Unitary Development Plan (UDP) and guide development, environment, sustainability and regeneration issues until 2026. Further details of the Island Plan and how it fits with transport are included earlier in this report within section B - "Transport's contribution to the wider objectives". Details of the LDF can also be found at [www.iwight.com](http://www.iwight.com)

### **D.3.3 Revising our Economic Strategy**

The Council has revised and updated the Isle of Wight Economic Development Strategy in tandem with the Island Plan to ensure that strategy supports Eco Island, the Island Plan, LTP and other key documents.

The strategy which has been revised over a number of months has been approved by Informal Cabinet, the Economy and Environment Key Delivery Partnership, and adopted by Full Council on 18 July 2008.

The Strategy will now form part of Eco Island, set the economic scene for Island Plan, and highlight the importance of transport infrastructure as being key to economy of the Island. The ISP Delivery Partnership is now responsible for the development and delivery of the plan.

### **Access to employment**

The Council is looking to ensure that transport choice is maximised for the journey to work. The 2001 census shows that over half of the journeys to work are less than 5km (3 miles) long, yet more than half of those journeys are undertaken by car. Local car occupancy surveys show that of vehicles entering Newport, our centrally located market town, nearly 80% are single occupancy vehicles, i.e one person per car.

A key challenge for the Island therefore will be to increase travel choice and in doing so reduce reliance on the car for every journey. The LTP identified the importance of working with employers to develop Workplace Travel Plans and is now taking a lead on this with its work with our partners in developing a joint plan for the Council and Hospital site. However with a Small and Medium Enterprises (SME) dominated economy the challenge will be how we can positively engage with the Island's smaller employers or groups of employers on a geographical basis to deliver meaningful and appropriate travel solutions.

The Council is aware of a desire to make these connections and will be working in partnership with others, though the rest of the Plan period to match these expectations and by taking a lead, act as a persuasive and coordinating role. This will require adopting a best practice approach and building partnerships with local business groups and business advisors.

### **D.3.4 Improving access by freight**

A result of the recent economic growth has been the increasing amount of freight being moved on and off the Island by road via the ferries. This has in turn been mirrored by a decline in the transfer of goods to the Island by bulk freight – coastal shipping to and from facilities primarily located on the River Medina.

Section G.4.3 of the LTP2 recognised the importance of maintaining and improving access for freight / delivery vehicles so as to, both make the best of the existing transport infrastructure and where possible reduce what can be harmful impacts of large and heavy vehicles on both the natural and built environment.

The approval of our PFI bid will raise additional questions regarding the transport of the materials required to reconstruct our roads and the opportunity to transfer goods in bulk





by sea for this purpose could be the catalyst for the necessary investment and improvements to underpin the growth in bulk shipping to the Island.

### **Delivering our Local Accessibility Action Plan**

Since the adoption of the Plan, a Freight Forum has been established under the umbrella of the QTP. Established to help deliver the second element of our LAAP this group includes a broad range of transport operators – from smaller single “one man” operators, to larger national groups. It also includes the Commercial and Operational Manager from Southern Vectis - the local bus operator, local business groups, Institute of Advanced Motorists (IOW), Cycle Wight – local cycling group, local Elected Members, environmental groups plus officers including representatives from our Maintenance Section, Traffic Management and Road Safety section, the Traffic Manager and others.

The group has met four times during the last six months and discussions and specific workshops have covered a broad range of issues including, signing, maintenance, options for a trailer park, ferry operations and measures to reduce traffic and congestion – notably possible park and ride sites. Full details of LAAP and the work of this group are included in this document in the section entitled “Increasing Accessibility”.

### **Links to Transport for South Hampshire (TfSH)**

Discussions in this group have also highlighted cross boundary issues such as travel through the TfSH area and issues to do with access to mainland ports and ferry operations. Officer involvement with a similar group in Hampshire has helped inform the local debate and it is hoped that these links can be retained and reinforced in this area. Further details of our discussions with TfSH are included in this report under “Transport Contributions to the Wider Objectives.”

## **D.3.5 Tourism and the economy**

Section G.4.4 of LTP2 recognised that tourism remains a key sector in the local economy and that this brings with it issues and opportunities. Industry figures for 2004 indicated £361m of economic benefits and 24% in terms of employment.

The seasonal nature of local tourism tends to focus activity around the summer months and efforts over recent years have through specific events and festivals (walking and cycling, music and niche sailing events) have sought to spread the pressure into the spring and autumn, the “shoulder months.” Recent years have shown a clear modal shift by visitors from the use of public transport to car and coach based holidays. Operator figures indicate that the number of passengers travelling to and from the Island has doubled in the last 50 years, whilst in the past 20 years there has been a twofold increase in the numbers of cars and commercial vehicles and a four fold increase in coach travel. This has in turn led to the current ferry terminals reaching capacity during the peak summer season with some resulting traffic marshalling problems.

The Island’s Tourism Development Plan (TDP) adopted prior to LTP2 recognised the importance of transport within the Islands tourism offer, the

Plan extended support to a range of transport initiatives that have an impact on tourism and the plan sought through a Green Tourism sub plan to develop green transport infrastructure to encourage more car free holidays.

This Council is currently reassessing its approach to tourism development and the “building blocks” established through the TDP have been incorporated into the Economic Development Strategy referred to above. This new and fresh approach will help guide and foster economic development in this important local area.

#### D.4 Summary of delivery

The following section summarises key actions in this area.

Measure	Action
Strategic Planning	Work has progressed on the development of the LDF (Island Plan), LAA, economic and regeneration strategies.
Partnership working	<p>The Council has continued to work in partnership with SEEDA on the development of the Cowes Waterfront project and associated improvements to East Cowes Ferry Terminal.</p> <p>We have continued to work with SEERA on the development of “Major “refresh bids” for local improvement schemes including: improvements to traffic in Newport, the reconstruction of A3054 east of Yarmouth and upgrading of alternative inland route between Ventnor and Niton (To replace Undercliff Drive – A3055)</p> <p>Continued operation of the Quality Transport Partnership – including transport operators, business community (Chamber of Commerce, FSB), and other stakeholders to consider problems at any early stage and encourage ongoing dialogue and initiatives.</p> <p>Solent Transport – we have continued to work with our Solent Transport partners (at an Officer level) to improve cross Solent and cross boundary travel.</p>
Make the best use of the existing transport infrastructure	<p>Improve Traffic flows – we have commissioned consultants (Mott MacDonald’s) to improve their existing traffic model to develop options to improve traffic flows at key commercial locations including Coppins Bridge and St Mary’s roundabouts. This work will also help advise on planning policy and future developer contributions.</p> <p>Improve public transport – the Council has continued to work with local transport operators to facilitate greater access by public transport. The introduction of free travel for over 60s on bus and rail, plus “Student Rider” ticket (50p) has helped to reduce travel costs.</p>
Encourage modal shift	<p>Workplace Travel Plans – the Council has joined national car sharing scheme “Liftshare” and will be encouraging walking, cycling and travel by public through the development of a joint Workplace Travel Plan currently being produced in partnership with the PCT. This work has been identified as one of the 35 Eco Island deliverables</p> <p>Green Tourism – the Council has continued to develop</p>

Measure	Action
	attraction based travel plans. Including improved public transport connections and marketing of travel options. Example of this is improvements to IOW Festival where “green” issues – transport and recycling are now key features of the event as part of “Eco Island”
Regeneration	Local strategies - transport is increasingly seen as an important, underpinning building block.
Cross Solent Links	Ferry companies – the Council has continued to work in partnership with operators around accessibility, ferry terminals and ongoing East Cowes SEEDA development Project.
Investment in the transport network	Private Finance Initiative – the Council has been successful in its bid for highways asset management PFI. Future work will see the development of our outline business case with work on the ground anticipated to start in 2011.  Local Island Railway – the Council has met with DfT Rail and continues to lobby for improved investment in track and rolling stock as part of necessary improvements and any future franchise agreement.
Freight movement	Partnerships – the Council is working with freight operators and a sub group of the QTP has been established and is working to improve the local situation as part of a LAAP project. The group has considered a number of relevant issues including Park and Ride sites, Freight Park and innovative solutions, such as options to increase the use of barges to move goods to the Island.

## D.5 Ongoing delivery – looking forward

The following section summarises planned actions and opportunities.

Issue	Action
Strategic Planning	Transport and accessibility are now recognised as an important factor of economic prosperity and regeneration. Transport issues have been included in the Island Plan (LDF) Core Strategy and it is anticipated that it will be carried forward towards the final plan.
Partnership working	The Council is not in a position to provide transport services and recognises the importance of delivering improvements in partnership with transport operators, utilities, the business community, employers, health and education providers and others. It is anticipated that this partnership working will continue through the QTP, Freight Forum and by other means.
Ensuring modal shift	It is hoped that the development of the Council’s own Workplace Travel Plan will help encourage the development of others at local employers.
Supporting regeneration	Transport and accessibility is recognised as an important factor to economic prosperity and regeneration. It is anticipated that this will continue during the remainder of the plan period.
Investment	The Council recognises the poor condition of local roads and is looking to ensure that the necessary funding is in place to bring our local roads up to an acceptable standard. Bids are currently being developed including, the refresh bids submitted to SEERA and the PFI bid.
Improving freight	The Council recognises the importance of freight and has

Issue	Action
movements	established the freight forum as part of the Local Accessibility Action Plan. It is anticipated that this forum will continue and officers will continue the dialogue with colleagues in TfSH regarding freight in the Solent area.

## D.6 Risks and opportunities

Key:

- R** A red rating would mean there are major problems in this thematic area, which mean a lot of remedial action needs to be taken for the LTP2 to be delivered.
- A** An amber rating would mean there has been good progress in this theme but major challenges have been encountered, which mean that more or different action may need to be taken.
- G** A green rating would mean that the key outcomes the LTP2 set out for this theme are on track to be delivered in full, or equivalents delivered, or exceeded. It may also apply where targets or outcomes have not been fully delivered or met, but mitigation is already in place.

### D.6.1 Risk assessment

Area	RAG	Direction of Travel	Mitigation Action Comment
Regeneration	G	▲	Supporting Regeneration – regeneration of the Island is a cross cutting issue and as such could be overlooked. The Council has recognised this and regeneration is now a key theme within the Eco Island strategy. The Council has refined its approach to regeneration in recent corporate organisational changes and has also recently reaffirmed its links with the Isle of Wight Economic Partnership and Tourism.
Travel to work	A	◄►	Increasing Travel Choice – People become accustomed to using their cars even for the shortest journeys with the result that encouraging people to change their travel habits is probably one of the most difficult things to do. The Council is therefore looking to develop its own WTP in partnership with the PCT. It has been recognised that additional capacity will facilitate the delivery of other similar plans at other employers on the Island and the Council is looking to fund a Workplace Travel Planner post.
Partnership working	G	◄►	Ensure partnership working – It must be recognised that economic prosperity can only be achieved by working in partnership with others. The Council will therefore continue its work through the Island Strategic Partnership, QTP, freight forum and other similar groups to help reduce the need to travel, deliver

Area	RAG	Direction of Travel	Mitigation Action Comment
			Workplace Travel Plans and improvements to public transport, walking and cycling and development of our Local Accessibility Action Plans.
PFI bid	G	◀▶	Delivering the PFI - The Council has been shortlisted for the development of a PFI and we are currently developing the Outline Business Case. Failure to archive this funding would be a massive blow for the Island but the Council is planning to submit the OBC as required and is confident of delivering this important initiative as planned.
Funding	A	▲	Securing funding - Failure to achieve this funding will potentially stop these improvements and will necessitate securing from elsewhere. The Council has therefore submitted "refresh" bids to SEERA to help improve traffic flow and reconstruct and upgrade key sections of the local highway network including reducing congestion in Newport, reconstructing the A3054 east of Yarmouth and an inland alternative to Undercliff Drive (A3055).

#### D.6.2 Summary of overall delivery

Area	RAG	Direction of Travel	Mitigation Action Comment
Economic prosperity and regeneration	G	◀▶	The Council is making good progress and is working with its partners and through the planning process. The Eco Island strategy actively supports regeneration and we are looking to support transport schemes through our PFI bid, refresh bids to SEERA and other funding streams including developer contributions.



## E. Improving Road Safety & Health

### E.1 Objectives and targets

The following objectives and targets are outlined in LTP2.

#### LTP2 Objective

O3 To make Island roads safer

#### Key Targets

T11	To achieve a 40% reduction in people killed or seriously injured on Island roads.	✓
T12	To achieve a 50% reduction in children killed or seriously injured on Island roads.	✓
T13	To achieve a 5% reduction in slight casualties on Island roads.	✗
T14	To increase to 24% the percentage of children participating in cycle training.	✓

#### Other Targets

T9	To achieve 100% of pedestrian crossings with facilities for disabled.	✗
T18	To have limited deterioration in condition of the principal road network.	✓
T19	To have no overall deterioration in condition of the non principal road network.	✓
T20	To have no overall deterioration in condition of the unclassified road network.	✓
T21	To have no overall deterioration in footway condition.	✗

✓ = Target on track    ✗ = Target not on track

### E.2 Introduction

Section H of LTP2 sets out detailed objectives for improving road safety, through healthier communities, safer and stronger communities, children and young people, economic development and enterprise and the environment.

The Plan recognises that transport can affect human health in a number of ways. These include broad issues such as air pollution, noise nuisance, personal fitness and safety. The availability of transport is also a primary consideration when looking at how easy it is to access health care and medical facilities and a contributing factor when identifying areas of deprivation.

It recognises that reducing road casualties will help to make the roads safer and achieve the Government's overall target to cut accidents from all causes, as set out in "Saving Lives: Our Healthier Nation" and is one of the four shared priorities for central and local government.

#### E.2.1 Improving road safety on Island roads

LTP2 recognised that considerable work was being done to address road safety through a number of methods including dealing with individual accident sites and "hearts and minds initiatives" including road safety education and training.

This section of the Progress Report seeks to give an update on where we are now, with regards to achieving our objective and meeting our targets in this area. It sets out particular schemes and initiatives that have already been undertaken and outlines what is planned for the remainder of the plan period.

Particular areas highlighted in this section are:

- Taking a data led approach.
- Road improvement and road safety.
- Partnership working.
- Using the Road Safety Plan.
- Developing our schemes and initiatives.
- Adopting a “hearts and minds” approach.
- Road user training and initiatives.
- Publicity and awareness campaigns.
- Speed management and enforcement.
- Transport and the bigger picture – impacts on health.
- Our ongoing work.

Areas highlighted as best practice include:

- Cycle Training.
- Driver Awareness and Improvement.
- Pre-Driver Training and Young Driver campaign.
- “Safe Drive Stay Alive” campaign.
- “Head on” campaign.

### **E.3 What have we done (April 2006 – March 2008)**

#### **E.3.1 Taking a data led approach**

The Council has adopted a data led approach to improving road safety and over recent years have concentrated our efforts to design out key accident sites. We have more recently stepped up our approach to developing a broad range of “hearts and minds” initiatives. In terms of engineering solutions, many of the ‘cluster sites’ (where 4 or more injury accidents occur in a 3 year period) were treated during the first LTP period and the emphasis in terms of engineering solutions has since that time been shifted more towards route studies, area-wide analysis and mass action plans.

#### **Road improvement and maintenance as a tool for road safety**

It is recognised that maintenance issues can often have an impact on road safety. Issues such as road surfacing, skid resistance and drainage defects can lead to increased risk of road accidents. This is of particular significance with regards to Powered-Two-Wheelers (PTW). Also, the effectiveness of signing can be reduced by inadequate cleaning or landscape maintenance regimes.

A comprehensive review of road improvements and maintenance policies is being undertaken using the TAMP (Transport Asset Management Plan) and local condition surveys to give road safety a higher priority within the improvement and maintenance process.



Works continue to improve the condition of our local roads and the emphasis during the first part of the plan period has been directed towards the resurfacing and reconstruction of those areas of carriageway where skid resistance has been shown to be poor and the surface has deteriorated.

Roads such as Canteen Road to the east of Shanklin – linking Apse Heath and Whitley Bank were resurfaced in 2007/08 as part of this process at a cost of £280,000 with additional drainage works planned for later this financial year (2008/09) at a cost of £120,000.

In addition, works planned on the Whitwell Road, west of Ventnor – linking Ventnor towards Whitwell and sections of the “middle road” (B3401) west of Newport and others are being addressed during the 2008/09 financial year and beyond. The funding for this work has come from a number of sources including £1.9m LTP capital funding, £1.75 additional Council funding and £1.26 anti skid funding. The total cost of these works are in the region of £4.97m.

This work is seen as essential in terms of accident reduction (contributing to T11, 12 & 13) and helping to address the very poor condition of our local roads. These schemes have also helped to achieve the three targets based on road condition (T18, 19 & 20). The urgency and importance of this work is such that it is being done in anticipation of the PFI project and other potential funding streams, such as the SEERA refresh bid, which seeks funding to improve a far longer section of the road linking Ventnor, Whitwell and Niton.

### **E.3.2 Working with our partners**

As a small Unitary Authority, the Council recognises the advantages of partnership working with others in the road safety field at both strategic and operational levels.

The Council is currently working with the following groups:

- The Strategic Casualty Reduction Partnership for Hampshire and the Isle of Wight.
- The Hampshire & Isle of Wight Safer Roads Partnership (formerly The Hampshire and Isle of Wight Safety Camera Partnership).
- South East Region Road Casualty Reduction 2010.
- South East Regional Accident Reduction Working Group of the CSS (formerly County Surveyors Society).
- South East Counties Service Improvement Group (SECSIG) now known as South East Authorities Service Improvement Group (SEASIG).
- Local partnerships.

#### **Road Safety Forum**

The Road Safety Forum was set up following the publication of the recent Road Safety Plan (RSP). Its effectiveness is exercised through the involvement of a wide variety of bodies and groups all whom have an interest in road safety. Wide spread interest is vital if improvements in the behaviour of drivers, riders and pedestrians, enhancement in vehicle safety, better roads and road engineering and better enforcement are to be achieved.

The forum facilitates positive co-operation between road users and a large number of public and private organisations, with the joint objective of improving road safety. The forum meets quarterly to take a strategic approach to all aspects of road safety and casualty reduction.

### **E.3.3 Improving personal safety through design**

Personal safety was highlighted as an important factor when giving consideration to how and when to travel. The Council has been working with partners to progress the development of its own design guide, detailing appropriate design of highway schemes and improvements to the public realm.

The Council has continued its programme of improving street lighting and extending CCTV coverage to reduce crime and the fear of crime.

## **E.4 The Road Safety Plan**

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The Councils strategy for achieving the LTP2 targets is set out in the Road Safety Plan (RSP) which forms an annex of LTP2. The RSP period is set to mirror that of LTP2 and intended to act as a cornerstone document.

The RSP takes a data led approach to identifying priority areas and looks at improving road safety through a combination of road crash data analysis; safer engineering; speed management; education; publicity and training; vehicle safety improvements; and partnerships and communications.

Individual road users groups are also analysed with key actions being identified to achieve improvements in child safety; pedestrian and cyclist safety; powered two wheel vehicle safety; and in car driver and passenger safety.

The data led approach identified specific problem areas to be considered during the plan period, but statistically because of the relatively small sample sizes some of the more detailed analysis, and performance year on year can be subject to wide variations. To overcome this, trends have been identified over a five or three year rolling average.

Specific problem areas identified at the beginning of the plan period included:-

- Powered two wheeler casualties for all severities were substantially above the 1994-8 average and were significantly worse than the whole of England.
- Car user casualties for all severities were significantly worse than for the whole of England.
- Injuries to older drivers represented around 7% of all injuries on the Isle of Wight compared to 4% in the whole of Great Britain.
- The severity rate (Killed & Seriously Injured (KSI) as a proportion of all casualties) was worse than for the whole of Great Britain.
- Highway maintenance, trends in the recent years preceding LTP2 identified an increase in number of crash locations where low skidding resistance may have been a contributory factor.

## E.5 Developing our schemes and initiatives

It was recognised in LTP2 that many practical design and engineering solutions to road safety had been implemented.

Whilst we are continuing to carry out a broad range of improvements, we have also developed a fresh, proactive and at times “hard hitting” approach to tackling the underlying cause of many of our road accidents – driving behaviour.

### Adopting a “hearts and minds” approach to road safety

By targeting people’s attitude to road safety, and educating people of all ages on how to be a safe and considerate road user, it is hoped that improved attitudes and behaviour would have a positive impact on road safety.

Through a combination of training and improvement programmes and publicity and awareness campaigns, the Council and its partners are helping people to understand road safety problems and influence attitudes and behaviour. In the long term this will help to determine the social acceptability of behaviour and have a major influence on road safety.

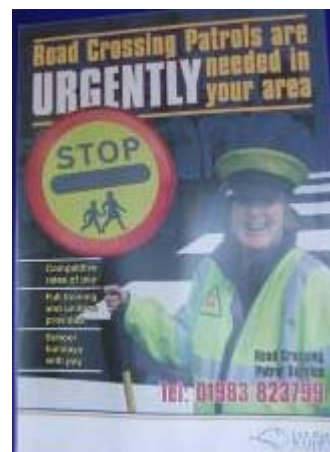
Campaigns to highlight the dangers of driving at excessive and inappropriate speeds, not wearing seat belts and incorrect fitting of child seats/restraints and driving under the influence of alcohol and drugs are some of the issues being addressed.

### E.5.1 Road user training and improvement

Training for pedestrians, cyclists and drivers can help to improve their skills and behaviour. This can help to reduce the number of road accident casualties and improve people’s perception of safety. Driver training including hazard perception and advanced driving skills can help younger or inexperienced drivers cope better with potentially hazardous situations and can help to reduce their involvements in accidents. The Council has recognised that by educating and teaching road users, many potential incidents can be prevented, helping to reduce road user casualties.

#### *Road Crossing Patrols*

The road safety team co-ordinate 49 road crossing patrol sites Islandwide. The Council has been working with Mountjoy Construction, Building and Maintenance Company, who have agreed to sponsor the uniforms of the road crossing patrol personnel, allowing the patrols to be equipped with top of the range waterproof coats, trousers, hats and steel toe cap shoes. Not only will this help to reduce revenue expenditure, but it will enhance the crossing patrols, improving their safety and visibility.



### **Pre-driver training**

The analysis of local accident data has highlighted the vulnerability of younger drivers with the result that the Council now offers a 6-week course open to 6<sup>th</sup> Form students consisting of 1-hour sessions per week, combining 6 theory sessions with 5 practical sessions.

The aim of the programme is to give potential young drivers an insight into defensive driving skills and knowledge of the Highway Code through a combination of theory and practical sessions. The theory sessions are provided by the Council's Road Safety Officer and the Road Safety Team work in partnership with local driving instructors to provide the practical sessions.

In order to provide the best possible training, only grade 5 and 6 instructors are used. Many 6<sup>th</sup> Form students are approaching the point at which they begin learning to drive, maintaining a low fee of £32 per person aims to make the course accessible to as many participants as practically possible. Partnership with local driving instructors is also a crucial element in delivering the course.

### **Better driving course**

Accident analysis has shown that one of the main causes of road traffic incidents is human error, many of which can be attributed to bad driving habits which have developed over time.

The Council's Road Safety Team offer a 6-week theory and practical combined course, designed to improve driving standards, this also includes first aid and a talk by the I.W Advanced Motorists Group, Hampshire and I.W Police also have input in the course to extend their knowledge and experience in the field of road safety. The course has a fee of £25 per participant and aims to help drivers become more confident, skilful and most importantly safer, minimising the risk of collisions. Through a combination of 5 theory based sessions and 1 practical session, the course is delivered to people from 17 years of age and upwards and focuses on car control, road positioning, cornering and bends, speed and safety, overtaking and an assessment drive.

The Council also runs a one day mini bus driver training courses to improve the skills of those driving 9-16 seater vehicles. This is open to those driving Council vehicles including teachers.

### **Cycle training**

The physical fitness and health issues associated with the way we travel are identified within LTP2, cycling provides a healthy alternative to using the car or other forms of motorised transport for shorter journeys. T14 aims to increase the number of children participating in cycle training to 24% through the plan period. By providing children with the necessary skills to ride safely and introducing them to healthy activities, it is hoped to reduce the number of cycles involved in road traffic incidents and introduce a healthy lifestyle.

In addition to "Go Ride" training pioneered locally with schools, often as part of the school curriculum, the Council's cycle training programmes is

additionally operated throughout the Island's 69 schools with summer schemes for those young people unable to attend during term time. The scheme offers the national accredited Bikeability standards and aims to also encourage compulsory use of bike helmets. The scheme has been successful with a high percentage passing the exam to the accredited level, and those who do not are encouraged to enrol for second course, over 100 young people participate in the summer sessions which are funded through fees paid by those taking part. As a result of this improved approach, in 2007/08 around 4,500 of the 18,500 pupils on the Isle of Wight have been offered Level 1 or above cycling training.

Provision for the term time schedule is at risk from funding changes and lack of casual staff, partnership with schools is also crucial in delivering the training. The Road Safety team are investigating the possibility of solving the staff issue with dedicated part-time trainers; this would also increase the Bikeability level provided and volume of the training and enable a greater age range to take part.

### Child pedestrian training

It is recognised in LTP2 that children are vulnerable when using the road. This scheme aims to teach children at a young age the principles of road safety. This includes crossing the road safely, crossing at junctions, crossing between parked cars and being aware of driveways.

The Council has continued to deliver its 4-week course to Year 1 primary schools pupils under which volunteers tutor groups of 3 pupils at a time. Feedback from teachers has been very positive with a noticeable progression of the children's knowledge and perception of road safety. This is reflected in T12, to reduce the number of children KSI on Island roads, which is currently on target.

Despite the success of the programme, it is still dependant on volunteers to deliver the course at schools. The road safety team are currently looking into a 2-week 'refresher' course for Year 4 pupils to reinforce road safety principles learnt previously.

### E.5.2 Publicity and awareness campaigns

Publicity and awareness campaigns aim to influence attitudes and behaviour. They can help people to understand and accept road safety measures. The Council has embraced this approach as part of its evolving "hearts and minds" approach and as part of the approach adopted in LTP2 has developed a number of eye catching and hard hitting campaigns. These include:



### **Driver awareness and improvement workshops**

The Council is one of only three LAs in the South East to have introduced this initiative which is now offered to drivers caught speeding in 30mph zones as an alternative to points on their license.

The scheme which is operated in co-ordination with the Hampshire and Isle of Wight Safer Roads Partnership and Hampshire and IW Constabulary is in line with our 'hearts and minds' approach to road safety and has proved to be a popular and worthwhile alternative to points. The event offers drivers who have been caught speeding a one off course, the aim of which is to change driver's attitudes to speeding and their perception of the impacts of speed on not only themselves, but others who are involved as a result of a road traffic accident.

A key element of the course is participation and in order to pass successfully candidates must join in, comment and interact on a broad range of traffic, driving and road safety related topics. By analysing impacts, perspectives and consequences, the objective is to educate candidates in understanding all aspects of inappropriate speed. By the end of the course candidates are expected to have developed positive attitudes and behaviour to speed, understanding why speed limits are imposed. The success of the course is dependant on those drivers caught speeding volunteering to take part and maintaining a positive attitude.

The course has received much positive feedback from candidates and the Road Safety Team are impressed with the outcomes and changes in attitudes after each session.

### **Targeting younger drivers**

Many young drivers are carried away by the enjoyment of their new skills and confidence may exceed their experience and judgement. Unfortunately nationally 20% crash within their first year of driving.

This new campaign has been devised so as to show to young drivers they are vulnerable, and through their actions they can be killed or seriously injured on our local Island roads. This aspect was intended to address the "it won't happen to me" mentality. As with the Drink Drive campaign, the Council is working closely with its partners, Hampshire and IW Constabulary and IW Fire and Rescue Service.

The media campaign used a "remember me" theme to promote the message, a poster showing three local young people who died on Island roads in the past 12 months was circulated to schools, the College and public places. A billboard trailer is also being used to display the message and is placed at strategic visible locations around the Island.

An alcohol free "gig" was held in co-ordination with the Drink Drive campaign, with support of local bands and a DJ to promote safe driving, an informative memorial display was run during the interval. Also, during local town road shows, helium balloons representing the number of killed and seriously injured casualties were released to help people identify the number of people involved in road traffic collisions.



Both Drink Drive and Young Drivers “remember me” campaigns received huge media coverage which was an important aspect in the success of getting the messages across to local people. The gig was popular and received much positive feedback.

The reference to local victims so soon after their death could have been misinterpreted by local people and raised problems, in reality the target audience could relate to those involved and it reinforced the message with a positive effect.

In light of the schemes success, promotion of both Drink Drive and Young Drivers campaigns will continue at appropriate events and with relevant materials such as the posters and billboard displays.

### **Local drink driving campaign**

In 2007 the Council developed its own local Drink Drive message aimed specifically at local drivers. Drink driving is recognised nationally as a major cause for road collisions. Therefore by reducing the number of people drink driving, the Council aim to reduce the potential number of incidents it could cause.

Developed in partnership with Hampshire and IW Constabulary and IW Fire and Rescue Service, the message was spearheaded by a local father who made an unplanned decision to drink and drive in response to a personal crisis. His judgement impaired by alcohol, he lost control of his motorcycle collided with a car and is now unable to walk.

The combined poster and media campaign has included a photograph of the accident victim in his wheelchair. This very stark visual message has been used to promote the campaign within the local community and a roadshow has been taken out to local locations including town centres and night time entertainment venues frequented by younger drivers, including nightclubs and pubs. Specially printed helium balloons and glow-sticks are handed out with the intention that this direct and hard hitting message will have a positive and lasting influence on young drivers, who are often a difficult audience to reach.

This successful Christmas drink drive campaign has now been extended to include summer BBQ season, another potential source of drink drive related incidents.

### **Safe drive stay alive**

The “Safe Drive Stay Alive” Roadshow is another local partnership initiative aimed at reducing death and serious injuries on Island roads, within the younger 16-24 year age bracket.

The stage show is taken to local schools and College and is a powerful and honest account of a crash scene, and the aftermath of such serious events. The show is based upon a video reconstruction of a road traffic accident. It traces the chain of events leading up to the accident; it follows the actions of the emergency personnel involved in dealing with the incident. At appropriate moments, the video is halted and members of the Police, Ambulance Service, Fire and Rescue and Accident and Emergency personnel speak of their own experiences in dealing with incidents. The mother of a young person who lost

their life in an accident and a young person disabled in an accident also speak of their personal experiences. Further to this session, a crash extrication scene is acted out to demonstrate the practical issues involved in an incident of this kind, this also helps to reinforce the message to young people.

The format is modern, original and very hard-hitting, designed to challenge young peoples attitudes and perceptions. The production provides the young adults with clear but shocking information on the injuries sustained by road crash victims and the effects on their family and those immediately involved.

Evaluation of the event by the Road Safety team has showed that the message could be upsetting to some of those present, but has proved very valuable. Comments from those who have attended include "I thought it was exactly what is required to get the message through to young drivers – hard-hitting, true stories that left me emotionally drained".

The partners are crucial to the delivery of the initiative and its success, Hampshire and IW Constabulary, IW Fire and Rescue, IW Ambulance Service, Local Funeral Directors, and those with personal accounts all play a pivotal role in delivering a message which all involved parties believe needs to be a realistic and accurate representation.

It is anticipated that the "Safe Drive Stay Alive" Roadshow will continue to be delivered on an annual basis every autumn.

#### **"Head On" – year 11 road safety education**

The objective of this scheme is to offer every Island High School and Private School a road safety education package aimed at pre-driving age 16 year-olds. It focuses on highlighting the dangers and risks of inappropriate behaviour whilst controlling a vehicle, and the risks faced by passengers with inexperienced drivers.

As part of the initiative a DVD has been produced locally showing the devastating consequences of a fatal crash. This is shown in conjunction with an interactive classroom session. Following this the pupils attend a re-enacted crash extrication scene by emergency personnel. A genuine 999 call is played to open the scene, with an interview of a mother of a young person who lost their life in a road traffic accident drawing the scene to a close, whilst this is happening, funeral directors collect body bags from the scene.

As with the Safe Drive Stay Alive initiative, the message is designed to be realistic and hard-hitting, the delivery and success of such demonstrations is dependant on partners such as the emergency services, and directly affected parties wishing to support the scheme, promoting road safety.

Post event evaluation and feedback has been positive, with visits to schools 6-months after the sessions being delivered, pupils stated they remembered the clear message portrayed throughout the demonstration.

Risks to the delivery and success exist, such as the very limited resources available to the ambulance service, impacting their ability to provide support and personnel to the scheme.



### Road safety exhibition unit

The road safety team recently acquired an exhibition unit which aims to maintain a presence at popular local events such as the Garlic Festival and Cowes Week and by being present in town centres. The objective is to maximise exposure to the public and increase accessibility of road safety awareness and education schemes to the public.

The ‘Seatbelt Sledge’ also accompanies the exhibition unit, it is a mechanical sledge designed to simulate a collision at 6mph, members of the public can experience this by being strapped into the sledge seat and are accelerated to 6mph before reaching an abrupt stop. It is intended to demonstrate the large forces felt by a car occupant in a collision, at a relatively low speed.



#### Sponsorship

When the exhibition unit is deployed, the seatbelt sledge is adjacent to it, barriers were identified within a risk assessment as necessary to protect spectators and the public. J. A. Dempsey, a local Civil Engineering company agreed to sponsor the café style barriers, which sport the Council logo, Dempsey’s logo and ‘Road Safety Unit’. The barriers not only protect the equipment and public, but allow the unit to be visible and identifiable from a distance. The sponsorship also reduces the reliance on revenue funding to maintain the unit.



### E.5.3 Speed management and enforcement measures

Deterring people from speeding and other traffic offences has been identified as an important factor in the perception of road safety. Speed reduction is also identified as a significant contributor in the reduction of people injured in road accidents. Effective enforcement combined with good publicity can help deter the type of behaviour which puts road users at greater risk. The speed enforcement measures taken by the Council are cross-cutting, and have had a positive effect on each of the casualty reduction targets.

#### “20s Plenty” speed campaign

The Council has recently introduced “20s plenty”, a “One Island” scheme aimed at reducing speed on roads near schools Islandwide. Statistically pedestrians chances of survival if hit by a vehicle at 20mph is nine in ten. This scheme intends to reduce the number of pedestrians involved in road traffic incidents, specifically the number of children involved, helping to achieve our target (T12) for reducing by 50% the number of children KSI on

Island roads. The initiative began in March 2007 on a three year schedule, with the objective to implement either a regulatory 20mph limit or an advisory 20mph at every school on the Island.

The schools were divided equally across the three year period, aiming to cover every school by the end of March 2010. Speed monitoring is used at each site to assess whether a regulatory or advisory 20mph limit is appropriate. Between April 2007 and March 2008, 18 schools benefitted from the introduction of regulatory 20mph limits. During 2008/09 and 2009/10, the remaining schools will under go speed monitoring and assessment, followed by implementation of the limit.

#### *Delivered through consultation*

Consultation with local Councillors, Parish and Town Councils and associated schools was undertaken and comments were invited. No objections to the '20 zones' were received and the schemes have been well supported during 2007/08. During April 2008, two advisory '20' signs were installed in the vicinity of Whippingham Primary School; the signs were unique to the Island and received positive feedback. Speed monitoring post-implementation has indicated a reduction of 4mph in vehicle speeds during peak drop-off and pick-up school periods.

Partnership and consultation with the local communities, including residents, schools, parish and town councils was important in delivering this initiative. Monitored reductions in speed post-implementation is also an important factor, as no observed change or an increase could jeopardise that particular scheme site and a re-assessment to the approach taken would be required.

The project is due to continue over the remaining two years until 2010, in which time advisory or regulatory limits will be assessed and implemented at the remaining schools on the Island.

#### **Speed reactive signs**

LTP2 identified the importance of enforcement and deterrence in speed management. To reduce the number of personal injury collisions and increase the level of compliance with local speed limits, 'Speed Reactive' signs were seen as an appropriate measure to achieve this.

Site assessments were carried out to ascertain suitable sites where speed reactive signs would be effective. Between March 2007 and March 2008, over 120 sites were identified, and the signs were installed between December 2007 and March 2008, within the deadline for scheme delivery.



Overall the signs have received positive feedback from local Councillors, Parish/Town Councils and the general public. Further signs are planned to be installed due to the success of the project, and speed monitoring will continue on existing sites.

### **Safety cameras**

Through the Safer Roads Partnership, the Council has identified a wide range of safety issues and casualty reduction strategies, one such being the use of safety cameras for speed enforcement.

The Council operates 13 fixed sites on the Island with 2 active sites at any one time. The sites were designated based upon a range of factors including accident data, the sites are under constant review and monitoring to gauge the effectiveness of the enforcement. Improvements in enforcement have been observed at sites on the Island and are contributing to casualty reductions.

To supplement the 13 fixed sites, two mobile units also operate on the Island and target areas identified as having issues with speed related incidents.

Community involvement is recognised as a key part of speed enforcement and education and the mobile units often respond to reports of speed issues in local villages and communities. The Driver Awareness workshop also maintains an important link with safety cameras and enforcement by offering an opportunity to educate drivers as an alternative to being prosecuted over speed offences.

## **E.6 Transport, road safety and health - the bigger picture**

In LTP2 the opportunity was taken to consider the implications of transport and the environment as a key element in the development of the plan. The Strategic Environmental Assessment (SEA) helped inform, focus and shape the transport strategy within LTP2; the environmental performance throughout the plan period is monitored as part of the progress towards targets.

### **E.6.1 Reducing air pollution**

It is recognised that transport can be a significant contributor to local air pollution. Poor air quality is linked to respiratory problems in humans and can also affect ecosystems and accelerate the erosion of buildings. The Council is actively looking to increase travel choice – walking cycling, bus and rail travel and in doing so reduce reliance on the private car for all journeys. Further details of work in this area are included in the “Air Quality and the Environment” section.

#### **Local Agenda 21**

Transport was identified as a key issue during the development of our Local Agenda 21 strategy for the Island. The strategy considered a number of solutions including reducing the need to travel, encouraging travel choice – travel by bus, foot and cycle. The strategy highlighted the viability of using electric vehicles and alternative fuels on the Island, particularly where journeys are generally short and naturally contained within the LA boundary.

LA21 has helped shape the approach the Council takes toward transport, renewable energy sources, sustainability and smart travel.

#### *Reducing our ecological footprint*

In 2003 the Council commissioned the first ecological footprint analysis to be carried out for the Island. The award winning study investigated a broad range of environmental trends and indicators between 1999 and 2003 and measured the amount of resources consumed by residents and visitors and the size of the resulting mark, or “footprint” this left on the environment. (See [www.bestfootforward.com](http://www.bestfootforward.com) for the full study).

A repeat study was carried out in 2005 to show any changes in this area, this study looked at a range of topics, including direct energy, materials and waste, food, personal transport and land use. The LA21 strategy and the results of the studies have helped inform the debate and influenced the development of the five-year strategy and investment programme detailed within the Plan (Section F – “Improving Air Quality and the Environment”)

### **E.6.2 Reducing transport noise**

It was highlighted within LTP2 that transport can be a significant source of noise and vibration. Noise is considered a statutory nuisance if it affects the health of people in the locality.

The Island does not qualify under the parameters of European Environmental Noise Directive (2002/49/EC) for consideration of noise maps. Local monitoring suggested that transport related noise issues are predominately associated with the car ferry terminal at Fishbourne. This concerns noise created during unsociable hours – loading and unloading, and onboard ferry announcements.

The Council has regular dialogue with the ferry operators, both through the QTP and other means. Wightlink have developed their Fishbourne ferry port site over many years and hold Port Operator Rights over the terminal. The Council works with the operator to reduce noise as far as practicable and the opportunity exists to improve operations and organisation through smart means such as advanced message signing.

Noise reducing surfaces are also considered through the maintenance process, this will continue within the PFI. Noise is also considered when diversions are put in place around roads under maintenance.

### **E.6.3 Improving physical fitness**

Highlighted in LTP2, clinical research has shown that changing lifestyles are having a detrimental impact on our health. The availability and use of the private car for sometimes even the shortest journey, is a contributing factor when considering the reduction of physical fitness levels and the increase of obesity and circulatory diseases. Further information on reducing childhood obesity on the Island is included within section B – “Transport’s contributions to the wider objectives”.

The use of “mums taxi” for those journeys where children may have once walked or cycled to school, is impacting on health, and contributing the peak

time road traffic, causing traffic congestion, adding to pollution levels and the perception of safety near schools. These were, perversely, many of the reasons cited by parents as to why they are reluctant to let their children walk or cycle to school. The development of our School Travel Plans and the healthy schools initiatives can help encourage a change of “hearts and minds” and the development of our safer routes to school projects has helped to put in place the physical improvements, which help to reduce barriers and encourage modal shift. Further details on School Travel Plans and modal shift of journeys to school can be found in section G – “Tackling Congestion”.

In LTP2 we chose to tackle accessibility to schools as part of our first Local Accessibility Action Plan, details of which are included in this report under section C – “Increasing Accessibility”.

#### **E.6.4 Improving access to healthcare**

The increasing average age of people living on the Island means there is a growing demand for care, support and health services. LTP2 identified that access to these services is a serious issue amongst older people, especially those without use of a car. Our accessibility surveys showed that at the beginning of the Plan period, the Island had very good accessibility to St Mary’s Hospital in Newport and discussions had taken place with the NHS Trust and transport operators to develop and improve it further (access to Newport is address in within section C – “Increasing Accessibility”).

The nature of the Island and location mean it is sometimes necessary to travel to the mainland for specialist healthcare services, which for most, adds to the stress and worry involved in an already difficult time. The additional cost and inconvenience of crossing the Solent adds to the burden of accessing mainland healthcare and the Council has been working with the NHS Trust, transport operators, neighbouring authorities and others to see what options are available to improve the situation. The Council commissioned a study prior to LTP2 to look at methods by which the entire journey could be improved and costs reduced. This information helped inform discussions and has been used to progress development of an Local Accessibility Action Plan, further details of which are included in this report in section C – “Increasing Accessibility”.

#### **E.6.5 Addressing deprivation**

Shortly before the LTP2 period, the Island was designated as an Associated Health Action Zone in recognition of the deprivation that exists in some areas. National trends seemed to indicate that there is a correlation between the number of road traffic accidents and the level of deprivation.

The Council carried out detailed investigations to ascertain whether this is the case locally, which indicated that there was no clear link between the number of accidents and deprived areas. We have also been working with our partners in the South East Counties Service Improvement Group (SECSIG) now (SEASIG) to further investigate the issue using a larger sample size and will continue to work with SECSIG and TfSH to monitor trends in this area.

### E.6.6 Road safety in the wider context

Road Safety is of high regard in all aspects of Council policy, with consideration in development of schemes to ensure they do not negatively impact road safety, and endeavour to offer improvements.

The Council addressed many accessibility issues with the delivery of the Carisbrooke Park Estate LAAP in 2007 (further details of the scheme are in section C – “Increasing Accessibility”). Issues and concerns were identified through consultation, many of these included elements related to safety, including accidents, child safety, speeding & rat running and congested/inappropriate parking.

Some of the improvements included new & upgraded footways and pavement widening, new zebra and other crossing facilities, new street lighting, area wide 20mph speed limit with speed cushions, revised parking during school hours and gateway treatments to the estate area.

### E.7 Ongoing work in this area (April 2008 – March 2011)

Making road safety a visible part of everyday life for road users is recognised as an effective way to reinforce and remind people of important messages and issues. The Council is currently looking to use bus shelters as a media to display road safety messages, due to their prominent and visible position beside the road to not only drivers, but pedestrians, cyclists and any other users. In the future, the Council hopes to use this method to raise advertising revenue, allowing more funding to be used to improve and enhance bus shelter maintenance.

The Council is looking to continue the delivery of a broad range of schemes and will extend its initiatives to include other target areas. These include addressing accidents involving; powered two wheelers, older drivers and improved maintenance.

#### E.7.1 Powered two wheelers

The number of KSI incidents involving Powered Two Wheelers was identified in the RSP to be a problem on Island roads. The purchase and use of recreational sports bikes often by those returning to motorcycling is a factor when considering local accidents. The Road Safety department is in the process of introducing a training course to help in reducing motorcycle accidents and improve rider skills.



The Better Riding course is a series of two-hour sessions over two weeks, which aims to improve riding skills and reduce the risk of a collision. Based on the Police Riders Manual, ‘Roadcraft’, candidates are encouraged to adopt a more comprehensive approach to defensive riding, covering observation, cornering, overtaking and an assessment ride. The course also covers first



aid and encourages candidates to further their knowledge by taking additional training. The course is supported by experienced police riders and road safety experts, and each candidate is given an assessment at the end of the course. The total cost of the course is £10 and is due to start during 2008.

### E.7.2 Older drivers

Injuries sustained by older car drivers on Island roads was also identified in LTP2 as being above the national average, 7% of all accidents compared with 4% for the whole of Britain. This is no doubt due to the above national average number of older residents living on the Island.

The Council's Road Safety team are currently in discussions with Age Concern to develop a suitable scheme to offer education and training to older drivers and raise awareness of issues and problems.

### E.7.3 PFI and maintenance

The forthcoming PFI will offer many improvements in condition and maintenance for Island roads. These improvements will benefit all road users and contribute to road safety with an overall improvement in the condition of the highway network. More information on this is available in section H – Ensuring Effective Management.

## E.8 Summary of delivery

The following section summarises key actions in this area.

Issue	Action
Increasing personal health and safety.	<p>Sustainable travel - School travel plans have played an important role increasing the number of pupils, parents and teachers walking and cycling both to school and for leisure.</p> <p>Access to the countryside - through the Rights of Way Improvement Plan the Council have improved the Right of Way network as well as organised walks of footpaths around schools.</p> <p>Personal safety and security - The Council has continued its programme of improving street lighting and extending CCTV coverage to reduce crime and the fear of crime.</p> <p>Reduce crime - the Council seeks to reduce crime through design, this principle has been adopted as part of the Ryde Gateway Project and a formal design guide is being developed.</p> <p>Active travel – the Council are increasing child health through active travel and cycling as part of physical education in schools and healthy schools initiatives. Such initiatives have included Bike-2-School Week and Walk the Wight.</p> <p>Healthy eating – forms part of ongoing health / education regime and is being actively developed with our partners.</p>
Impact on the environment.	Alternative fuels – the Council has been trialling the use of biodiesel within its fleet for the past two years as well as

Issue	Action
	<p>promoting alternative fuels where possible.</p> <p>Reducing noise – through partnership and communication with ferry operators, measures to reduce noise at ports such as advanced signing rather than announcement systems have been put in place.</p> <p>Reducing traffic noise – Noise reducing surfaces are taken into consideration when maintaining and improving roads.</p> <p>Reducing environmental impact – in-situ recycling of road materials is carried out where possible to minimise the waste materials and the amount of new materials required.</p>
<p>Powered two wheelers user casualties worse than national figures. “Born again bikers”.</p>	<p>Safer engineering – over the past two years the Council has carried out route studies, area wide analysis and mass action plans to reduce accident figures.</p> <p>Speed control and management - where speed has been identified as a recurring issue, SIDs (Speed Indicator Devices) have been introduced which have been shown to decrease the average speed of vehicles.</p>
<p>Car user casualties – significantly worse than national figures.</p>	<p>Publicity, education and training – the Council has run various campaigns and initiatives such as Local Drink Drive and Better Driving are linked with the national Think road safety campaign to deliver education and awareness.</p> <p>Established road safety forum – the Council established a road safety forum over two years ago which meets quarterly to encourage discussion and comment on strategic road safety and casualty reduction issues.</p> <p>Safer engineering – data analysis has been used to identify “cluster sites” and shift emphasis to programme of route studies, area wide studies and mass action plans.</p>
<p>High KSI rate – higher than national figures.</p>	<p>Publicity, education and training – Various campaigns and education initiatives such as Safe Drive Stay Alive, Local Drink Drive, Pre-Driver Training, Better Driving, 20s Plenty Zones and Speed Reactive Signs have all addressed the range of issues which can cause collisions, and have contributed to achieving our KSI reduction target.</p> <p>Pedestrian and child safety – the Council has introduced and implemented a number of safety initiatives including pedestrian training, 20 mph zones around schools, Safe Route to School schemes and improved crossing facilities Islandwide.</p> <p>Safety audit – audits are carried out as part of the development and analysis of new schemes.</p>
<p>Road condition – poor skidding resistance.</p>	<p>Safer engineering – roads with bad skidding resistance are identified through a 12 monthly SCRIM programme and roads are prioritised for re-surfacing based on the results.</p>



## E.9 Ongoing delivery – looking forward

The following section summarises planned actions and opportunities.

Issue	Action
Road User Training and Improvement	<p>Development of education and training - the Council are looking to launch a Better Riding course during the current financial year, aimed at reducing the number of incidents involving powered two wheelers. The Council are also working with Age Concern, QTP and advanced motorist groups to develop a suitable education and training scheme tailored to the specific issues and concerns faced by older drivers.</p> <p>Ongoing education and training – the Council will continue working with the police, to maintain and improve driver training and awareness including successful courses such as Driver Rectification and Minibus Driving Training.</p> <p>Pedestrian and child safety – the Council will continue delivering safety training programmes involving children, teachers and parents such as Child Pedestrian Training and Cycle Training. As well as implementing schemes that promote safe walking and cycling routes. The ongoing introduction of 20 mph zones around schools increase safety. Promote the correct fitting of child seats and safety equipment.</p>
Publicity and Awareness Campaigns	<p>Publicity and awareness - the Council has identified the important role that campaigns play in raising awareness of road safety issues and these schemes will continue to run and new schemes developed to address specific road safety issues.</p>
Speed Management and Enforcement Measures	<p>Speed enforcement – the sites of safety cameras are constantly under review and will be adapted as appropriate.</p> <p>Speed management - alternative measures such as ‘20s plenty’ and speed reactive signs will be installed at sites deemed necessary.</p>
Road User Casualty Reductions.	<p>Reducing road casualties – the Council will continue to reduce road casualties through a combination of road user training, publicity &amp; awareness campaigns and speed management measures.</p>
Maintenance and Road Improvements as a Tool for Road Safety	<p>Safer engineering – data analysis has been used to identify “cluster sites” and emphasis has shifted to a programme of route studies, area wide studies and mass action plans and this approach will continue.</p> <p>Safer engineering – the Council carries out yearly SCRIM surveys and these results will continue to guide and inform the ongoing resurfacing programmes.</p> <p>Safety audit – the Council will continue to undertake safety audits as part of development of new schemes.</p>
Road Safety Forum	<p>Partnership working - the road safety forum will continue to take a strategic approach to safety issues concerning Island roads.</p>
Reducing Transport Noise	<p>Infrastructure improvements - as part of the maintenance process, noise reducing surfaces are given consideration, this will continue with the upcoming PFI contract.</p>

Issue	Action
Improving Physical Fitness	Partnership working - links between transport and physical fitness will be retained and strengthened as part of anti obesity and health alliance initiatives.  STPs and WTPs also aim to encourage sustainable travel, including cycling and walking, which form part of a healthy lifestyle.
Improving Access to Healthcare	Improving access – the Council has identified that access to St. Mary’s Hospital is good, but some specialist care requires travel to the mainland. The Council aims to continue improvements to journeys for patients to the mainland for specialist care as part of the access to mainland healthcare accessibility action plan.
Addressing Deprivation	Partnership working - LTP2 highlighted investigations with SEASIG into possible links between deprivation and the number of road traffic accidents, although no links were found.
Forthcoming PFI	Effective management - although the PFI is not due to start until the end of LTP2, the scheme represents a long-term improvement plan for the condition of the Island roads.

## E.10 Risks and opportunities

Key:

- R A red rating would mean there are major problems in this thematic area, which mean a lot of remedial action needs to be taken for the LTP2 to be delivered.
- A An amber rating would mean there has been good progress in this theme but major challenges have been encountered, which mean that more or different action may need to be taken.
- G A green rating would mean that the key outcomes the LTP2 set out for this theme are on track to be delivered in full, or equivalents delivered, or exceeded. It may also apply where targets or outcomes have not been fully delivered or met, but mitigation is already in place.

### E.10.1 Risk assessment

Area	RAG	Direction of Travel	Mitigation Action Comment
Road User Training and Improvement	G	▲	Funding – revenue implications could equate to a rise in the nominal course fees, which are currently low to attract more participants.  Resourcing expertise – local driving instructors, police and course facilitators are a major component in delivering quality training at all levels.  Partnership working – the Council will maintain strong relationships to ensure the future of successful partnerships.
Publicity and Awareness Campaigns	G	▲	Partnership working – such partners as the ambulance service have resource limitations, which has the potential to reduce their involvement thus having a

Area	RAG	Direction of Travel	Mitigation Action Comment
	G		<p>negative impact upon the delivery of the campaigns.</p> <p>Resourcing expertise – involvement of many organisations and partners such as the Police, Ambulance Service, Fire Service and also persons directly affected by the issues being addressed are fundamental to the effectiveness of campaigns.</p> <p>Funding – reduced revenue could jeopardise the production of promotional materials and hire of high profile event locations.</p> <p>Community partnerships – involving members of the community directly affected by road traffic incidents could be misconstrued by the public. Strong links with the local community have been developed and participation is seen by those affected as a constructive and helpful contribution to improving road safety.</p>
Speed Management and Enforcement Measures	G	◀▶	<p>Community involvement – speed reactive signs have received positive feedback from the public, schools and local Parish &amp; Town Councils. The Council strive to maintain good working partnerships and consultation with appropriate organisations/individuals.</p> <p>Partnership – the Safer Roads Partnership is crucial in operation and enforcement of speed cameras on the Island. Also the Driver Awareness workshop is targeted at speeders caught by speed cameras.</p> <p>Procurement – issues with the procurement process delayed initial delivery, although it stayed within timetable. Adjustments to the project have been made to take into account the procurement process.</p>
Road Safety Forum	G	◀▶	<p>Partnerships – the forum depends on positive partnerships and the Council will maintain strong relationships to ensure the best possible grounds for the future of successful partnership working.</p>
Improving Physical Fitness	G	◀▶	<p>Developing partnerships – the development and implementation of WTPs relies on the support of both employers and employees. The Council has begun hosting 'Green Travel'</p>

Area	RAG	Direction of Travel	Mitigation Action Comment
			meeting with staff representatives to develop partnerships.
Improving Access to Healthcare	G	◀▶	Support from healthcare providers – the Island healthcare accessibility action plan depends on co-operation from the PCT, working in partnership to develop travel options and initiatives to help those travelling by different means. Access to mainland healthcare will similarly be affected by partnerships with mainland healthcare providers.  Support from ferry operators – partnerships with the three ferry operators is fundamental in improving travel to the mainland and development of initiatives to make these journeys easier for those requiring specialist care.
Forthcoming PFI	G	▲	The Council will submit an OBC in 2009 and is in the process of putting the necessary measures in place to secure the highways PFI, including successful appointment of the project board and project team.

### E.10.2 Summary of overall delivery

Area	RAG	Direction of Travel	Mitigation Action Comment
Improving road safety and health	G	◀▶	Three of the four key targets are on track, with three of the five supporting targets also on track.  Partnership working and funding are the main risks associated with delivering the key targets for improving road safety and health.

## F. Improving Air Quality & the Environment

### F.1 Objectives and targets

The following objectives and targets are outlined in LTP2

#### LTP2 Objective

O4 To improve local air quality and the environment

#### Key Targets

T15	To have no designated Air Quality Management Areas (AQMA).	✓
T17	To restrict traffic growth to 2.3% per annum.	✓

#### Other Targets

T1	To achieve a 42.9% increase in bus passenger journeys	✓
T2	To achieve 76.3% bus punctuality.	✓
T3	To increase bus satisfaction to 65%.	✓
T4	To achieve a 20% increase in train passenger journeys.	✗
T5	To maintain train punctuality at 97.2% or better.	✓
T6	To maintain train reliability at 99.5% or better.	✓
T7	To achieve a 10.6% increase in ferry passenger journeys.	✗
T8	To triple the number of cycling trips.	NCE
T10	To increase by 5% the number of households able to access Newport within 30 minutes by walking, cycling or public transport.	✓
T14	To increase to 24% the percentage of children participating in cycle training.	✓
T16	To reduce by 4% the number of students travelling to school by car	✓
T18	To have limited deterioration in condition of the principal road network.	✓
T19	To have no overall deterioration in condition of the non principal road network.	✓
T20	To have no overall deterioration in condition of the unclassified road network.	✓
T21	To have no overall deterioration in footway condition.	✗

✓ = Target on track    ✗ = Target not on track    NCE = No clear evidence

### F.2 Introduction

Section I of LTP2 recognised that everything we do has an impact on our environment. Every element of our lives, from how we source our food, buy our clothing; to our homes - how we heat them, light them and travel all contribute to the local and global impact that we make.

Climate change introduces uncertain future changes, increased erosion from extreme weather systems on our coasts is one of these potential issues. Conflict exists between human activity and natural processes on our coastlines, managing these two aspects will always pose a challenge. The coastline is an important asset to the Island, many people live and work at the coast and it is also a major asset in terms of tourism.

The Island is a microcosm of South East England, the quality and attractiveness of the built, natural and historic environment is a major factor in why people choose to live, work and visit the Island, it directly contributes to the Island's local economy and employment. Previous consultation through LTP1, Local Agenda 21 (LA21), Community Plan "Island Futures", Local

Development Framework (LDF) and the Strategic Environmental Assessment (SEA) have all identified that the local environment is regarded as one of the Island's most important features.

### **F.3 What we have done (April 2006 – March 2008)**

#### **F.3.1 Managing and improving the environment**

The Council places a strong emphasis on protection and improvement of the natural environment and resources. The Island has seen increasing demands placed on all its natural resources and with significant development and future growth planned, it is essential that adequate measures for protection and where possible reduction in natural resource consumption are put in place.

This section of the Progress Report seeks to give an update on where we are now, with regards to improving the local situation in this area. It sets out particular schemes and initiatives that have already been undertaken and outlines what is planned for the remainder of the plan period.

Main areas in this section are:

- Reducing the global impact – LA21.
- Our landscape and the built environment.
- Transport and Air Quality.
- Green Island Awards.
- Waste management and transport.
- Summary of key delivery.

Areas of delivery highlighted in this section as a showcase project includes:

- The Taste of the Wight Project.

#### **F.3.2 Reducing the global impact - LA21**

In common with other Local Authorities, the Council has developed its own Local Agenda 21 Strategy. The purpose of which was to bring social, environmental and economic well-being whilst ensuring that we leave the world at least as good a place as we found it.

Through a series of road-shows, consultation identified that the majority of respondents had concerns regarding transport – cost of ferries and public transport. Findings from this consultation informed both the Community Strategy “Island Futures” and the LTP2 process.

##### **Improving our ecological footprint**

LTP2 gives details of an ‘Ecological Footprint’ study which was carried out for the Council in 2005 through it's Local Agenda 21 strategy. It indicated that although the demands placed on resources were below the national figure, they had been increasing in the four years prior to the study. Transport was identified as a major contributor to personal CO2 emissions, with journeys on the Island contributing over 200,000 tonnes of CO2 per year.

The study identified an increasing trend in the Island's ecological footprint. It recommended that future regeneration on the Island should take into account a need to stabilise the ecological footprint, with transport representing a fundamental component of this.

The recent Eco Island sustainable Community Strategy has developed this approach further and now sets the agenda under which we will aim to achieve the lowest carbon footprint in England by 2020. Many aspects will be addressed to achieve this, including developing renewable energy generation, renewing infrastructure to the highest ecological standards and investing in sustainable development research.

### **F.3.3 Our landscape, natural, built and historic environment**

The Island exhibits a comparatively wide range of geology, habitats, flora and fauna for its small size. It represents one of a handful of remaining strongholds for the Red Squirrel in the British Isles, as well as having many SSSIs and internationally important mudflats, supporting 54 national priority species. Among the valuable natural environment, the Island also possesses a rich heritage of buildings and townscapes, as well as historic paths and highways, which have been shaped by humans for over 450,000 years.

The Council recognises the need to conserve, maintain and enhance these natural, built and historic assets, therefore LTP2 aimed to compliment these objectives by reflecting a range of management plans addressing these important issues.

In order to maintain, preserve and enhance the valuable characteristics and environment of the Island, a number of these key overarching documents are crucial to the management:

- Unitary Development Plan (UDP).
- Local Development Framework (LDF) "Island Plan".
- Isle of Wight Area of Outstanding Natural Beauty Management Plan.
- Shoreline Management Plan.
- Coastal / Fluvial Defence Strategies.
- Biodiversity Action Plan and Species Action Plans.
- Relevant Estuary Plans.
- Historic Environment Action Plan.

Within the Thriving Island theme of Eco Island, an objective to protect and enhance our Island's natural beauty emphasises many of the principles of LTP2 and other relevant management plans.

### **F.3.4 Transport and the environment**

Our roads and rights of way networks play an important role within nature conservation. These represent a huge, environmentally diverse network of links and wildlife corridors, as well as historic and natural landscapes in their own right.

Taking a proactive approach, the Isle of Wight Council seeks to ensure a contiguous management method. The Council has prepared and adopted a range of management plans and studies to assist and guide the preservation

and management of the Island's many environmentally sensitive and protected areas:

- Biodiversity Action Plan.
- Species Action Plans.
- Isle of Wight AONB Management Plan.
- Shoreline Management Plan.
- Coastal Defence Strategy.
- Historic Environment Action Plan.
- Rights of Way Improvement Plan.
- Preserving our listed structures.

### **F.3.5 Adopting a proactive approach**

#### **Working together**

The Council has been working with a broad range of partners, both internal and external. Internally, excellent communication exists between officers in Engineering Services and Planning and our two joint liaison groups have been meeting regularly to discuss a broad range of topics.

A strategic group includes officers from Planning Policy, Conservation and Design, Rights of Way, Countryside, Ecology, AONB, Archaeology, Transport Policy and Highways Design, whilst the other developmental group has included predominately operational and engineering staff from our Road Safety & Traffic Management section and Development Control.

Externally the Council has been working with statutory organisations such as Natural England (formerly English Nature) and other appropriate bodies to discuss strategic management issues, including long-term implications for our coastal road system, much of which passes through land of high ecological value.

The Council hope to continue this collaborative and cooperative approach to ensure any highways engineering developments take full account of the historic, built and natural landscape and that every effort is made to remove or reduce as far as possible any harmful impact.

### **F.3.6 Continued management and improvement**

The current management strategies and plans already in place will ensure conservation and environmental protection legislation are adhered to for the remainder of the plan period and beyond.

Continued partnership working both internally and with external organisations is crucial in ensuring highway developments and improvements are in-keeping with environmental expectations. The Council are constantly looking for ways to improve upon current strategies and will endeavour to exceed expected standards.

### **F.3.7 Transport and air quality**

It is recognised that transport can be a significant cause of air and noise pollution. The Environment Act 1995 requires local authorities to assess air



quality problems in accordance with a clearly defined set of government standards and to produce Air Quality Action Plans where problems are identified. Transport is closely linked to the environment and LTP2 takes account of any identified problem areas and where appropriate includes measures to address any problems raised.

### **Restricting traffic growth**

Motor vehicles represent the main contributor to air pollutants from transport, therefore LTP2 recognised that restricting traffic growth would contribute to maintaining air quality. Target T17 aims to restrict traffic growth to 2.3% per annum and the following areas of focus were identified to aid in achieving this target:

- Improving the flow of traffic through our towns and junctions.
- Increasing the use of public transport on the Island.
- Encouraging cycling and increasing the number of children participating in cycle training.
- Reducing the number of students travelling to school by car.
- Improving access to Newport by means of walking, cycling or public transport.
- Developing travel plans – both school travel plans and workplace travel plans.
- Integrating our Rights of Way Improvement Plan.
- Improving the condition of our roads for Powered Two Wheelers.
- Maintaining footway condition.

Improving travel choice is a fundamental factor in whether people choose to use a car or other methods of transport. The car represents an easy and convenient option, and is often chosen without any consideration for alternative transport methods. By enhancing our public transport network, cycleway infrastructure, pedestrian facilities and our rights of way network, we can promote sustainable travel as a realistic and favourable option over the car. Section G - “Tackling Congestion” of this report contains further details on this topic.

### **Areas of local concern**

The Sandown, Lake and Shanklin corridor has been identified as one of two areas of local concern with regards to congestion and air quality, Coppins Bridge, Newport is the second. Air quality monitoring is present at both areas, at Lake monitoring takes place at The Fairway, Lake along the southbound approach road to the junction between the A3055 and A3056 – Newport Road and at Coppins Bridge, monitoring takes place at Fairlee on the southbound approach road to Coppins Bridge, A3054 from Ryde.



The Detailed Air Quality Assessment Report 2007 concluded that although no AQMAs were required on the Island, a significant increase in traffic along Fairlee Road could affect this conclusion.

There are plans to improve traffic flow at the junction in Lake using SCOOT traffic control and a refresh bid has been submitted to SEERA for wide ranging improvements of traffic flow across Newport. Further details of this bid are included within section G – “Tackling Congestion”.

### F.3.8 Monitoring regime

The Council conducts Air Quality Reviews and monitoring in accordance with the National Air Quality Strategy. Within the monitoring regime, Fairlee Road has been designated IOW4 and Lake has been designated IOW8 (replaced with IOW10 from 2008 onwards).

The Updating and Screening Assessments (USAs) detail the seven main pollutants identified as possible risks to human health. These are:

- Carbon Monoxide (CO)
- Benzene
- 1,3 – Butadiene
- Lead
- Nitrogen Dioxide (NO<sub>2</sub>)
- Sulphur Dioxide (SO<sub>2</sub>)
- PM<sub>10</sub>

The 2006 USA built on previous reports and examined the nitrogen oxide monitoring carried out by the Council. It was concluded there was unlikely to be any exceedences of the regulated pollutants, with exception of nitrogen dioxide, therefore monitoring was focussed on this particular pollutant.

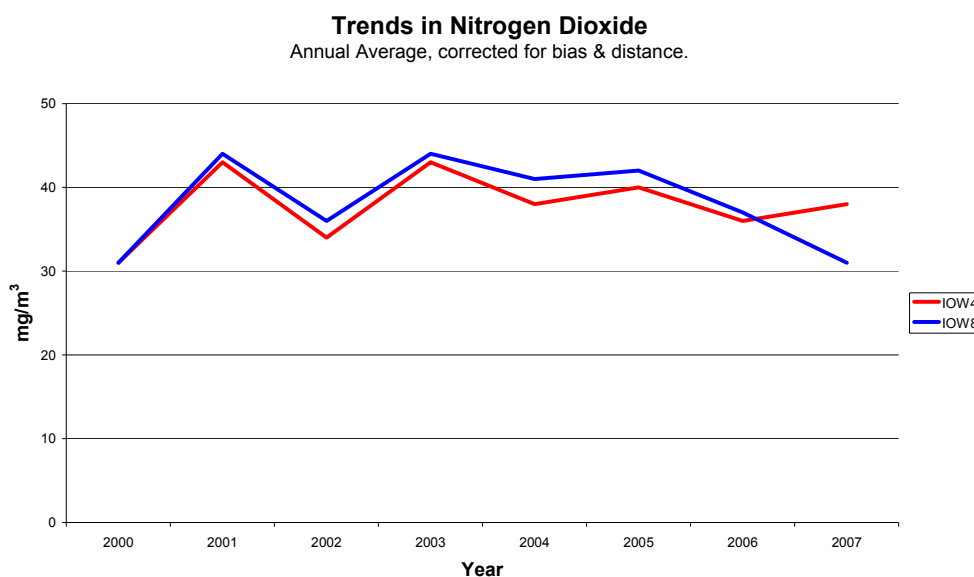
The detailed report was issued in 2007 and reported on the enhanced monitoring at the two particular sites identified as a concern. The detailed assessment concluded that the guideline level for nitrogen dioxide (the primary pollutant identified) was unlikely to be exceeded but the level appeared to be close at Fairlee Road (IOW4).

#### *Updating and Screening Assessment*

The Council is required under the national Air Quality Strategy legislation to carry out 3-yearly USA on air quality, the next one is due by April 2009.

#### **Recent trends in air quality**

The general trend of NO<sub>2</sub> levels is steady between 2000 and 2007, although a new monitoring site, IOW10 will be replacing IOW8 from 2008 onwards, with additional diffusion tube sampling at the IOW4 site.

**Graph 1 : Trends in Nitrogen Dioxide.****Update on AQMA situation**

The Air Quality Progress Report 2008 identifies that there have been no significant changes in emissions of the pollutants of interest on the Isle of Wight. The monitoring results for nitrogen dioxide at Lake (IOW8) on the Islands' south east coast continue to show that an exceedence of the air quality standard at this location is currently unlikely.

Monitoring results at Fairlee Road on the outskirts of Newport were reported to have shown an inexplicable pattern, and are therefore not considered to be reliable. Similar in some regards to Lake, the Fairlee Road area is heavily trafficked and additional monitoring is planned at the Fairlee Road site for the indefinite future, so as to provide more reliable results.

The report concludes that based on the evidence available to the Isle of Wight Council, no declarations of an Air Quality Management Area are currently necessary. However additional monitoring of nitrogen dioxide will be carried out.

**Conclusion – Air quality on the island**

Our local air quality monitoring has indicated that although pollutant levels associated with transport are generally acceptable on the Island, monitoring at key points has indicated a rise in some areas and it is important that we continue our monitoring regime and ensure that these levels do not rise further.

The Air Quality Expert Group report “Trends in Primary Nitrogen Dioxide in the UK” shows that, although total emissions of Nitrogen Oxides (NO<sub>x</sub>) from motor vehicles has been going down, the ratio between emissions of NO<sub>2</sub> and the other oxides has been going up.

The overall result has been that after a peak in 2003, measured levels of NO<sub>2</sub> have remained steady or decreased slightly. This is of concern for the Isle of

Wight Council, as the annual average of NO<sub>2</sub> as monitored at the Fairlee Road site, is close to the guideline limit. Additional sampling is underway at Fairlee Road (IOW4) and an additional monitoring site along the same stretch of road is being considered. More details can be found under the Air Quality section of [www.iwight.com](http://www.iwight.com).

### F.3.9 Air Quality Action Plan Report

The Council are continuing to monitor at Lake and on Fairlee Road to assess the air quality within these areas. Although no Air Quality Management Areas have been declared the Council are taking a proactive approach by implementing the following actions to limit traffic growth, identified as a primary contributor to air pollutants.

The following table is based on government guidance and summarises schemes and initiatives aimed at addressing air quality on the Island.

**Table 3 : Schemes to address air quality on the Island**

Action Plan measure / target	Original timescale	Progress with measures	Outcome to date	Comments
Continued monitoring regime.	On-going.	Monitoring sites at Lake and Fairlee.	No evidence to suggest establishment of AQMAs to date.	Oil depot at Kingston also monitored.
STP's at schools nearby monitoring sites.	Target to have 100% of schools with approved travel plans by 2010.	Islandwide, 68% of schools with approved plans.	Nearby schools with plans include Barton Primary, Downside Middle, Lake Middle, Sandown High, Sandown Primary.	On-going work with schools Islandwide to achieve 100% with approved plans by 2010. Currently 90% of schools with approved or developing plans.
Develop WTP's	Eco Island Vision 2010.	Work between PCT and Council has begun.	No outcome to date.	Identified as an Eco Island deliverable. Both Fairlee and Lake are routes linking major towns on the Island to each other and Newport, representing important commuter routes.
New and improved cycle infrastructure.	2007/08 Capital Scheme.	Improvements to cycle links at north Fairlee between East Cowes and Newport.	Scheme was delivered on schedule in 2007/08.	Improvements to link between East Cowes and Newport via old East Cowes Road.
Increasing bus patronage. (LTP2 target).	LTP2 target period 2006/07 to	Concessionary fare schemes for over 60's and	Bus patronage on target. Significant increases in	Operator investing in fleet, with low-floor buses for improved

Action Plan measure / target	Original timescale	Progress with measures	Outcome to date	Comments
	2010/11.	Student Rider introduced in 2006.	patronage following concessionary fare introduction.	accessibility and low-emission vehicles. Improved frequency on key routes.
Increasing train patronage (LTP2 target).	LTP2 target period 2006/07 to 2010/11.	Work through CRP on-going, aims to improve stations and make train travel more attractive.	Increase in 2006/07 but a decrease in 2007/08 due to concessionary fares (over 60's and Student Rider) on buses.	Concessionary fares for over 60's extended to trains for Islanders.
Restricting traffic growth (LTP2 target).	LTP2 target period 2006/07 to 2010/11.	LTP2 target aims to restrict traffic growth Islandwide to 2.3% per annum.	Currently, this measure is on target.	The Council aims to achieve this target through many measures such as increases in train and bus patronage, STP's and WTP's, cycle promotion and offering other alternatives to travel by car.

### F.3.10 Green Island awards & sustainability

Over the past 5 years the Isle of Wight Council has been pioneering a number of initiatives aimed at reducing the impacts of tourism-related and food-related transport on the Island.

#### The Green Island Project

The Green Island Project was launched in 2003 with the aim of reducing the environmental impact of tourism on the Island. The core component of the project is the Green Island Awards Scheme, which recognises efforts made by tourism businesses to reduce the environmental impact of their respective operation.

Each business has to undertake up to 120 different environmental measures, these are split into 8 categories covering areas such as waste, water energy etc. There is a specific section for transport covering a range of measures such as the provision of public transport information and offering pick-ups and bag transfer facilities to walkers and cyclists. Some businesses have gone much further offering discounts for guests arriving on public transport.

There are over 130 businesses engaged with the scheme, nearly all of whom are now scoring more than 90% in the transport section.

### **Encouraging car free holidays**

The project is currently developing a transport specific scheme focused on 'Car-Free Holidays', where a network of businesses are being developed that integrate a number of offers and discounts for those arriving 'car-free'.

Alongside the Green Island Awards Scheme the Project has been working directly with the major transport providers (ferries, buses, cycle hire etc.) addressing specific issues such as greater integration of timetables.

Each of these major providers has also undergone a major environmental audit by the Project Team and as a result they have implemented many environmental improvements in their operation. One ferry provider in particular has undertaken a major footprint analysis to lead its fuel efficiency improvement programme.

The Project Team also developed the now successful West Wight Landscape Partnership, and was instrumental in ensuring the transport projects outlined from the outset.

### **Taste of the Wight Project**

The Council is aware of the advantages in reducing food miles and eating locally produced food. The Taste of the Wight Project was launched in 2007 with the aim of increasing the supply and demand for locally produced food and drink. At the heart of the project was the target to greatly reduce the impact of food miles. Currently more than 95% of food and drink consumed on the Island is imported, this also includes some products such as tomatoes and asparagus that are exported off the Island only to return to Island supermarket shelves a few days later.

At the heart of the project "Taste," a new free glossy magazine supported by project partners: Co-op, SEEDA, Wightlink, Southern Vectis and Food and Drink for the South East actively promotes local food, suppliers of locally produced food, restaurants and sustainable travel.

Each issue of the publication puts the spotlight on local chefs, the food they cook and local venues including restaurants and hotels. The project is leading on a number of initiatives such as the development of local beef and lamb markets, the development of producer-to-supermarket supply systems and producer-to-restaurant supply systems.

### **Early success**

In a very short period of time major successes have been achieved. The Co-op Supermarket chain has sourced direct nearly £1m of local produce, new uses have been found for waste streams and new businesses based on local markets have been developed.

### **Working in partnership with transport operators**

The Project is supported by a number of partners including transport providers Southern Vectis and Wightlink Ferries. Specific promotional work has been undertaken with Southern Vectis to promote the use of public

transport as a means to access local food markets as well as enjoy the night-time economy.

The Taste of the Wight Project is very much in its infancy and over the coming months and years will hopefully radically alter the way the Island consumes its food and drink

The Island Food & Craft Association has recently been formed to help support the further development of this sector and get more great local produce on the tables of Island restaurants. The Association has over 100 members and there is a full listing of producers and outlets on their website [www.Islandfca.org](http://www.Islandfca.org).

### **Barriers to delivery**

The Council is looking at methods to continue the Taste of the Wight project and is currently canvassing readers to measure the support for possibly charging for the magazine. If found there would be support for a charge on the magazine, the revenue could be used to reduce costs of production and enhance the publication.

### **Farmer's Market – direct from field to plate**

The Council supports local Farmer's Market which offer food producers a low-cost opportunity to sell directly to the public and help to reduce food miles and unwanted packaging.

These markets are now held in three locations on the Island and all the products on offer will have been grown, reared, caught, brewed, pickled, baked, or otherwise processed by the local producer. The public can be confident of the origins of the foods, and ask the farmers involved questions about their produce. Further details can be found at [www.iwight.com](http://www.iwight.com).

### **Promotion through high profile events**

The opportunity was taken to promote local food at recent high profile events. A "master chef" cooking demonstration was available as a lunchtime feature during the launch of Eco Island – the Islands Sustainable Community Strategy. The promotion of local food was also included for the first time at the Isle of Wight Festival and was featured as part of the national television coverage, as was the ability to travel to the event by cycle, with recycling and other "green" initiatives being made more accessible.

## **F.3.11 Reducing the need to transport waste**

### **Gasification and Green Energy**

As an Island, it is important that we deal effectively with our own waste and household rubbish. It is not practical or cost effective to export our waste for disposal elsewhere and with 50% of the Island designated as an Area of Outstanding Natural Beauty (AONB), suitable sites for disposal or treatment can be hard to find.

Island residents will be the first in the UK to benefit from a pioneering technology that enables the generation of green energy from waste. The

Resource Recovery Facility (RRF) at Island Waste's Forest Road site separates combustible waste into floc fuel (plastics and papers) for use in the gasification plant, it also separates metals (tins, cans etc) for recycling. So far, the floc fuel has been transported to Lincolnshire, as of autumn 2008, the fuel will be used on site, reducing the transportation costs and impact on the environment.

The gasification plant is due to become operational in autumn 2008, a total of 60,000 tonnes of waste per year will be needed to run the gasification facility, which will produce approximately 2.3 MW of electricity, enough power for 2,000 Island homes. The plant is a new technology demonstration project, and received £2.7m from DEFRA towards the £8m cost.

Island Waste identified in its annual reports for 2005/06 and 2006/07 that 90% of its own greenhouse gas emissions come from landfill gas, diverting more waste away from landfill will help to reduce this and the impact upon the environment. Island Waste are also adopting other methods of reducing their carbon footprint, such as investigating alternative fuels, carbon offsetting and developing & enhancing woodland.

**Barriers to delivery**

The Council has overcome barriers to delivery in this area and by working with its partners and is confident of improving local waste handling to reduce the need to transport waste.

The opening of the gasification facility will help the Island towards its Eco Island goals, reducing carbon emissions, the need to transport waste material off- Island and generating green energy for a sustainable Island.

**F.4 Summary of delivery**

The following section summarises key actions in this area.

Issue	Action
<p>Reducing the impact on the global environment.</p>	<p>Traffic growth — taking into account the agreed aim to regenerate the Island, we have restricted our traffic growth to 2.3% per annum.</p> <p>CO<sub>2</sub> emission – the Council are trialling the use of biodiesel within its fleet.</p> <p>Improve travel choice – 90% of schools currently have or are in the process of developing travel plans.</p> <p>Public transport – concessionary fares such as the Student Rider and Over 60's free bus travel has made public transport more attractive.</p> <p>Walking and cycling – the Council has various measures in place to encourage walking and cycling, including the ROWIP, cycle training schemes, and the development of cycle routes across the Island.</p> <p>Local economy &amp; food miles – by promoting local food, the transportation of food can be reduced.</p>



Issue	Action
Air pollution.	Minimise need to establish AQMAs – the conclusion of the 2008 Air Quality Progress Report is that the declaration of an Air Quality Management Area is not justified.
Help reduce traffic related pollution at Coppins Bridge.	<p>Improved traffic management – using traffic management techniques such as (UTC) Urban Traffic Control and (SCOOT) Split Cycle Offset Optimised Technique, traffic is kept moving and congestion reduced.</p> <p>Alternatives — 90% of schools currently have or are in the process of developing travel plans.</p>
Help reduce traffic related problems at Lake.	Public transport – the Council have worked in partnership with transport operators to put in place funding options that help make travelling by public transport more attractive – concessionary fares such as the Student Rider and Over 60's free bus and train travel. Also the Community Rail Partnership aim to enhance travel by rail to ensure that car free travel remains a popular alternative.
General traffic related problems.	<p>Help increase travel choice – development of school travel plans has increased travel choice.</p> <p>Partnerships and communication – the Council maintains strong links of communication with Town and Parish Councils.</p> <p>Alternative fuel – where possible the Council supports and encourages the use of alternative fuels. LPG, electric power, biomass, fuel cells etc.</p> <p>Minimising construction congestion – consideration is given to night working on strategic corridors to minimise the impact on traffic flow.</p>
Oil depot.	Monitoring – monitoring of the site at Kingston has shown no evidence of exceeding limits. Consideration is given to options for future monitoring.
Maintain and enhance the quality of the built, historic and natural environment.	<p>SEA – the Council has taken full account of the SEA as part of the delivery of the Plan and its proposals and by working with colleagues in Planning and elsewhere has established a detailed and robust SEA monitoring regime.</p> <p>Partnerships and communication – the Council works with Natural England, the Environment Agency, AONB and all other relevant agencies and partners to ensure that schemes and proposals have due regard to all existing plans, policies and relevant designations.</p> <p>Have due regard - the proposals and actions within the AONB have taken due regard to the purpose of the AONB designation in line with the AONB Management Plan.</p> <p>Strategic Partnerships and communication – the Council works with English Heritage and other external partners to ensure that schemes are sustainable and proposals mitigate and where possible avoid any possible effects on the built environment.</p> <p>Internal partnerships and communication - joint working with the IOW Planning Liaison Group, Council colleagues and others ensures coherence across all levels.</p>

Issue	Action
	<p>Ensure synergy with the LDF – the Island Plan aims to ensure that new buildings and spaces do not negatively impact air quality and noise pollution. E.g. Pan Urban Development.</p> <p>Minimise use of natural resources - where appropriate the in-situ recycling of road materials is carried out.</p> <p>Biodiversity enhancements – implementation of schemes such as Biodiversity Action Plans and Species Action Plans ensure biodiversity enhancements into final scheme designs E.g. trees and hedges are replaced and maintained as part of highway works (using appropriate native species of local provenance).</p> <p>Flooding and pollution – consideration is given to sustainable urban drainage systems to limit surface water runoff and pollution from roads and other transport infrastructure such as car parks. Road schemes and proposals avoid as far as possible areas, which are at risk from coastal and fluvial flooding.</p> <p>Instability - unstable areas are avoided for new infrastructure as far as possible, however if avoidance is not possible, work with partners to avoid associated environmental impacts are taken at an early stage in the scheme with an aim towards achieving a sustainable transport network on the Island.</p>
Ferry related issues.	Partnership working – dialog between the Council and ferry operators through the QTP and other means ensures issues such as noise and fumes are given due regard.
Reducing traffic-related noise.	<p>Engineering solutions – noise reducing surfaces are considered, and relevant steps are taken within the planning process to reduce the impact of traffic noise.</p> <p>Reduce noise as part of construction - routes and diversions are considered as part of maintenance process.</p>
Lighting.	Night skies - new and replacement lighting technology limits overspill to protect the darkness of night skies and is sympathetic to species such as bats.
Rights of Way.	Making the best use of the network – the ROWIP increases opportunities to walk and cycle through signing information, promotion and management. New signs take into account potential impacts on sites of designated nature conservation, the landscape AONB and historic sites.

## F.5 Ongoing delivery – looking forward

The following summarises planned actions and opportunities

Issue	Action
Managing and improving the environment	<p>Various established management strategies and plans already in place to ensure conservation and environmental protection legislation are adhered to. SEA process identified issues and mitigation within LTP2.</p> <p>By working with strategic partners, the Council ensures that schemes are sustainable and proposals mitigate where</p>

Issue	Action
	<p>possible, any adverse effects on the natural, built and historic environments.</p> <p>LDF – the Island Plan aims to ensure that new buildings and spaces do not negatively impact air quality or noise pollution.</p> <p>Eco Island vision of a ‘thriving island’ aims for a reduction in local environmental impacts.</p>
Transport and air quality	<p>Continued monitoring of air quality, the Council will endeavour to develop ways of reducing transport’s impact on the environment, to ensure that no AQMAs are required on the Island.</p> <p>An USA will be carried out in 2009, to re-assess the seven main air pollutants.</p> <p>Promotion of alternative fuels – the Council will continue to support and encourage the use of alternative fuels.</p> <p>Fleet use – working with the Hospital and others the Council is actively pursuing the purchase and use of vehicles powered by more environmentally friendly fuels (low sulphur diesel, Liquid Petroleum Gas (LPG), biodiesel, electric vehicles, bikes and electric bikes and powered two wheelers (PTWs) etc.</p> <p>Improved traffic management – implementation of SCOOT traffic control at Lake and a major bid has been submitted for traffic improvements through Newport.</p> <p>Continued development of STPs – the Council will continue to develop STPs, by working with and encouraging the remaining schools currently without plans in place to adopt the process before 2010.</p> <p>Development of Workplace Travel Plans – forms part of the Eco Island agenda and also aims to increase travel choice.</p> <p>Promotion of sustainable transport methods – including concessionary fares, free bus travel for over 60s and free train travel for Islander over 60s, also student rider scheme for Island students.</p> <p>Continued development of our ROW network – through the ROWIP and promotion of walking and cycling using improved signage and management, the Council aims to make best use of this sustainable travel network.</p> <p>Partnerships and communications – the Council will continue to maintain strong links of with Town and Parish Councils.</p>
Sustainability	<p>Island futures – Eco Island represents the Islands 20 year strategy for sustainable communities, the Council will continue to embrace and promote the principles outlined within it.</p> <p>Sustainable tourism – Eco Island also identifies the Island as a primary eco-tourism destination, raising the number of</p>

Issue	Action
	<p>tourism businesses which meet a high standard of environmental performance.</p> <p>Local economy &amp; food miles – through the Farmer’s Market and promotion of local produce, these schemes aim to benefit the local producers and reduce the need to transport food and local produce.</p>
Waste management & the environment	<p>Promoting sustainability – adopting new waste management techniques (Gasification Plant and Resource Recovery Facility) the Council aims to ensure waste does not have a detrimental effect on the environment.</p> <p>Innovation – Eco Island also identifies using new technology as a method to recycle and recover domestic and commercial waste, as well as offering ways to minimise waste to begin with.</p>

## F.6 Risks & Opportunities

Key:

- R A red rating would mean there are major problems in this thematic area, which mean a lot of remedial action needs to be taken for the LTP2 to be delivered.
- A An amber rating would mean there has been good progress in this theme but major challenges have been encountered, which mean that more or different action may need to be taken.
- G A green rating would mean that the key outcomes the LTP2 set out for this theme are on track to be delivered in full, or equivalents delivered, or exceeded. It may also apply where targets or outcomes have not been fully delivered or met, but mitigation is already in place.

### F.6.1 Risk assessment

Area	RAG	Direction of Travel	Mitigation Action Comment
Managing and improving the environment	G	◀▶	<p>Implementation of management plans – strong partnership working ensures stakeholders and interest groups are involved within management processes.</p> <p>Embracing the SEA – the SEA process identified mitigation, which was adopted by the Council, these actions form part of the key delivery and ongoing delivery.</p> <p>Internal partnerships – the Council maintains strong internal links between officers in Planning, Highways &amp; Rights of Way to ensure coherence across all levels.</p> <p>Developing the LDF – the Island Plan is being developed to be sympathetic to the built environment and issues of noise pollution.</p>
Transport and air quality	G	◀▶	Traffic growth – LTP target to restrict

Area	RAG	Direction of Travel	Mitigation Action Comment
			<p>traffic growth is on track, although increasing car usage and increasing car ownership at an accelerated rate could increase pollutant levels at Fairlee Road site above threshold level for establishment of an AQMA.</p> <p>Monitoring regime – is in place with guidance from national Air Quality Strategy. USA (Updating and Screening Assessment) reports on a 3-yearly basis monitoring seven main pollutants. Identification of the need for an AQMA would lead to failure of meeting T15. One monitoring site previously showed inexplicable data for nitrogen dioxide which was close to the threshold level for declaring an AQMA, extended and improved monitoring has been implemented.</p> <p>Air Quality Action Plan – as shown in the above air quality action plan report, the Council are developing schemes to ensure that an AQMA is not required to be declared at either of the monitored sites.</p>
Sustainability	<b>G</b>	▲	<p>Eco Island sustainable communities strategy – underpins many of the Councils objectives. Failure to meet the demanding Eco Island targets could negatively impact upon improvements to sustainability on the Island.</p> <p>Partnerships with local businesses – Green Island Awards encourage local businesses to develop in an environmentally friendly way, strong partnerships and communications are crucial in promoting this scheme.</p> <p>Bringing together local producers and consumers – Taste of the Wight and Farmers Markets depend on establishing links between different parts of the local food industry to enhance local produce and the benefits of it for local people.</p> <p>Partnerships and communications – there is a risk that Eco Island themes for ensuring sustainability are not adopted into strategic documents such as the Island Plan. Eco Island is being promoted through all levels of the Council to ensure it is adopted and integrated within each service.</p>

Area	RAG	Direction of Travel	Mitigation Action Comment
Waste management & the environment	G	◀ ▶	<p>Funding – over one third of the cost of the new gasification facility was through DEFRA, the project was pioneered as a new technology, which helped to secure the grant.</p> <p>Partnership with waste contractor – this partnership was crucial in developing the facilities to handle the waste, and generate power.</p>

### F.6.2 Summary of overall delivery

Area	RAG	Direction of Travel	Mitigation Action Comment
Improving air quality & the environment	G	◀ ▶	<p>Both key targets are on track, with nine of the 15 supporting targets also on track.</p> <p>The main risk to air quality on the Island is increased car use. The Council has many initiatives in place to reduce congestion and encourage sustainable methods of transport such as cycling, walking and using public transport.</p> <p>Partnership working is fundamental in promoting sustainable travel options. It also forms a crucial part in the adoption and implementation of management plans to conserve our built, historic and natural environment.</p>

## G. Tackling Congestion

### G.1 Objectives and targets

The following objectives and targets are outlined in LTP2.

#### LTP2 Objective

O5 To tackle congestion

#### Key targets

T17	To restrict traffic growth to 2.3% per annum.	✓
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#### Other targets

T1	To achieve a 42.9% increase in bus passenger journeys	✓
T2	To achieve 76.3% bus punctuality.	✓
T3	To increase bus satisfaction to 65%.	✓
T4	To achieve a 20% increase in train passenger journeys.	✗
T5	To maintain train punctuality at 97.2% or better.	✓
T6	To maintain train reliability at 99.5% or better.	✓
T7	To achieve a 10.6% increase in ferry passenger journeys.	✗
T8	To triple the number of cycling trips.	NCE
T10	To increase by 5% the number of households able to access Newport within 30 minutes by walking, cycling or public transport.	✓
T14	To increase to 24% the percentage of children participating in cycle training.	✓
T16	To reduce by 4% the number of students travelling to school by car	✓
T18	To have limited deterioration in condition of the principal road network.	✓
T19	To have no overall deterioration in condition of the non principal road network.	✓
T20	To have no overall deterioration in condition of the unclassified road network.	✓
T21	To have no overall deterioration in footway condition.	✗

✓ = Target on track   ✗ = Target not on track   NCE = No clear evidence

### G.2 Introduction

Section J of LTP2 recognised that traffic congestion can impact on us all whether it is the journey to work, to school, shopping or leisure.

It is recognised that at a national level that in many towns and cities, congestion is already having a negative impact on economic performance, accessibility and quality of life.

The Island is in many ways isolated from such pressures – nobody goes through the Island as part of a longer journey, but population growth, economic regeneration and increasing levels of car ownership and car use have all added to the perception that things are getting worse on the Island as well.

#### G.2.1 Update on progress

This section of the Progress Report seeks to give an update on where we are now in relation to reducing congestion in particular where we are with the following:

- Identifying areas of local concern.
- Partnership working.
- Mitigation of problems.
- The work of the Community Rail Partnership.
- Schemes to increase numbers travelling by bus.
- Increasing numbers travelling by bike.
- Improving travel choice on the journey to school.
- Powered Two Wheelers.
- Incorporating our Rights of Way Improvement Plan.
- Summary of key actions.
- Identifying risks and opportunities.

Particular areas highlighted in this section as showcase projects are:

- Delivering concessionary fares – bus and rail.
- Student Rider initiative.
- TravelSafe.
- Travel to school roadshows.
- Histree trails.
- Schools Walk the Wight programme.
- School Walks.

### G.3 What we have done (April 2006 – March 2008)

It is recognised that in the same way that traffic growth and congestion are not caused by one single factor, there is not just one single way to reduce the problem. Whilst it may be possible to help alleviate the problem through engineering improvements, evidence from elsewhere has shown that traffic growth can overtake these and the longer term solution rests with a number of more sustainable ideas, which are more in keeping with the Island's Eco Island agenda. These options include:

- Increasing travel choice – making travel by bus, train, powered two wheelers (PTW), cycle and foot, easier, more attractive and convenient.
- Travel Plans – developing plans for workplace and school.
- Reducing the need to travel – i.e. working and shopping from home.
- Making the best use of what we have – through traffic management.
- Improving our highway infrastructure.
- Making the best use of the ROW network through the ROWIP.

The following section therefore identifies the main areas of concern, what we are doing to help improve congestion and our plans to carry this work forward.

### G.4 Identifying areas of local concern

There are a number of issues with regards to congestion on the Island, the two main areas of concern are centred on Newport at the hub of the Island's road network, where traffic seeks to both cross the Island and gain access to the town. Particular problems exist at Coppins Bridge a traffic light controlled gyratory system where many of the Island's roads converge. Other concerns



relate to Lake on the Sandown, Lake Shanklin corridor where the coastal road (A3055) meets main road linking these settlement to Newport - Newport Road A3056. Further details of these concerns and planned actions are included below.

#### **G.4.1 Improving traffic in Newport**

The first area of concern is in Newport our main “County Town” in particular at Coppins Bridge roundabout, just to the east of Newport town centre. It is recognised that traffic pressures experienced here are as a result of its position as the hub of the Island’s road network and also as a result of new developments taking place both in the town and elsewhere on the Island. The shape of the Island, location of our settlements and layout of our road network means that developments that take place in other locations on the Island will inevitably have an impact on traffic passing through Newport.

Works have been carried out over a number of years to help reduce congestion and increase accessibility. Efforts in the past have included the creation of a link road allowing vehicles to bypass Coppins Bridge and the improved operation of the traffic light controlled junctions on Coppins Bridge and adjoining traffic light controlled junctions.

The Council have identified the need to address traffic conditions in Newport and LTP2 (Page 27 of Section M), set out a package of measures to further improve accessibility into and within the town. It is anticipated that these improvements will help increase traffic flow and reduce congestion and pollution. The works will include a package of measures to improve the existing road network and facilitate walking and cycling as well as softer, hearts and minds initiatives.

The scheme will allow unnecessary vehicles to bypass the historic town centre and improve the speed and reliability of public transport, travel by taxi, cycle and on foot. The project could include new interactive signing and real time information.

It is hoped that the whole package will alleviate traffic related problems and support the emerging LDF (Core Strategy). In particular sustaining the development of 800 new homes to the east of Newport, as well as supporting the development of regeneration proposals in the Medina Valley and the Cowes Waterfront project.

The estimated cost of the scheme is over £7 million. The design and preparation stages of the project are planned to take three to four years with actual construction works stretching over a further two years. The construction programme will be staged due to the traffic sensitive nature of the roads and junctions involved, so to ensure that there are always alternate routes through Newport.

It is anticipated that this longer term scheme will be funded through a number of sources including, the Council’s capital programme, developer contributions (Section 106) and other external contributions. Furthermore, the Council has submitted a refresh bid to SEERA, the outcome of which is still unknown. Additional information is included in this report in the “Ensuring Effective Management” section.

The Council is currently looking at a number of more immediate options to help address traffic issues in Newport. One of these involves a package of traffic management measures which will, by making the best use of the existing road network redistribute traffic and help create an alternative west to east cross town link. This work is being informed by the Newport Traffic Model prepared for the town and it is anticipated that further details of this project will be made available early in 2009.

#### **G.4.2 Sandown, Lake and Shanklin corridor**

The second area of concern is on the Sandown, Lake, Shanklin corridor where traffic using the main coastal road is restricted by the nature of the road network and limited options for improvement. Particular areas of concern are in the Lake area where the coastal road joins Newport Road. This has an impact on air pollution and higher levels of pollution have been identified in this area.

The Council is looking at options to improve traffic flows and reduce pollution. The measures will seek to make the best use of the existing road network and include linking the traffic lights at the Heights junction between the A3055 and the B3329, and in Lake where the A3055 meets the A3056. This work will allow these junctions to work better together and ensure that traffic hold ups are reduced as far as possible. Other works will provide for buses to pull off the road at key locations where traffic is currently held up and improvements at the junction of A3055 and the Fairway to control traffic flow and provide enhanced pedestrian facilities.

#### **G.4.3 Travel to work - developing our joint Workplace Travel Plan**

The Council is aware that travel to work is a key factor when considering peak traffic flows. The 2001 census shows that on the Island 52.8% of journeys to work are under 5km (3miles) long, yet more than half (54.2%) of the Island's working population travel to work by car. Local surveys at peak times indicate that 80% of cars entering Newport are single occupancy vehicles, all of which would seem to indicate that on the Island more than half of the journeys to work are undertaken on a one person per car basis. The development of Workplace Travel Plans can help reduce this number by increasing travel choice, by facilitating travel by bus, and for shorter journeys walking and cycling.



The Council has prioritised the development of a Workplace (Green) Travel Plan in partnership with the local St Mary's Hospital (PCT) Trust as one of the 35 "Eco Island" deliverables. Work has started on the development of this plan, and if resourced, could be extended to cover all the Islands existing employers and new businesses through the planning process.

#### G.4.4 Increasing travel choice

The Council is looking to encourage travel by other means and has by working in partnership with Island Line, improved the Park and Ride facilities at stations along the Ryde to Shanklin line. In addition the Council through its lead role in the Community Rail Partnership, looking to further enhance travel by train and planned improvements at Sandown Station will enhance the use of the Station for community use.

Travel by bike remains popular and the completion of the Newport to Sandown cycle route provided an off-road route by both commuters and leisure cyclists. The ongoing development of School Travel Plans is helping to support and develop opportunities to walk and cycle to school.

The Council is looking at options to reduce congestion in our local towns and has identified Park and Ride as a possible solution in some areas. Such a site was put in place at Cowes some years ago to help address local parking pressures exacerbated by commuters who used the Red Jet to travel from Cowes to Southampton. Consideration will be given to extending this facility and the creation of other sites during the plan period.

#### G.5 Increasing bus patronage

The Council is working with the local bus company and others to help increase the number of people travelling by bus. Measures adopted include the financial support and extension of free travel schemes, improvement and enhancement of the local bus fleet and new infrastructure, such as new bus shelters and kerbing to suit new low floor buses, further details included in section B – Transport's Contributions to the Wider Objectives.

##### G.5.1 Concessionary Fares

In April 2006 the Government introduced a scheme that enabled local authorities to provide their residents who were over the age of 60 or disabled, free bus travel within the local authorities boundaries between 09:30 and 23:00, Mondays to Fridays and unrestricted at weekends and on Public Holidays.

The Isle of Wight Council chose to extend the scheme to be unrestricted by time and to include journeys made on the Island's railway line between Shanklin and Ryde. Furthermore unrestricted free travel was made available for travelling companions to assist people who could not access public transport alone. The scheme also includes Island residents who suffer severe and enduring mental health problems.

As from April 2008, the scheme became part of the English National Concessionary Bus Pass Scheme. The concessionary fares for Island residents continue however visitors to the Island who were over 60 and resident elsewhere within England were also able to travel on the Island's bus network free.

The scheme has been supported by the following organisations:

- Southern Vectis

- Wightbus
- Island Line
- Isle of Wight Council

The scheme is operated by the Council reimbursing participating transport operators for journeys undertaken. From April 2006 to March 2008 the scheme was partly funded, but to an unspecified level, through Government Revenue Support Grant, and partly by the Council. From April 2008, a supplementary Grant from Government has been provided to meet the costs of reimbursing operators for journeys made by non Isle of Wight residents on the Island's bus services.

### **Achieving our targets**

The scheme has been a huge success. During 2005-06 pensioners on the Isle of Wight were able to travel for half fare on the Island and 1,236,628 journeys were made. With the introduction of the new scheme in April 2006 this figure doubled to 2,210,765 and increased still further during 2007-08 to 2,774,618.

These figures have been reflected in the T1 Bus Patronage target which was achieved within the first two years on the plan and has been further stretched, full details of which can be found in the Performance Indicators section.

### **Onward development**

The opportunity presented by the continuation of the scheme are to encourage more journeys to be made by public transport on the Island, that might have otherwise have been made by the private car thereby leading to a reduction in congestion on our roads.

Furthermore, the scheme has allowed for the considerations of cost to be taken out of the decision making process for those eligible for free travel thus increasing the attractiveness of public transport and hopefully fostering a long term use of public transport in preference to the private car. The scheme also provides those eligible with a greater degree of independence and social interaction.

### **Barriers to delivery**

The following factors could act as barriers to the ongoing successful delivery of the scheme:

- Support from operators,
- Financial funding,
- Fare increases.

### **Future of the scheme**

The free fare scheme will be ongoing as long as the Government, Council and transport operators continue to support the scheme.

### G.5.2 Student Rider initiative

In September 2006 the Council launched the Student Rider scheme which aimed to increase the number of young people travelling by public transport.

Island residents between the ages of 5 and 18 and who were in full time education could travel for a flat fare of 50 pence for any single journey made by bus or rail. The scheme was fully funded by the Council who reimbursed participating transport operators for the foregone fares.

The scheme was supported by the following organisations:

- Southern Vectis
- Wightbus
- Island Line
- Isle of Wight Council

Once again the scheme has been a huge success with the number of Student Rider journeys being made rising from 1,125,208 in 2006/07 to 1,610,400 in 2007/08

The scheme has achieved its aim of increasing the number of young people travelling by public transport by ensuring that it is an affordable means of travel and therefore encouraging more journeys to be made via public transport that might have otherwise been made by car. It is hoped that this will promote long term use of public transport in preference to the car. The scheme has also allowed young people to develop a greater degree of independence and social interaction beyond the school gates.

#### **Barriers to delivery**

The following factors are potential barriers to the ongoing successful delivery of the scheme:

- Support from operators.
- Financial funding.
- Fare increases.
- Ticket price.

#### **Future of the scheme**

From April 2008 the flat fare was increased to £1 in line with increases in the local operator's fares. The scheme is ongoing however the fare paid by the student is likely to have to continue to rise if commercial bus fares in particular, continue to increase.

### G.5.3 Timetable information to mobile phones

In March 2008 the Council established a scheme that allows bus timetable information to be sent to mobile phones via Short Message Service (SMS) texting. A unique reference code has now been placed at every bus stop on the Isle of Wight. The code can then be texted to Traveline, the travel information service provider, and the timings of the next four scheduled buses from that location are texted back to the sender.

The scheme aims to increase awareness and usage of public transport by enabling people to receive bus timetable information via a convenient text message to their mobile phone.

The scheme has been supported and funded by the following organisations:

- Southern Vectis.
- Wightbus.
- Isle of Wight Council.
- Traveline.

The Council managed the design and production of the vinyls depicting the unique code for each of the stop. The transport operators support the scheme by providing staff to affix the unique information to every bus stop on the Island.

The scheme has been a success with the Isle of Wight generating more SMS texts to Traveline in March and April 2008 than any other area within the South East of England.

The main opportunity of this scheme is ensuring that travel information is available without having to carry a timetable. It is hoped that the scheme will help to contribute to the public's overall awareness of the public transport network and encourage greater use of bus services.

#### **Barriers to delivery**

The main risk to the scheme was a lack of support from bus operators.

#### **Future of the scheme**

Now that the scheme has been established it is envisaged that it will continue into the foreseeable future.

## **G.6 Enhancing travel by train**

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Working alongside Island Line and others, the Community Rail Partnership (CRP) was established in June 2005 with support from the QTP. The partnership is jointly funded and supported by Island Line, Wightlink and the Council.

The aim of the CRP is to create a sustainable future for rail on the Isle of Wight and it strives to achieve this by:

- Increasing the use of existing train services and Solent connections;
- Developing community goodwill and involvement with the railway;
- Improving station facilities and the surrounding environment;
- Developing and integrating transport links to and from the railway;
- Assisting with the development of agreed long-term strategies for the railway.

The CRP is working in partnership with Island Line to achieve the following objectives:

- To identify potential growth markets for the railway;
- To support station development projects along the line and act as a catalyst for other projects;
- To work positively with other transport providers;
- To work with the tourism industry on the Island to promote use of railway;
- To ensure that the railway is an active participant in regeneration strategies for the Island;
- To identify new potential stakeholders in the community;
- To work with community organisations to harness people's energies and creativity;
- To participate in community based events and activities which promote the local railway;
- To identify and secure external funding for projects which meet the CRP's vision, aims and objectives.

Over the past two years the CRP, working together with its partners, has instigated a number of activities and events to increase the public awareness of the value of travelling by train as well as ensuring that the railway is accessible to all. This included the following scheme:

- Extension of concessionary fares,
- Travel to school road shows,
- TravelSafe,
- Station enhancements,
- Rail Trail – Sandown,
- Rail Rides booklet,
- Guided walks.



### G.6.1 TravelSafe

TravelSafe was an initiative to promote public transport as a safe effective means of travel for young people to access both school and the Island's great leisure opportunities. This was achieved through a poster and leaflet campaign led and designed by students from Sandown High School. Information and contact details for Childline, Parentline Plus and Safety Text, from the Lucy Blackman Trust, were included in the literature.

Six transport providers - Island Line, Wightbus, Wightlink, Southern Vectis, Hovertravel and Red Funnel Ferries all provided free travel for the young people to gather information and photographs for the publications. Once the literature was printed the six transport operators have continued to support the initiative by displaying the posters on platforms, shelters and on vehicle fleets.

TravelSafe is an ongoing success story with TravelSafe steering groups have been set up at both middle and high schools by the students to tackle ongoing problems on public transport such as bullying, vandalism and safety.

#### Barriers to delivery

The following were risks to the success of the scheme:



- Support from operators,
- Support from schools.

#### **Future of the project**

The success of TravelSafe has attracted further funding from an additional partner, Hampshire Constabulary who have submitted a bid to Safer Communities, to slightly amend the literature to include additional information on Rainer React, and 101.

### **G.6.2 Travel to School Road Shows**

The CRP in partnership with Island Line, Wightbus and the School Travel Plan Advisor have hosted a number of Travel to School Road Shows. The events are focused on year 4, pupils from primary schools and aim at giving students an experience of public transport prior to going to middle school.

The students received a demonstration on how to purchase their tickets and given a talk from the transport operators about acceptable behaviour and what to do if something goes wrong. The students are then taken for a ride on the bus and train before being returned to school. Overall it was felt that the experience increases the student's confidence about public transport thereby increasing their travel options for both school and leisure activities. It is hoped that the initiative will help to overcome parent's fears of "stranger danger" as the students are given guidance on how to react if they feel threatened.

A large percentage of children cite bullying on public transport as a reason for using other forms of transport to travel to school, therefore it is hoped that this initiative will help reduce bullying and anti social behaviour, as the students are taught from a young age about how to conduct themselves whilst travelling.

#### **Barriers to delivery**

The following factors could act as a barrier to the success of the scheme;

- Operators support,
- Council resources,
- Support from schools.

#### **Future of the project**

The CRP intend to continue the initiative with the support of it's partners, as it is felt to be a valuable means of increasing students accessibility to schools and leisure activities.

### **G.6.3 Railway station enhancements**

The aim of the project was to improve the area surrounding Sandown Station with landscaping and art projects, these included, the grass bank in the car park, the disused Newport Platform and disabled access leading to Perowne Way. This multi agency project was to tackle the continued problem of



vandalism at the station and to improve the gateway to Sandown for the local community and tourist alike.

Initially the Rail Development Officer made contact with Sandown High School to tackle the problem of trespassing on the electrified line and vandalism at the station. The young people were asked to develop plans for both art installations and the landscaping of the area, which involved them working across the community to research the past, present and future of the railway. The art project required the students to work with artists at the station on low relief sculpture panels running the length of the disabled access. The landscaping project saw young people working with contractors to receive training on how to use hand tools, in order to clear and prepare the disused Newport platform so that the area could be planted with drought resistant plants.

The project was strongly supported by Sandown High School who were able to secure additional funding for the scheme. Furthermore students from the Inclusion Unit got involved. The Inclusion Unit, helps young people who are either about to be, or have been, excluded from school, and have significant behavioural problems.



For the art project 'On Track' the young people worked with Forest Forge Theatre Company learning interview techniques and improving body language. Using their new skills the young people successfully work with year three pupils from Sandown Church of England Primary School, gathering drawings and ideas for the future of railway. The young people also interviewed volunteers from the Isle of Wight Steam Railway who explained the Island's rail network prior to deregulation in 1966. Ecclestone George Art Company helped the young people with the sculptures.

The project was funded and supported by the following organisations:

- Sandown High School,
- Creative Partnerships,
- South West Trains,
- ACoRP,
- Hampshire Constabulary,
- Awards for All,
- Sandown Business Association,
- Sandown Town Council,
- Sandown Community Partnership,
- Dinosaur Isle,
- Isle of Wight Council.

The success of the scheme was measured by the considerable reduction in the number of incidents of vandalism at the station. The young people and the artists decided to place a comment book at the station. There has been many positive reactions from the public one person said; "It's so nice to see young people working on these varied and productive projects to enhance a

station which has in the past, suffered from vandalism and neglect. Well done to all involved.”

### **Barriers to delivery**

As the project was large the risks were varied and considerable. The principal risks were funding and partnership working however, the project had to overcome a number of difficulties including the theft of some of the plants and vandalism to preparatory works including wet cement. Although, the difficulties provided the young people who in the past had misbehaved themselves an understanding of the true impact of such behaviour, as for many it was the first time that they were victims of theft and deliberate damage.

### **Future of the project**

The project commenced in September 2006 and has now been completed, however it is hoped that following the success of this project a book can be created celebrating all of the projects that the CRP and its partners have been involved in to date. The young people would be involved and given an opportunity to gain experience of all aspects of the process, from writing the initial bid, to coordinating the book and sourcing materials.

## **G.6.4 Rail Trail - Sandown**

Pupils from Sandown Church of England Primary School were asked to enter a design competition titled ‘Sandown My Town’. The winning ten designs were replicated into glass blocks, by Glory Art Glass, and placed in the pavement from Sandown Train Station to Sandown Esplanade. The route that was chosen was both the most direct and safest for pedestrians from the station, through the town centre and down to the beach. The project was started in October 2006 and was completed in May 2008. During this time Glory Art Glass worked with the children by attending assemblies and explaining how elements of their drawings would be replicated into glass.

The lack of signage from the station to the town centre had been a long term problem in Sandown, therefore when the local business association were approached, they were happy to provide match funding for the project. It was felt that the project would encourage people to consider how they travelled. New signs were installed at the station and half way between the station and the town as well a small leaflet which showed a map of Sandown and the winning designs by the children. The leaflets were placed in hotels, doctors surgeries, shops, banks and tourist information office as well as being available at Sandown Station. Overall it was felt that the glass blocks, along with the leaflet and the improved signage greatly increased the accessibility of the railway station to the Town Centre.

The project was funded and supported by the following organisations:

- Sandown Church of England Primary School.
- Glory Art Glass.
- Sandown Business Association.
- Potting Shed Cartoons.
- Malcolm Lane Signs.
- Isle of Wight Council.
- Sandown Town Council.
- Sandown Community Partnership.
- Dinosaur Isle.
- Awards for All.
- LIFT.

Overall the project has been a success for both businesses in Sandown, the Railway and particularly visitors to Sandown who now have a clear route to follow between the Train Station and the Town Centre.

### **Barriers to delivery**

The project was delayed by several months as permission was required for the installation of the prototype glass blocks into the highway network. This delay could have resulted in losing both the £16,000 funding for the project as well as the support of Glory Art Glass and both Sandown partnerships and associations. However the issue was overcome, as it was agreed that the glass blocks would be set to the back of the footway to reduce the risk of slips, trips or falls.

### **Future of the project**

Although this project has been completed art in the community is still active and the CRP have just completed a £12,000 project in partnership with young people at both primary and high schools working on a 50ft sculpture project depicting the past, present and future of the railway. Furthermore following the success of this project it is hoped that it will be repeated at both Ryde and Brading.

## **G.7 Increasing the numbers travelling by cycle**

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It is recognised that travel by bike, especially for shorter journeys can offer a real alternative to the car in terms of time, journey reliability, convenience and health benefits.

The Island's compact size and extensive Rights of Way system make it ideal for cycling and the Council is working with a range of partners to increase the numbers travelling by bike, both for leisure, every day journeys and commuting purposes.

The development improvement and promotion of our cycleway network is considered alongside the promotion and development of the ROW network and the two Council teams work very closely together.

The development of our ROW are seen as an important element of our transport network and details of progress in this area are included as the next topic in this section.

### G.7.1 Working with our partners

The Council is working closely with the national group Sustrans and the Island's main cycling organisation, CycleWight, to encourage cycling and the Cycle forum established over 8 years ago is used to help focus development and investment.

The Cycle Forum meets on a regular basis, approximately every three months. The Council holds the secretarial function and the group includes:

- CycleWight members.
- Wayfarers (informal local cycling group)
- Elected Members.
- Cycling Promotion Officer.
- Officers from Transport Policy, Rights of Way, Traffic and Road Safety.
- Representatives from local bike retailers.
- Hampshire Constabulary
- Island 2000 Trust
- Sustrans.

The Island works closely with colleagues in Hampshire County Council, Portsmouth and Southampton City Councils and the Island has hosted a joint meeting with similar forum groups in Southampton and Portsmouth.

### G.7.2 Recognising the role of cycling

The Island already has an extensive network of routes open to cyclists; these include bridleways, cycleways, shared surface and designated on-road sections.

The Council recognises the importance of recreational cycling as part of the "Island offer" and the Cycling Festival sits alongside the Walking Festival, Gaffers (boat) Festival and Cowes Week as some of the Islands most popular events.



#### Joint working and promotion

There are some very good examples of joint working and promotion and Wightlink's booklet "Footloose on the Isle of Wight" includes a section "Me and my bike", which describes routes that are possible to cycle in a day or over a longer period. They also produce a series of leaflets called "Easy Peasy Pedalling".

Other recent examples are:

- The Sunshine Trail – produced by Sandown Community Partnership in association with SEEDA, Island 2000 Trust, DfT and the Environment Agency (EA).
- The Troll Trail – A route from Merstone to Shide along NCN23 produced by Island 2000 Trust with funding from the Environment Agency (EA), Southern Water and Awards for all.

### **G.7.3 Improving cycle training**

The Council has taken an innovative approach to providing cycle training on the Island and by working alongside British Cycling, the Cycling Promotion Officer instigated the delivery of the “Go Ride” programme with a view to offering cycle training to every school pupil on the Isle of Wight. Further details of this scheme are in section “Improving Road Safety and Health”.

### **G.7.4 Working with Sustrans**

The Council is fortunate in that it has a very good working relationship with the national sustainable transport group Sustrans. Experts from this group have been assisting in the development and improvement of our cycling and walking infrastructure for some years and financial support has been given to help create, widen and extend some key sections of our network.

### **G.7.5 Improving accessibility and health**

The Island at one time had a network of single track railways linking the Island’s main towns and settlements. Flat, direct and offering good connections with towns, ferry terminals and surviving stations, this remaining network is ideally suited for the development as a strategic non-vehicular cycle network.

The Council is looking to extend this network through a number of means, including new routes created as part of the planning application process and new traffic free off road routes where situations allow.

The Council has for some years recognised the importance of such a network for sustainable transport purposes and a number of routes were identified in the Council’s first Local Transport Plan (2001-2006) and included in the Unitary Development Plan (Adopted May 2001) – policies TR17 and TR18.

### **G.7.6 Our plans to extend the network**

The opportunity has been taken to extend the cycle route network and by working with Sustrans and others the Council has completed key sections of the Sandown to Newport route which is now designated as National Cycle Network 23.

The following text outlines areas where further improvements could be made. This text has been included in our emerging LDF “Island Plan” Core Strategy and we will be using that consultation process to gauge the level of support that exists for these schemes.

### Newport to East Cowes

Originally indicated in the Isle of Wight Unitary Development Plan as a proposed public right of way – footpath/cycleway (Policy TR17), the opportunity exists to upgrade the existing footpaths (Footpaths 120, 122, 199 and 24) on the eastern bank of the River Medina and create a footpath / cycleway linking Newport and East Cowes. The Council is currently examining options for this route which if completed, would offer a relatively flat and direct, traffic free route between Newport, Seaclose Offices and recreation ground, Island Harbour, the Folly Inn, historic Whippingham Church and East Cowes which is a SEEDA regeneration area with new employment and residential uses.

### Newport to Ryde

The opportunity exists to create a link between Newport and Ryde using some on-road sections and a mix of existing rights of way and a section of disused railway line. Some key elements of this route are already in place and sections of segregated cycle route exist between Wootton Bridge and Station Road Wootton and using disused railway line, between Station Road and Whippingham Station Lane (near the Crematorium). It is possible to walk as far as Belmont Lane, but the line is in private ownership beyond that point and cycling is not encouraged on this part as it is difficult to leave the line due to access difficulties.



Access from Whippingham Station Lane is currently via a segregated route to the west of A3054 (Racecourse) main Newport to Ryde road and from there on shared footpath to Newport.

Apart from a small section the bulk of the disused railway line still exists and if secured could offer a traffic free route into Newport. The Council is doing its part to complete this part of the route and work is underway to upgrade the disused railway line to the east of Fairlee Road, between Halberry Lane and Mews Lane. It would then be possible to achieve access to Newport Quay near the Riverside Centre. This could be achieved by upgrading the existing footpaths, one of which passes through the disused railway tunnel and in doing so would allow cyclist the opportunity to avoid the busy A3054 and Coppins Bridge roundabout, one of the most heavily trafficked areas on the Island.

### Newport to Yarmouth

Direct access from Newport to the western end of the Island is currently limited to the road network. Existing public rights of way in the area north of the downland ridge are sparsely distributed and run mainly north-south. The Council has recognised the advantages of creating an east-west greenway route to provide a flat direct link between Newport and Yarmouth suitable for use by cyclists, walkers and those with pushchairs and wheelchairs and to make existing rights of way function more effectively as a network.

The disused railway line was identified in the Unitary Development Plan (Adopted May 2001) and Local Transport Plan (2001-2006) for such purposes. It is relatively unaffected by building development, there are few road crossings and much exists within original boundaries. The Council would wish to progress the route in discussion with landowners, users, local communities Sustrans and others.

The route is important for completing the National Cycle Network Route 22 which will link the ferry terminals of Ryde and Yarmouth via Newport. The third ferry terminal at Cowes is already linked to Newport by NCN Route 23. This cycle network provides a sustainable travel and tourist option into the Island with onward links to long distance walking and cycling routes on the mainland and opens up the option of promoting non-car travel to the Island, in particular using rail direct from city centres.

### **Shanklin to Wroxall**

Following the line of the disused railway line, this existing flat route offers a traffic free link from Shanklin (near the railway station) to Wroxall. Primarily within the ownership of the Isle of Wight Council the route is used by pedestrians, cyclists and horse riders. The current surface is primarily the original track ballast and as a result is not easy to cycle on. Investment will be required to bring this route up to an acceptable standard.

### **Brading to St Helens**

Following the route of the disused railway line, this route offers the potential to provide a traffic free link between Brading and St Helens. Within the ownership of the Isle of Wight Council the route is flat and currently used predominately by walkers.

Some improvement is required to bring the route up to an acceptable standard and issues for further investigation are the surface which could do with improvement. Some issues exist regarding a short section at the southern end, which has been fenced and reduced in width and Laundry Lane St Helens, which is designated as a footpath (FP56) and as such is not available for cycle use.

### **Merstone to St Lawrence**

Originally part of the Island's extensive rail network, this route originally joined the Newport to Sandown railway line just south of Merstone (east of Merstone Lane), creating a rail link between Newport and Ventnor (West) station. Much of this route has now been lost to other uses, but some small sections remain which by linking existing rights of way could, with improvement and upgrading offer extensions to the existing Rights of Way Network.

## **G.8 Developing and integrating our Rights of Way Network**

The Island has 827km of public rights of way recorded on our definitive map, the most concentrated network of any county in England. Of these 514km are footpaths, 266km bridleways and 47km byways. In addition old railway lines developed as cycleways are mostly open to all non-motorised users.



The Island has been adopting a strategic approach to the development of rights of way since 1994 when a complete survey was undertaken of the condition of the entire network and a 'Milestones' statement developed to reach the National Target for Rights of Way requiring all ROW to be recorded, signed and easy to use. In 1998 the Council was the first and to date the only LA to achieve this target. The Rights of Way Strategy 2001-6 was developed to maintain this achievement and look to the future.

### **Building on our success**

The Council recognises the valuable role that the rights of way network can play in assisting to deliver the priorities identified in LTP2 and chose to use the preparation of the provisional and final draft of the Island's second LTP to consult on the draft and final version of the Rights of Way Improvement Plan (ROWIP). The need to revise the ROW Strategy 2001-6 coincided with the introduction of statutory ROWIPs, so the Island was able to make an early transition to the new statutory strategy and include a fully developed ROWIP in its LTP2.

#### **G.8.1 The Rights of Way Improvement Plan**

The ROWIP is a wide ranging document currently listing 36 projects. These encompass the aspirations of the many participants in the consultation process and as well as, the contributions the Council considers the rights of way network can make to wider government and corporate aims.

These relate specifically to the following areas:

- Sustainable transport and tourism,
- Local identity,
- Health and community,
- Quality of life and environment.

These aims are expressed more specifically in the LTP2 targets for reducing congestion, sustainable transport, accessibility and best use of transport networks.

Integrating the ROWIP within the LTP process follows a long tradition on the Isle of Wight of fully recognising and managing the rights of way network as part of the highway network and this has facilitated integration into the LTP process as the most effective way of delivering its development.



#### **G.8.2 Developing the network**

In order to direct investment in ROW effectively towards the aims of LTP2, to deliver a broad spectrum of ROWIP through maximum synergy between small-scale projects and to provide a framework for the longer term, the ROW LTP programme has been organised into a suite of three related projects



based on three complementary principle functions which the Island network serves.

While this three part ROW development project is not exhaustive and the functions overlap to some extent, this approach provides a coherent strategy for the many small-scale ROWIP schemes within the network and, perhaps more importantly in view of the proposed PFI, a vision of how the network can develop a full and innovative role within the overall transport infrastructure.

The first stage for effective delivery is a comprehensive Rights of Way GIS database recording all aspects of the network which is being completed this year, together with links to supporting information, in particular the Biodiversity and Historic Environment Action Plans.

### **Strategic Network – WightGreenLine**

Project 1 - Strategic Network will identify, improve and promote a network of principal non-vehicular routes linking main destinations including towns and villages, ferry terminals, tourist attractions and access to main areas of countryside. The aim of this project is to exploit the full potential of the Island's extensive public path heritage by creating a strong public awareness of a non-car network linking all parts of the Island by means of maps and signage, and to provide an easily usable physical counterpart on the ground. This strategic network will offer easily understood ways into and around the Island linked to ferry terminals with direct rail links to the mainland and city centres, increasing potential to promote non-car journeys to the Island and to attract and give confidence to those who currently do not stray from roads or visit the countryside.

### **Village Networks - WightVillage**

Project 2 - Village Networks, focuses on the improvement of local paths for functional purposes such as routes to schools and local facilities as well as access to the immediate countryside. It will be working with town and parish councils, schools and community groups where opportunity arises, seeking to add value to investment in path infrastructure through participation in community place-making, accessibility and public realm projects.

### **Coastal Access – WightCoastLine**

Project 3 - Coastal Access, will focus on that part of the network which provides access to the coast, from ferry terminals, towns, villages, bus routes, beach car parks, main attractions and including the Coastal Path itself. This project will work with environmental management plans bearing in mind the protected status of much of the Island's coastline, and will be poised to work effectively with the government's Coastal Access initiative for which legislation is currently in progress.

### **Barriers to delivery**

The Council recognises that the barriers to delivering improvements in this area are:

- Lack of funding.
- Lack of resources.

### G.8.3 School Walks

The first School Walks were conducted as part of the 2008 Walking Festival and every school was contacted to ask if they wanted to take part and overall there were some encouraging responses. The aim of the initiative was to try and introduce children to the countryside around them, and to encourage “green exercise” including walking to school. Research has shown that introducing children to the countryside at an early age encourages and promotes confidence to develop use in the future.

The School Walks were simple ‘local’ routes into the countryside, or as near as possible, and the walks were lead by a Rights of Way Officer with the assistance of the schools who dealt with the logistics and Health and Safety. Along the route, stops were made at various points to explain about aspects of the country including nature, farm workings, landscape, geography etc. A coastal walk was also conducted which looked at slightly different aspects of the local environment.

The schools that took part really appreciated the walks. Some of the pupils and teachers taking part had never walked the local rural routes and the initiative gave the Rights of Way Officer the opportunity to pass on valuable information about the local environment and countryside close to our towns as well as helping to promote active travel.

#### **Barriers to delivery**

The main barriers to delivering this project were the support of the schools and the availability of the Rights of Wight Officer to conduct the walks.

To ensure that potential risks were addressed Headteachers were advised of the route prior to the walk so that a risk assessment could be conducted. Consideration was given to the type of route, age of children participating and potential hazards. The correct ratios of adults to children were observed and the walk leader was the subject of a Criminal Records Bureau (CRB) check.

#### **Future of the scheme**

The initiative involved three schools, Swanmore Middle School, Summerfields Primary School and Downside Middle School. It was deemed a great success, with all the schools saying that they had an enjoyable time and would want to take part again in the future. Further School Walks are planned for autumn 2008 and into 2009.

### G.8.4 The Histree Trails

Officially launched in August 2008, the eight local “Histree Trails” encourage people to discover on foot the historic and magnificent trees that exist in their local area. The trails include the following locations:

- Carisbrooke to Brighstone.
- Carisbrooke and Newport.
- Cowes.
- East Cowes.
- Freshwater.

- Ryde to Binstead.
- Shanklin.
- Brading.

The walk leaflets include detailed public transport information and guide participants from the town or village into the countryside. The leaflets explain the local history and using clear and easy to understand maps and directions help identify both urban and countryside features.

We know that people are often unaware of their local surroundings and rather than get in the car to start their walk, the Histree Trails give them the information and confidence necessary to explore their local area in a sustainable way. Details of these trails are available at [www.histreerail.com](http://www.histreerail.com)

## G.9 Powered Two Wheelers

It is recognised that powered two wheelers can help provide a realistic and affordable alternative to the car and can be used where journeys by public transport is limited or the distance is too far for walking or cycling.

Local concerns have been raised with regard to speed related accidents however remedial actions have been taken to engineer out accident blackspots and other sites of concern.

### Road condition

The poor condition of many of our minor roads is of concern with regard to PTW's and potholes, adverse cambers, drain covers, changes in surface and skid resistance are all issues that need to be addressed.

The Council is looking to address these areas and considerable sums of money have been spent on targeting those areas where our surveys have shown that the condition of the highway has been shown to be poor.

### Improvement through PFI

The Government has recognised that the overall condition of our road network is very poor and it has been identified that we will not be able to bring the condition of our roads up to standard without the financial support afforded by the PFI initiative.

The Council has been identified as one of the successful bidders and is now working with the other successful authorities to develop our Outline Business Case. It is anticipated that physical work will start in 2011.



### Keeping it local

Changes to the Motorcycle Test announced by the Government necessitate certain elements of the new style test to be carried out off the highway. It has so far proved difficult to identify a suitable off road site on the Island and the

Council, Quality Transport Partnership and local MP have been pressing for further investigations and investment in local facilities.

Failure to find a site will mean that test candidates will have to travel to a mainland test centre adding to the inconvenience and worry associated with taking the motorcycle test. A number of potential sites have been passed onto then DfT and it is hoped that a successful conclusion can be found.

## G.10 School Travel Plans - changing travel behaviour

### G.10.1 Improving Travel to School

The Council recognises that peak time traffic is predominately generated by travel to work and travel to school. The Council is looking to increase travel choice on the journey to school through the development of school travel plans, a process which enables pupils, parents, staff, governors and local communities to work together to see what they can do to reduce reliance on the car, by increasing walking, cycling, travel by public transport and car-sharing.



#### Implementing Sustainable Travel to School Strategy

In April 2007 the government placed a general duty on local authorities to promote sustainable travel to school. Part of this required the Council to develop a Sustainable Travel to School Strategy, which was published in August 2007 and is available at [www.iwight.com/transport](http://www.iwight.com/transport). The Council took a partnership approach to this by inviting the transport policy teams from Bucks and Dorset County Councils to an open workshop event held on the Island. Attendees included colleagues from Planning, Children's Services, Engineering Services, a local Headteacher, and a representative from the PCT. From this workshop, facilitated by the School Travel Plan Advisor, three main aims emerged:-

- To improve accessibility to school sites and services.
- To improve health through increased active travel to school.
- To improve the environment through reduced car use.

The Authority has been progressing the Strategy by consulting with all schools, parents, governors, parish councils and local councillors, along with partners such as the Police, Safer Communities, and the Quality Transport Partnership. Feedback received from the Department of Children, Schools and Families (DCSF) has indicated that all authorities should be providing information on travel to school to parents and this is currently being developed, with a publication date of Autumn/Winter 2008. General promotional work has continued, as evidenced by the report on 'Schools Walk the Wight'.

Since August 2007 two strategic initiatives have emerged in which the Sustainable Travel to School Strategy has a key role to play. The first of these is the cross-partnership Eco-Island sustainable community strategy, which aims to make the Island's carbon footprint the smallest in England by 2020. Secondly, the Council is working on proposals to reorganise the provision of education, which offers a unique opportunity to make real changes to the way children travel to school.

### **G.10.2 Developing our Schools Travel Plans**

Students of all ages, from primary to high school, are now actively involved in creating travel plans for their school. The process has shown that these students tend to be environmentally aware and keen to become more active and independent in their travel choices.

The Council has continued its good progress in this area and is working towards delivering its challenging targets. As at August 2008 68% of Island schools have approved travel plans and 90% have now engaged in the process.

#### **Working together**

There are now many excellent examples of best practice in this area and the development of School Travel Plans have in some cases lead to schools working together to find shared solutions. For instance, all five West Wight schools, All Saints Primary, St Saviours Primary, West Wight Middle, Weston Primary and Yarmouth Primary, have developed their travel plans together.



The group of schools hosted a public meeting at West Wight Sports Centre and displayed some of the ideas the students and teachers felt would improve the journeys to schools including 20mph limits, safer crossings and more pedestrian and cycle routes.

Similarly, Somerton Middle and Love Lane Primary School, School Council's worked together to conduct a site survey and consider a number of suggestions for improving safety and increasing active travel to the school sites.

It is clear from this work that pupils of all ages feel passionately about the environment, and are aware of the importance of increasing their own activity levels. As a result of this some schools, such as East Cowes Primary, have linked their travel plan work with that required for achieving Eco-Schools status, while Carisbrooke High School has developed environmentally-themed weeks where the focus turns to different methods of travelling to school.



## Helping to reduce car use

In 2007, schools with travel plans reduced car use by an average of 6%, with a 4% increase in walking, and 3% increase in cycling/”scootering” to school, these figures are based on school travel plan annual review data.



Pupils at many schools are not only considering their own methods of travel, but also working on ways to persuade adults to change their travel behaviour, for instance at Northwood Primary, the motto ‘Travel to school a different way’ has been adopted while at Gurnard Primary pupils would like parents and staff to be given the opportunity to try out different forms of two-wheeled vehicles in their playground. At St Margaret’s Primary the school council have a bulletin board on which the school records its travel plan progress and at Swanmore Middle School, pupils have produced a travel leaflet which is given to parents.

Travel projects give many opportunities to children at all sorts of levels. These are by:

### *Increasing safety*

- Nettlestone Primary children are working with the Highways Design team to design a new layout for their car park.
- Children at Nine Acres Primary videoed what was happening on the roads in their area and worked with parents to restrict cars dropping off outside the school, to improve the safety for those walking, scootering and cycling to school.
- The “Considerate Driving Campaigns” developed through a partnership approach have brought together parents, governors, pupils, the Police and the Civil Parking Enforcement Team to educate drivers as to why areas around schools should be kept clear and then to enforce restriction if required.



### *Increasing cycling*

- Over 500 children “scootered” or cycled to school during Bike to School Week in November 2007, with over 90 children cycling at Bembridge Primary.
- Two children at Medina House Special School learnt to cycle independently during Bike to School Week, November 2007.
- Teaching staff at a number of schools have received ‘Go Ride’ cycle training, to enabling them to deliver cycle training to pupils aged 4 to 18.

- Sandown Primary's 'Wheelie Event' raised the profile of both scootering and cycling to school.

#### *Increasing walking*

- The Council now provides a free half-hour parking permit for Council car parks which are located close to schools, to enable parents to park and walk with their children to schools.
- At Godshill Primary School, pupils wrote to local businesses asking to use their parking areas. Many businesses agreed and the school produced their own parking permits.
- Forelands Middle School is celebrating as 25% of their staff walk to school.
- Schools are adopting sections of the local Rights of Way network which they monitor the condition of and report any issues or defects.

#### *Making bus and train transport more attractive*

- Pupils have established Bus User Groups at Archbishop King Middle School and Trinity Middle schools.
- Sandown High pupils held a meeting with Southern Vectis (local bus company), Island Line (train company) and the local Police Community Support Officers (PCSO's) to look at behaviour on buses as part of Anti-Bullying Week in November.
- Ventnor Middle, Forelands Middle and Nettlestone Primary pupils are in the process of developing policies to improve behaviour on buses.
- St Helen's Primary helped to develop a Roadshow scheme with Wightbus and Island Line, which is aimed at giving Year 4 pupils an experience of public transport use prior to going to middle school (details of this are featured in this section).
- The Bus User Groups and the Roadshow helped the development of the TravelSafe project promoted by the Community Rail Partnership (details of this are featured in this section).



#### *Increasing carshare*

- Staff are carsharing both with colleagues at their own school, and between different school sites.
- Shalfleet Primary School has increased carshare by 9%.

#### **Barriers to delivery**

The main factor which act as barriers to the ongoing successful delivery of the scheme is partnership working.

### Future of the scheme

The development of School Travel Plans has had a significant impact on the travel choices of a number of students on the Island and the Council will continue the project by working with the remaining 23 school to develop their travel plans.

#### G.10.3 Extended Schools

The Extended Schools programme aims to improve the lives of children, their families and the wider community. Our local Extended School Cluster Managers encourage communities, through their local schools and Children's Centres, to work in partnership to achieve the following four 'Every Child Matters' outcomes. These are:

- Stay Safe,
- Be Healthy, Enjoy and Achieve,
- Achieve Economic Wellbeing,
- Make a Positive Contribution.

In the West Wight area, an innovative approach was taken by the Extended Schools Manager and the School Travel Plan Advisor to allow 900 pupils to have their say about how they travel to school. Their views were then taken to public consultation with parents, governors, and the local community, which in turn has led to road safety improvements, the establishment of a Cycling Club for all the children in the area, and following this the development of more cycle routes in conjunction with Sustrans.

In March 2008, more than 60 per cent of West Wight Primary's 215 pupils were making the journey to and from home by car... despite the fact that nearly all families were living within 100m of the school.

Congestion at both ends of the school day was making the area dangerous for those who were walking and those causing a real nuisance to local residents. Change was clearly needed.

Fast forward a year and West Wight Primary had succeeded in bringing about a 25 per cent reduction in car use – the biggest improvement of any Isle of Wight School.

The shift away from vehicles was mirrored as an 11 per cent increase in the number of pupils opting to walk, with many others and their parents enjoying the walking route.

There was a similar rise in those planning for the school on bikes or scooters, as an alternative to car journeys. Their choice was encouraged by installation of racks donated from the school's sports plan (used as both lockers in the school site, which they are accessible to pupils and parents).

The transformation was the result of a combination of measures and consistent care and attention – a major part of the School Travel Plan and involving everyone, from pupils to the wider community.

Measures included school governors and pupils forming a walkable school pack and parent groups and the head teacher outside the school to give support to drivers who parked inconsiderately. That message was reinforced by a police sponsored leaflet competition with pupils coming up with ideas to promote the safety implications of poor parking choices.

The walk and special days, linked to the curriculum, also proved an effective way of getting the message across about the benefits to health and the environment of active travel in place of car rides.

Important support came from police, health workers and the Isle of Wight Council's Road Safety team who met with West Wight Primary and worked to enhance pupils' understanding of the meaning of and reasons for, road markings and signage, including double yellow and speed limits.

Canterbury Sports Partnership provided bikes along with staff to transport on walk-to-school.

The good habits continue. After 3 years each day, the school playground is turned over to children as a practice area to enhance their riding skills.

Health breaks have taken an active role. Encouraged to take a walk to primary school, having formed a health alliance, more than 40 per cent of staff now do so, and colleagues who prefer to go often take it during the break. With health and well-being in mind, other activities are provided at the school including yoga, massage, a mini-gym and football.

"Without the hard work of the Health School Co-ordinator and the full support of staff the type of project does not work. But we have a successful outcome because we worked together – pupils, parents, governors, staff and the community," said Head teacher, Catherine Sca. "It takes one to start the push, but many move the mountain!"

### Future of the scheme

This work has resulted in approved travel plans for all five schools in the area, and this successful approach forms part of the 'Celebrating the Journey So Far' book, which records some of the exemplar progress made on the Isle of Wight by the Healthy & Extended Schools and Children's Centres programmes. This model of delivery for school travel plans is being used by the Extended Schools Manager for four schools in Ryde, with other areas under consideration for 2009.



### G.10.4 Schools Walk the Wight

In 2006 the Isle of Wight NHS Primary Care Trust participated in a national survey of children organised by the Department of Health. On the Isle of Wight, over 29% of children in Reception Year (aged 4/5) and over 34% of children in Year 6 (aged 11) were either overweight or obese (source: Public Health Report 2006).

In their report the Primary Care Trust identified “Schools provide an important setting for programmes to address childhood obesity, working directly with children..., there is a direct link between the School Travel Plan process and to increasing active travel thus reducing obesity levels”.

The School Travel Plan Advisor devised a scheme called ‘Schools Walk the Wight’ which provided a mechanism to promote everyday walking to school. The initiative promotes walking to school by linking every mile walked to the 26.5 miles of the annual charity ‘Walk the Wight’ event. Pupils, families and staff can walk to school, outside of school hours or as part of school organised events in order to raise sponsorship for the Earl Mountbatten Hospice.

Starting at the beginning of the year, every child who achieves 26.5 miles before the annual ‘Walk the Wight’ event in May receives a T-shirt, certificate and medal presented by the Hospice. In addition, the Hospice organises a special final section of the trans-Island walk at the event in May, aimed particularly at schools.

The key message of the scheme was that everyday walking, whether to school, or at home can help improve health for the individual, the family and beyond to the whole community, including those who are less fortunate and need the support of others.

#### **Working in partnership**

The Physical Activities Alliance Coordinator, whose role is to increase activity and to address the obesity issue, and the School Travel Plan Advisor, whose role also includes increasing activity, approached the Earl Mountbatten Hospice with this concept. The Hospice quickly seized and maximised the opportunities the initiative presented to increase participation in the annual Walk the Wight event, and as such they provided full administration and promotional support. Together with the support of the Physical Activities Alliance Coordinator, the School Travel Plan Advisor, and many other partners, the Hospice have developed the initiative and organised the event on the day.

The initiative received both financial support and support in kind in the form of staff time from a number of partners including the School Travel Plan strategy, approximately £2500, and administration support by the Earl Mountbatten Hospice.

#### **Raising funds through participation**

The initiative has been a great success, in the first year, 2006, the Hospice estimated that the Schools Walk the Wight scheme contributed an additional £15,500 in fundraising and that 661 pupils from 31 schools participated in the

final event on the day. In 2007, the figures increase as over 1200 pupils participated from 52 schools and raised over £22,000. It is anticipated that the levels of participation will increase further which should in turn lead to increased levels of fitness, reduced obesity and an increase in fundraising for the Hospice.

The Hospice achieved sponsorship from the local paper the County Press who ran regular weekly articles explaining ways in which various schools were supporting the School Walk the Wight. The articles further increased awareness both within the school and the surrounding community about the importance of being active and further increased participation levels.

Many schools are now offering pupils organised lunchtime walks, weekend family events in and around their local communities, as well as encouraging walking on the journey to school. For instance, Yarmouth Primary achieved 100% participation of all its pupils in 2007 by introducing walking activities across and throughout the school day

The main opportunity that the initiative has provided is the ability to promote the importance of an active lifestyle, whether it is in the form of walking to school every day, or participating in the full 26.5 mile, Walk the Wight. The initiative has also allowed for additional funding to be raised for the hospice whilst providing pupils with fun events to take part in.

#### **Barriers to delivery**

Some schools are less willing to nominate a member of staff to coordinate the events therefore children's participation can be restricted.

#### **Future of the scheme**

The Isle of Wight Hospice has developed the idea of specific walking events under their "Walk the Wight" banner and has introduced events, such as a 'Dog Walk', and in 2008 a 'Flat Walk'.

In 2008, the figures participating in the event have dramatically increased to over 2000 pupils participated from 52 schools and to date raised over £32,000. The Hospice is pleased to continue the initiative into 2009 in partnership with the School Travel Plan Advisor and the Primary Care Trust's Physical Activities Alliance Coordinator.

## **G.11 Summary of delivery**

The following section summarises key actions in this area.

<b>Issue</b>	<b>Action</b>
Traffic management	We are looking to improve traffic management – through liaison with the utilities and others and where possible reducing delays to help maintain the free flow of traffic.  Traffic flows – we have employed consultants to explore opportunities to improve traffic flows at key locations – i.e. Coppins Bridge.
Infrastructure improvements	We have continued to maintain and improve road condition through ongoing maintenance work prior to the start of the

Issue	Action
Increasing travel by bus	<p>improvements planned as part of the PFI.</p> <p>Infrastructure improvements – the Council has continued its programme of improvements including, new bus stops and kerbing.</p> <p>Concessionary fares – the Council has supported concessionary fares which are unrestricted by time and have been extended to cover more people, this has encouraged growth in travel by bus with the result that the LTP target was reached and exceeded early.</p> <p>Student Rider – the introduction of this flat fare scheme for students has proven to be very popular and has seen an increase in passenger figures.</p> <p>Improved travel information – the introduction of SMS texting facility in partnership with the operator.</p> <p>Bus fleet – the local operator has invested over £5 million over the past two years on low floor, low emission bus fleet.</p> <p>Increased frequency - route reorganisation has seen more focus on Newport as the transport hub with increased frequency on key bus routes, i.e. Newport to Cowes and Newport to Ryde.</p> <p>Bus stations - redevelopment of the Newport Bus Station site as part of retail development has helped update and improve facilities.</p>
Increasing travel by train	<p>Infrastructure improvements – the operator in partnership with the Councils CRP Officer have refreshed stations and improved access (excluding Ryde, due to be redeveloped as part of Interchange – Major Bid).</p> <p>Concessionary fares – introduced and extended by IWC to include free train travel by Island residents over 60s.</p> <p>Promotion - work by CRP to make the most of existing facilities, improve travel safety, and promote the railway as a sustainable method of travel.</p>
Travel by cycle	<p>Infrastructure improvements – development of new routes as well as improving and maintaining existing paths.</p> <p>Partnership working - working with Sustrans, CycleWight and the Cycle Forum on the development and improvement of routes.</p> <p>Cycle training – the introduction of cycle training as part of school (PE) curriculum has dramatically increased the number of students receiving training and has now been nationally recognised as best practice.</p>
School travel plans	<p>School Travel Plans – actively being developed these plans are assisting to increase travel choice and reduce car use through car sharing, walking, cycling, travel by bus and train. 68% of local schools now have adopted STPs with 90% working on or with Plans in place.</p>
Powered Two Wheelers	<p>Infrastructure improvements - the Council supports travel by PTW's by providing safe convenient parking and considering rider safety as part of our road safety</p>

Issue	Action
	campaigns and road improvement schemes.
Integrating our Rights of Way	<p>Infrastructure improvements – the continued maintenance and improvement of the extensive Rights of Way network.</p> <p>Promotion – work by Rights of Way Officer to promote and inform local residents of the Rights of Way network in their area, including School Walks and improved signing.</p>
Partnership working	<p>Partnership working - the Council has been working with others – including the QTP, freight forum, transport operators, business community and others to ensure the best possible operation and interchange between modes.</p> <p>Solent Transport – currently primarily limited to officer level, we continue to work with neighbours in Transport for South Hampshire to consider wider transport issues. In particular links to and from mainland.</p> <p>Promotion – the Council has produced an all Island travel timetable and leaflets for the past two years and will through financial support continue to encourage and facilitate sustainable transport options.</p>
Cross Solent links	Ferry operations – carried out cross Solent study looking at existing services and opportunities for improvements.

## G.12 Ongoing delivery – looking forward

The following is a summary of planned actions:

Issue	Action
Reduce the number of journeys made and the length.	<p>Short term planning policy - decisions will continue to offer the opportunity to reuse buildings in urban areas, in particular upper floors.</p> <p>Long term planning policy - decisions will help to ensure sustainability and ease of access by all modes. As part of LDF proposals locate development to reduce the need to travel.</p> <p>Encourage and retain mobile services – take the services to the people i.e. mobile library, home deliveries etc.</p>
Infrastructure Improvements	<p>Infrastructure improvements - the Council are looking to reduce traffic congestion in Newport and Lake and have commissioned a traffic model for Newport to help identify problems and opportunities and a feasibility study for Lake in planned for 2008/09. Cross Council working will ensure that developer contributions (Section 106) are used to help fund necessary infrastructure improvements.</p> <p>Funding - the Council is looking for additional funding to support this work and has recently (May 2008) submitted a refresh bid to SEERA identifying broad range of initiatives to help improve traffic flow, signing and increase sustainable transport. Further details of this bid are included in this report under “Ensuring Effective Management”.</p>
Park and ride	New facilities – the Council are looking at options to reduce town centre congestion and improve travel choice. An option currently under consideration is for the development of park and ride sites for our main towns. This opportunity

Issue	Action
	<p>was also highlighted as an option through the QTP and freight forum.</p> <p>Extending facilities – the Council are also looking at options to extend the existing P&amp;R provision at Cowes during the Plan period.</p>
Sustainable Travel to School Strategy	Strategy development - the Council has developed a STSS and will continue to put in place actions and initiatives identified in the report a copy of which is included at <a href="http://www.iwight.com/transport">www.iwight.com/transport</a> and <a href="http://www.eduwight.iow.gov.uk">www.eduwight.iow.gov.uk</a> .
School Travel Plans	Strategy delivery – the Council will Continue working in partnership with schools to develop School Travel Plans and anticipate achieving our LTP targets in this area.
Workplace Travel Plans	Strategy development - identified as an Eco-Island deliverable we will continue the development of WTP in partnership with the PCT and are looking to appoint a work place travel planner in the near future.
Improving interchange	Infrastructure improvements - the council will continue its efforts to improve transport interchanges and anticipates the start on the development of Ryde Gateway (Multimodal Interchange) at Ryde Esplanade. See Major Bids update included in “Ensuring Effective Management”.
Increasing travel by bus	<p>Concessionary fares - the Council plan to continue its extended (unrestricted) concessionary bus and train scheme for Island residents over 60 and the disabled.</p> <p>Student Rider – the Council also plan to continue the discount travel for scholars in full time education scheme if the finances allow.</p> <p>Promotion and information – the Council will continue to improve travel information including the roll out of SMS texting facility.</p> <p>Infrastructure improvements - we will continue our programme of works to improve bus stops and facilities, including the installation of new kerbs and raised boarding areas suitable for boarding low floor buses.</p>
Increasing travel by train	<p>Concessionary fares – the Council plan to continue the extended concessionary fare scheme of free train travel by Island residents over 60s.</p> <p>Promotion – the CRP will continue its work of to improve existing facilities and promote the railway as a sustain means of travel.</p> <p>Infrastructure improvements - new Interchange at Ryde as part of new gateway (successful Major Bid).</p>
Increasing cycling	<p>Promotion – the Council will continue to promote cycle use through hearts and minds, promotion and the events.</p> <p>Infrastructure improvements – as part of the capital programme the Council will continue to both develop and improve the Island cycle network.</p>
Developing our Rights of Way	Infrastructure improvements - the Council recognises the important role that the Rights of Way network can play in sustainable travel and will continue the integration and development of these routes.

Issue	Action
	Promotion – the Council hope to continue to promote the Rights of Way network through the school walks project and improved information and signing.
Partnership working	Partnership working - the Council recognise the value of partnership working particularly where this can help identify and resolve problems. We will continue our dialogue through the QTP, Freight Forum, Cycle Forum and other methods.  Promotion – with adequate financial resources the Council will continue to produce an all Island travel timetable as well as continue to encourage and facilitate sustainable transport options.
Powered Two Wheelers	Support - the QTP and local MP are pressing for local rider training and testing facilities to be retained on the Island.
Cross Solent links	Ongoing investment – all three of the Islands Cross Solent operators have invested in improved vessels and onshore facilities with further improvements planned over the next three years.
Water transport	Through the LDF – Island Plan the Council are looking to retain and improve shoreside facilities for cross Solent water transport  Freight – we are looking to maximise the opportunity to transport bulk freight by water. This is particularly relevant in terms of regeneration and our PFI bid.

## G.13 Risks and opportunities

Key:

- R** A red rating would mean there are major problems in this thematic area, which mean a lot of remedial action needs to be taken for the LTP2 to be delivered.
- A** An amber rating would mean there has been good progress in this theme but major challenges have been encountered, which mean that more or different action may need to be taken.
- G** A green rating would mean that the key outcomes the LTP2 set out for this theme are on track to be delivered in full, or equivalents delivered, or exceeded. It may also apply where targets or outcomes have not been fully delivered or met, but mitigation is already in place.

### G.13.1 Risk assessment

Area	RAG	Direction of Travel	Mitigation Action Comment
Improvements to Coppins Bridge and Newport Town Centre	<b>A</b>	▲	Adequate financial funding, SEERA Bid – the Council has submitted a bid to SEERA for £6.6 million, without this money the Council will be unable to proceed with the majority of the project and to-date the success of the bid is unknown. However the Council is working with SEERA to ensure that Regional Assembly is aware of the importance of the scheme for the Island.

Area	RAG	Direction of Travel	Mitigation Action Comment
	G		<p>Adequate financial funding capital – The Council has submitted an internal capital bid for funding for the initial stages of the project. Again it is unclear if this bid has been successful.</p> <p>Developer Contributions – as part of the Local Development Framework all developments in and around Newport will be subject to Section 106 agreements requiring funding to improve the surrounding Highway Infrastructure. Contributions can only be secured against developments taking place, therefore the amount of monies available may be limited if the downturn in the construction industry persists.</p>
Improvements to Sandown, Lake and Shanklin corridor	G	◀▶	Adequate financial funding – the works required along the Sandown, Lake and Shanklin corridor are dependent on both revenue and capital funding. Monies have been set aside within the 2007/08 capital programme for the completion of a feasibility study. The outcome of the study will guide the future development of the scheme.
Workplace Travel Plans	A	▲	<p>Partnership Working – the development and implementation of WTPs relies on the support of both employers and employees. The Council has identified this project as one of the “Eco-Island” deliverables and has begun hosting ‘Green Travel’ meeting with staff representatives.</p> <p>Resources – at present the Council does not have the resources in place to work with new and existing employers on the development of their WTP, however it is hoped that this will be addressed in the near future as an internal bid has been submitted for the funding to employ a Workplace Travel Planner.</p>
Concessionary Fares – Over 60’s and disabled.	G	◀▶	<p>Support from operators – the principal risk to the implementation and ongoing delivering of the scheme is the cooperation of the transport operators, with both Southern Vectis and Wightbus both agreeing for the scheme to be unrestricted to Island residents and Island Line agreeing to join the scheme.</p> <p>Financial funding – the Council needs to have adequate funding, from both revenue and Government grants, to reimburse participating operators and to</p>

Area	RAG	Direction of Travel	Mitigation Action Comment
			<p>ensure that provisions are in place if fare price increase.</p> <p>Fare increases – the Council may not be able to financially support the scheme if the transport operators sharply increase their fares, which has occurred in the past.</p>
Student Rider	G	◀▶	<p>Support from operators - the main risk to the establishment and ongoing delivery of the scheme was the non cooperation of the operators. The operators have been happy to support the scheme particularly as the scheme has helped to increase passenger figures.</p> <p>Financial funding – the key risk to the longer term success of the scheme is the Council having adequate funding to reimburse the participating operators.</p> <p>Fare increases - the Council may not be able to financial support the scheme if the transport operators sharply increased their fares.</p> <p>Student fare – the students may cease to utilise the scheme if the flat fare continues to increase. The period of April to September 2008 following the increase from 50p to £1 has seen about a 12% drop in journeys made.</p>
Timetable Information – Mobile Phones	G	▲	<p>Support of operators – to enable the establishment of the scheme the Council worked with the Islands bus operators. This will continue with the installation of future bus stops.</p>
TravelSafe	G	◀▶	<p>Support from operators – the scheme relied on the support of the transport operators, who were willing to assist with the production and distribution of the posters as the overall aim was to increase passenger figures by ensuring that young people felt safe to travel.</p> <p>Support from schools - TravelSafe was originally intended as a competition for all Island high schools, however the challenge was only taken up by Sandown High School, therefore without their support the project would have failed.</p>
Travel to school road shows	G	◀▶	<p>Operators support – the support from the transport operators was essential for the establishment and ongoing delivery of the scheme. The operators continue to</p>



Area	RAG	Direction of Travel	Mitigation Action Comment
	G		<p>support the scheme as they acknowledge that the scheme provides a valuable opportunity to influence young people's behaviour when travelling as well as their travel choices.</p> <p>Council resources – the scheme is promoted in schools by the School Travel Plan Advisor therefore the Council needs to ensure that this resource is able to continue the work.</p> <p>Support from schools – the uptake from schools varies from year to year due to their ability to schedule an appropriate time as well as ensuring that staff are able to assist with the trip.</p>
Extending the cycle network	A	▲	<p>Funding – to both extend and maintaining the cycling network adequate capital and revenue funding needs to be made available within the Council. Over the past two years the amount of monies made available to cycling has increased.</p> <p>Resources - at present this area of work is not adequately resourced however the assistance of temporary members of staff as well as partnership working between sections has aided in the delivery of schemes.</p> <p>Land availability – some sections of the old railways lines are in private ownership, therefore land negotiations or possibly alternative routes will need to be sought.</p>
Developing the Rights of Way network	G	◀▶	<p>Adequate financial funding – the further development of the network is reliant on both revenue and capital funding. Monies are allocated to this area from within the capital programme yearly which does allow a section by section approach.</p> <p>Lack of Resources – the Rights of Way section consists of a limited team who are over stretched. It is hoped that this will be addressed as part of a departmental organisation.</p>
Powered Two Wheelers	A	▲	<p>Testing facilities – the removal of testing facilities from the Island could discourage new riders or worse still, lead to people riding without the required licenses. The Council, QTP and local MP are in talks to address this issue.</p>

Area	RAG	Direction of Travel	Mitigation Action Comment
School Travel Plans	G	▲	Partnership working – the development of School Travel Plans are reliant on the co-operation of each of the schools and the support of the Council both in the form of the School Travel Plan Adviser as well as the implementation of improved infrastructure around the schools.

### G.13.2 Summary of overall delivery

Area	RAG	Direction of Travel	Mitigation Action Comment
Tackling Congestion	G	◀▶	The Council has progressed well with addressing congestion on the Island. Future delivery will be dependent on funding, resources and partnership working all of which the Council is committed to securing and developing.

## H. Ensuring Effective Management

### H.1 Objectives and targets

The following objectives and targets are outlined in LTP2.

#### LTP2 Objectives

- O6 To ensure effective management of the highway network
- O7 To achieve value for money solutions

#### Key Targets

T18	To have limited deterioration in condition of the principal road network.	✓
T19	To have no overall deterioration in condition of the non principal road network.	✓
T20	To have no overall deterioration in condition of the unclassified road network.	✓
T21	To have no overall deterioration in footway condition.	✗

#### Other targets

T9	To achieve 100% of pedestrian crossings with facilities for disabled	✗
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✓ = Target on track   ✗ = Target not on track

### H.2 Introduction

The Council recognises the importance of effective management and financial control.

The way in which we manage the our highway network is part of this control and management process and the Council is striving to achieve the Governments target, set for all local authorities, to arrest decay in the highway assets by 2005 and remove the backlog of repairs by 2011.

This section explains the method by which we are seeking to tighten up our management processes so as to ensure maximum efficiency and value for money. This section therefore contains information on the following:

- How we are addressing our Network Management duties.
- Tackling congestion.
- Details of our Transport Asset Management Plan.
- Improvements through our Private Finance Initiative.
- Effective spending.
- Improved efficiency.
- Partnership working.
- Data quality.
- Ensuring value for money.
- Major bids – update.
- Refresh bids (SEERA) update.

## H.3 Addressing our network management duties

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### H.3.1 Introduction

Part 2 of the Traffic Management Act 2004 places a network management duty on Local Traffic Authorities (LTA's). It is the duty of a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable and having regard to their other obligations, policies and objectives, the following objectives:

- Securing the expeditious movement of traffic on their road network.
- Facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

Evidence as to how the Council is delivering change in travel behaviour is set out in this report within the section entitled "Tackling Congestion". This section of the report gives details of the arrangements that have been put in place to manage the road network in accordance with its duties under Section 17 of the Traffic Management Act.

## H.4 Making the best use of our transport network

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Making the best use of our current road network is important for both economic vitality and society in general. Roads facilitate the transport of people and goods, provide access to homes, businesses and other destinations, and provide public space where people shop, socialise or relax. Under the surface lies the infrastructure for the communications and services that underpin modern society.

The provision of additional road space, especially in our towns and villages is often impractical and undesirable. In most cases the local road network will be a finite resource with legitimate competing pressures from those that use it. This needs to be managed effectively.

### Addressing expectations

Road users may have different expectations. Reliable journey times are important to the majority of users. Added to this, are the needs of the utilities to occupy the road in order to maintain and upgrade their equipment for the benefit of their customers. For everyone the ability to undertake their activities in safety is a priority.

### H.4.1 Network management

Authorities have a range of powers under which they maintain and improve the network and manage its use and the activities taking place on it. These include the Highways Act 1980 principally covering the structure of the network; the New Roads and Street Works Act 1991 covering utility street works; the Road Traffic Act 1984 regulating the activity of road users; and more recently the Traffic Management Act 2004 which adds to these powers and imposes the duty of network management on local traffic authorities.

That duty is not limited to the actions of the traffic department within an authority. Local authorities will need to consider the duty when exercising any power that can affect the road network.

Local Transport Authorities (LTA's) have to take account of the needs of all road users, take action to minimise, prevent or deal with problems, and consider the implications of decisions for both their network and that of others. Inevitably choices will have to be made and priorities set both within network management and the authority's wider activities.

Safety and environmental considerations remain important as does the operation, maintenance, repair and provision of services. The duty takes account of this, measures should always be safe for all road users particularly the vulnerable ones such as pedestrians, cyclists and motorcyclists. LTA's also need to consider their other responsibilities such as those under environmental protection legislation, the Disability Discrimination Act, Health & Safety and planning legislation.

#### **H.4.2 Existing governance**

The lead officer roles in the Council are under The Environment & Neighbourhoods Directorate; currently within Engineering Services however a restructuring is currently taking place that will see highway functions form a new service area under a new Head of Service. Further changes within that team will take place when that appointment has been made.

The Cabinet member with responsibility for Environment and Transport is Councillor Tim Hunter-Henderson who carries out all the elected member responsibilities relating to the network management duty.

#### **H.4.3 Update on our progress**

To meet the requirements of the Traffic Management Act a Traffic Manager has been appointed within the Council's Engineering Services directorate. The current post holder is a member of the Senior Management Team and also has responsibility for parking management; network management; traffic management and road safety.

##### **Working with other authorities**

The council is represented on the South East Region Traffic Managers Forum and is an active member of the South East Authority's Service Improvement Group Network Management Group.

Quarterly meetings with utilities are held under the auspices of a local Highways and Utilities Committee (HAUC) where issues such as works programmes and co-ordination are discussed. The Council also regularly attends regional HAUC meetings for the south east region.

Almost uniquely, the Isle of Wight has no fixed transport links with neighbouring authorities and has no Highways Agency roads within its boundaries and therefore the mutual impact of our networks is minimal. Despite this the Council maintains links with neighbouring authorities in Portsmouth, Southampton and Hampshire as it is aware that all road based

traffic to and from the Island needs to travel via ferries that are accessed from those authorities roads.

### **Local Operating Agreement**

A Detailed Local Operating Agreement (DLOA) is also in place with the National Traffic Control Centre primarily to enable them to notify the Council of major delays on the motorway and trunk road network in southern Hampshire that may affect journeys to and from the island.

The Council posts details of all road works and planned events affecting traffic on its website at [www.iwight.com/online/roadworks](http://www.iwight.com/online/roadworks) and also on the national ELGIN website.

Apart from seasonal variations associated with tourism, Island traffic flows are reasonably stable because of the isolation of the network and hence more manageable.

### **H.4.4 Network Management Plan**

The Council already has a number of policies and procedures relevant to network management duties and for clarity is in the process of drawing these together in the form of a formal Network Management Plan.

To have processes that identify factors that cause or contribute to congestion on the network it is necessary to define what constitutes congestion and how it can be measured.

It can be thought of as a relative term; to a motorist who commutes daily into a large city an additional 10 minutes on a journey might be insignificant whereas on the Isle of Wight that might be considered an unacceptable delay. The public will in fact accept quite low average speeds provided they are consistent and they can plan their journey accordingly.

### **H.4.5 Identifying the causes of congestion**

The Council has used a risk analysis model to identify the causes of congestion on the network that it can control, have a significant effect upon or put mitigation measures in place, these include:

#### **Parking Enforcement**

- The effects illegal parking has on traffic flows.
- Adoption of decriminalised parking has improved compliance.
- Regular review (2 yearly) of parking restrictions done in conjunction with Police / Town & Parish Councils / ward members.

#### **Timing**

- Review of traffic sensitive routes.
- Policy now to work during summer months on non tourist routes and out of term time near schools.
- Overnight / weekend working on routes of strategic importance.

### Event Management

- Well established temporary traffic management plans for planned events such as Cowes Week and Music Festival.
- Close liaison with police / emergency services for unplanned events such as Road Traffic Accidents (RTA's); landslips; inclement weather; disruption to ferries; emergency works).
- Contingency plans developed by Council's business continuity team.

### School lift

- Noticeable improvement during holidays.
- Schools re-organisation a unique opportunity to co-ordinate / stagger times. Helps with scheduling bus services.
- Safe routes to school to encourage walking / cycling.

### Economic Growth & Development

- Emerging Island Plan to include strategic network review. Will identify areas where growth should be constrained through lack of transport infrastructure.
- Newport identified as a hot spot – Motts report – joint working with Planning.

### Co-ordination

- Local HAUC and co-ordination meetings held on a regular basis.
- Council adopting principles of parity by notifying its own works.
- Enforcement action has improved overall performance from utilities.
- Looking for opportunities for partnership working with utilities.
- PFI and the potential impact on network management.

### Location Specific

These are issues are identified by:

- Customer feedback (phone calls; letters; e-mails; Town and Parish Council (T&PC) meetings; customer satisfaction survey).
- Regular meeting with road user groups (Southern Vectis; Freight Forum; Taxi operators; Cycle forum; etc).
- Feedback from Parking Services (identify where parking restrictions are needed).

#### H.4.6 Specific policies / objectives in relation to different roads / classes of roads.

- Review of traffic sensitive routes.
- Review of Strategic Road Network through the Island Plan process
- Development of user specific strategic networks (ie bus, freight, tourism, cycling; safe routes to school)

## H.5 Managing our transport assets

The Council acknowledges that the highway asset had deteriorated due to a historic lack of investment in the past; however our long term aim is to have a highway network that is fit for purpose and more able to meet the demands of an Island seeking regeneration as part of the Eco-Island agenda.

To ensure that funding was targeted the Council has prepared a Transport Asset Management Plan (TAMP), published in July 2006. The TAMP considers all parts of the highway asset and sets out an approach that considers and prioritises the management of the highway network. The TAMP is considered essential for a number of reasons, these include:

- The effective management of the highway.
- Delivery of LTP schemes
- Consideration, development and delivery of our PFI bid.

### H.5.1 Transport Asset Management Plan (TAMP)

The TAMP sets out the Council's standards and priorities for maintaining the Island's transport network for all users, whether they be pedestrians, cyclists, motorist or users of public transport. The plan covers all elements of the transport infrastructure managed by the Council, from roads and footways to street lights and traffic signs. The plan aim is to ensure that a safe, usable and sustainable network is provided for all transport users.



The Council is acutely aware of the importance of managing an effective highway network as the ramifications extend beyond transport. It is fundamental to the economic, social and environmental success of the Island.

#### Improving our management systems

To ensure that the TAMP is full implemented an ongoing management system needs to be in place which includes the following elements:

- Calculation of the highway assets value – including an assessment for depreciation.
- Asset Register – inventory data of all asset and values.
- Condition assessment regime.
- Performance management targets.
- Improvement programme – three and ten year strategies.

By implementing the above management systems the Council aims to achieve the following objectives:

- Ensuring value for money including Gershon savings.
- Targeting spend.



- Achieving corporate aims and objectives.
- Financial risk assessments.
- Support the PFI Outline Business Case.

### **What is included in the TAMP?**

The TAMP included the following highway assets:

- Highway structures.
- Carriageways, including roads and footways.
- Public Rights of Way including cycle tracks, bridleways and footpaths
- Street lighting.
- Street furniture.
- Public car parks.
- Cowes Chain Ferry – linking Cowes and East Cowes and used by foot passengers, cycles cars and light vehicles.
- Wightbus – The Councils in house bus fleet.

### **Completion and refreshing the TAMP**

The TAMP has been completed and is in the process of being refreshed. The TAMP has formed an essential part of the PFI bid which was submitted in September 2006. The TAMP process has assisted the Council with the compilation of an asset register which has in turn assisted with the prioritisation of the current capital programme and in doing so ensuring that money has been targeted to the areas with the greatest need, whilst still offering value for money.

## **H.6 Developing our Private Finance Initiative**

The award of the PFI is considered to be very good news for the Island and all those that use our highways and pavements. The PFI money secured is worth £325m at today's prices and around £850m over the 25 year life of the agreement. It represents the only way the Council would be able to undertake the huge amount of work necessary to bring our road network up to the standard required without unduly burdening local budgets.

The core investment programme will be undertaken during the first seven years of the project. The work will be undertaken in partnership with a large construction firm, who will be contracted to design, and reconstruct the Islands failing highway network. The contract will last for 25 years, during which time the highway network will be brought up to an agreed standard and then maintained for the remaining period of the agreement.

### **H.6.1 Taking a holistic approach**

It was felt that a holistic approach to the provision of maintenance for the highway network would provide the best results. As a result the PFI scope is a 'fence to fence' approach meaning that everything from one side of the highway to the other will be incorporated. This means that the construction firm contracted by the Council will assume responsibility for the following areas:

- Restoration of the highway network.

- Maintenance of highway bridges and structures to current assessment criteria.
- Ongoing maintenance of the highway network.
- Replacement of life expired street lighting columns.
- Winter maintenance.
- Network management.

Street cleansing has been removed from the original expression of interest (EOI) as it was felt that a more effective service could be delivered through the existing arrangements.

### **H.6.2 Process**

The Council submitted the first EOI in September 2006. In February 2008 the Council submitted an updated proposal and were accepted as one of the three 'pathfinder' authorities. These included the Isle of Wight as a rural authority, Sheffield as a City Council and Hounslow as a London Borough.

The Council is in the process of preparing the Outline Business Case (OBC) which needs to be submitted to the Treasury for approval in January 2009. The Council is looking to deliver a fully developed case in advance of this date and if approved the work will commence in 2011.

#### **Project Board**

To ensure the effective management of the PFI project the Council has established both a project board and a project team. The Board will oversee the development of the project and importantly includes the Leader of the Council, Chief Executive Officer, DfT Representative, lead Members and key Council Officers.

The Board have agreed their terms of references which outlines the group's responsibilities. These include the approving resources, briefing Elected Members and managing the governance, legal and financial procedures.

#### **Project Team**

The project team brings together specialisms both internal and external to the Council to ensure the effective delivery of the PFI project. The Team will include a lead for legal, finance, technical, procurement, risk and regeneration as well as external professional advisors for finance, legal and technical.

#### **Who are the "4P's"**

The 4Ps have been assisting us with the development our PFI bid and are acknowledged specialists in delivering local government projects. They work in partnership with all local authorities to secure funding and accelerate the development, procurement and implementation of PFI schemes. The 4Ps' multidisciplinary team provides project support, gateway reviews, skills development and knowledge.

### H.6.3 Timetable

**Table 4 : PFI Timetable**

Date	Activity
November 2008	4Ps Gateway 1 <sup>st</sup> Review
January 2009	Submission of the Outline Business Case
May 2009	Department for Transport Project Review Group (PRG) approval
June 2009	4Ps Gateway 2 <sup>nd</sup> Review
July 2009	Publication of Official Journal European Union Notice
September 2009	Issue of Pre-Qualification Questionnaire
October 2009	Completed Pre Qualification Questionnaires returned, evaluated and long-list completed
November 2009	Open competitive dialogue and Invitation to Submit Outline Solutions
January 2009	Evaluation, dialogue and approval of shortlist
March 2010	Refinement of key documents to reflect issues raised
April 2010	Issue Invitation to Submit Detailed Solutions
October 2010	Evaluation, clarification and dialogue on Detailed Solutions
January 2011	Close competitive dialogue and call for final tenders
March 2011	Final tender completed
April 2011	4Ps Gateway 3 <sup>rd</sup> Review
May 2011	Final evaluation and selection of preferred bidder
June 2011	Commencement of mobilisation
August 2011	4Ps Gateway 4 <sup>th</sup> Review
November 2011	Commencement of contract
November 2012	4Ps Gateway 5 <sup>th</sup> Review

### H.6.4 PFI Finance & Delivery

On 25 March 2008 it was announced by the Transport Minister that the Council's Highway Maintenance Private Finance Initiative (PFI) bid had been approved subject to the approval of the OBC.

This pathfinder PFI scheme will allow the Council to address the backlog of maintenance and repairs on the Island's roads. The level of funding, which equates to £853m over 25 years, is unprecedented on the Island and will require a dedicated team of people to deliver this critical project in partnership with the successful bidder.

The project is anticipated to start in September/November 2011 and will have a 7 year core investment period rather than the normal 5 year period, to minimise adverse impact on normal traffic flows. The OBC must be submitted by January 2009, with a long list of tenderers available in August 2009, reduced to a short list by November 2009, and with the preferred bidder selected in March 2011.

#### Investing in our transport infrastructure

The project bid envisages investment of £138m over the initial 7 year period to address backlog maintenance, with a further £135m of ongoing maintenance at today's prices. The inclusion of optimism bias and inflation equates to £853m by the end of the project. This is funded by an initial PFI

grant of £325m, increasing to £604m over the 25 year period. The balance will be funded by the Council from its revenue budget, augmented by interest accrued on available project balances from year to year.

In order to secure a successful outcome, the Council will be seeking specialist professional advice for legal, financial and technical aspects of the project. It is currently estimated that the preliminary costs necessary to deliver the project will amount to some £3m. The opportunity has been taken as part of the 2007/8 closedown process to set aside £2m in an earmarked reserve for that purpose, principally from interest earned on investments in the money market. A further review of reserves and balances will be undertaken during 2008/9 to identify another £1m to include in the earmarked reserve. However, it is likely that once the project is underway, the full amount of the preliminary costs will be recovered from PFI credits.

The Medium Term Financial Plan will also be updated during 2008/9 to ensure that the financial implications of the project are built into the revenue budget from 2011/12, and included within the budget strategy to be approved by the Council during February 2009.

#### **H.6.5 Achievements to date**

A good start has been made on the delivery of a successful PFI project. The Project Board has been established and at the time of writing (July 2008), the Project Board has met a number of times and the employment of staff required was well underway.

The Council was very pleased to be one of the LAs chosen to be part of the “pathfinder” group and is fully committed to the delivery process and making real and tangible improvements.

#### **H.6.6 Barriers to delivery**

The Council has prepared five risk registers relating to the PFI project. These cover the following areas and highlight both the risks and possible mitigating actions:

- Expression of Interest.
- Outline Business Case.
- Procurement.
- Award and Implementation.
- Ongoing Management.

To ensure that the above risks are managed and monitored regular reports will be provided to the project boards and included in the corporate performance management framework. Furthermore, at key points in the project council officers, together with external advisers have been identified to assist in the delivery of the project.

## H.7 Managing our spending

### H.7.1 Working towards a high performing Unitary

The Council is striving to become a high performing and cost effective Unitary Authority. It is recognised that to achieve this we must make the best use of available resources to put in place the improvements required to regenerate the Island under the Eco-Island our local Sustainable Community Strategy.

The Council is looking to achieve this through a number of means, these include:

- Effective governance.
- Astute financial management.
- Correct and appropriate procurement.
- Effective project management.
- Achieving value for money.
- Improved project delivery.

#### **Eco Island Visions, Values and Priorities**

The Council has formulated Eco Island in partnership with community, voluntary and other public sector partners and has now jointly agreed a vision under which are established the values, priorities and outcomes for the medium term future of the Island.

The development of Eco Island has not only helped to establish a common purpose and understanding of need, but has also given the partnership group the opportunity to pool resources and therefore maximise spending capacity. Clear opportunities now exist to share resources, buildings, facilities and jointly procure.

#### **Improving performance**

The Council is looking to ensure the best possible value for money and achieve Gershon savings. The Council has sought to improve its performance in key areas and to this end has redefined and revised its strategic framework. This framework now includes the following guidance:

- Asset Management Strategy.
- Capital Strategy.
- Revenue Strategy.
- Procurement Strategy.
- Value for Money Strategy.
- Risk Management Strategy.
- Data Quality Strategy.
- Workforce related strategies.
- Treasury Management Strategy.
- Partnerships – including Island Strategic Partnership.

### H.7.2 Council spending

The Council's original capital programme for 2007/08 was based on the budget resolution of the Council in February 2007 and with additional

slippage from 2006/7 the programme provided total potential capital expenditure of £56.1m.

This represented a very ambitious programme for the Council and by August 2007 it was evident that the full programme could not be delivered in year. A review of the programme was undertaken and during October 2007 the Cabinet approved a more realistic programme of £36.955m for 2007/08. Further directly grant funded schemes approved after October gave a total of £40.715m.

However, despite that reappraisal, significant further slippage occurred with a final spend of £23.168m. Whereas there were some justifiable and understandable reasons why the programme slipped it raises, significant issues about realism and capacity to deliver.

### **Adopting a more robust approach**

The Council is aware that it needs to focus very robustly on its priorities by monitoring of the delivery of the strategic programme of projects and initiatives.

### **Moving forward**

Improved arrangements have also been put in place with a new code for developing and managing the capital programme with profiling, better project management and monitoring. Management action is now being taken within the overall framework of budgetary control and through mini-service boards and Directors Team.

The conclusions from the investigation into the procurement of works associated with the Undercliff Drive (Major Bids Project) also highlighted the need to procure goods and services in the correct and appropriate way. The Council has as a result of this investigation tightened up on its procurement process and through the adoption of a new procurement policy and establishment of a formal procurement board has further refined our procurement process.

### **Transport – capital expenditure.**

In 2006/07 the Council spent £5.3 million on a variety of transport schemes, with a total of £2.394 million spent on integrated transport, £2.386 million on maintenance and £520,000 on work towards the delivery of our major bids.

In 2007/08 the Council spent £3.3 million on a broad range of schemes with a total of £1.981 million on integrated transport, £751,000 spent on maintenance and £593,000 on work towards the delivery of our major schemes.

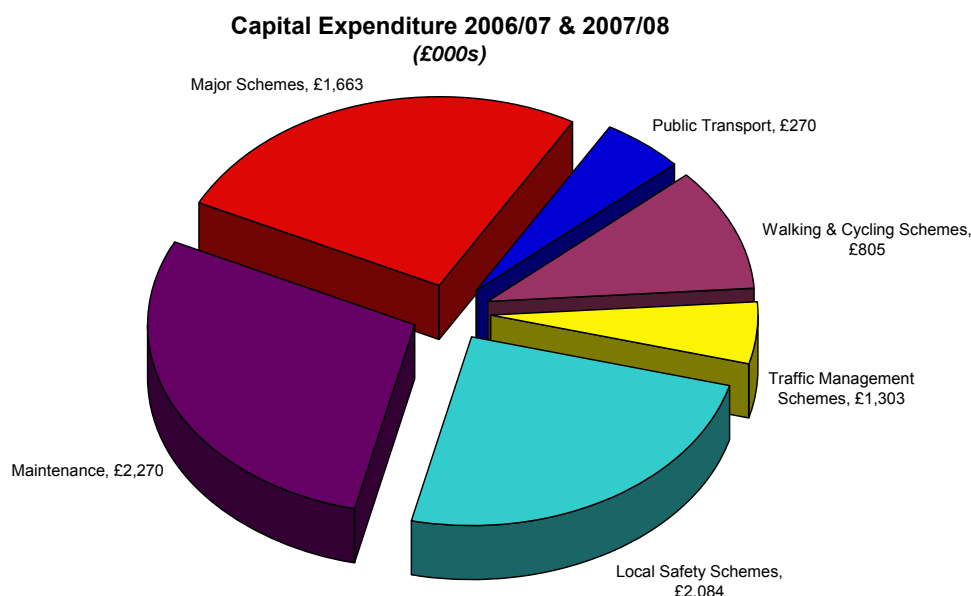
Table 5 and Graph 2 show spend by scheme type during 2006/07 and 2007/08.

**Table 5 : Capital spend by scheme typed for 2006/07 and 2007/08**

Scheme Type	2006/07 (£000's)	2007/08 (£000's)
Public transport	263	7

Scheme Type	2006/07 (£000's)	2007/08 (£000's)
Walking & cycling schemes	556	249
Traffic management schemes	278	1,025
Local safety schemes	1,297	787
Maintenance	1,519	751
Major schemes	1,387	276
<b>Totals</b>	<b>5,300</b>	<b>3,095</b>

**Graph 2 : Capital Expenditure 2006/07 and 2007/08**



### H.7.3 Revenue Expenditure

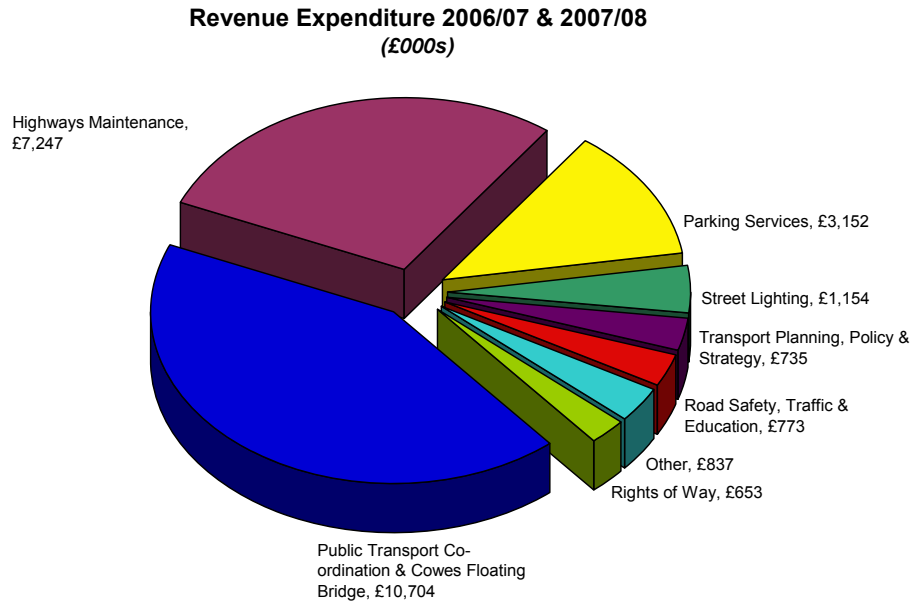
During the plan period the Council has increased its transport related revenue spending from £11.2m in 2006/07 to £14.0m in 2007/08. The increased spending in this area has been used to prioritise improvements in several key areas, including public transport and highway maintenance. During the period our spending on public transport has gone from £4.4m to £6.2m with a total of £7.6m used over two years to support concessionary fares and £0.4m used to support the Student Rider initiative. Our spending on highway maintenance has also increased from £3.3m in 06/07 to £3.9m in 07/08. The increase in our spending on parking services reflects the investment and improvements associated with the move to decriminalised parking enforcement. Table 6 and Graph 3 (below) show detailed spend in this area.

**Table 6 : Revenue expenditure by area for 2006/07 and 2007/08**

Spend by area	2006/07 (£000's)	2007/08 (£000's)
Public transport co-ordination & Cowes Floating Bridge	4,429	6,275
Highways maintenance	3,281	3,966
Parking services	1,339	1,813
Street lighting	613	540
Transport planning, policy & strategy	467	268
Road safety, traffic management & education	400	373
Rights of way	331	322

Spend by area	2006/07 (£000's)	2007/08 (£000's)
Other	369	467
<b>Totals</b>	<b>11,229</b>	<b>14,025</b>

**Graph 3 : Revenue Expenditure 2006/07 and 2007/08**



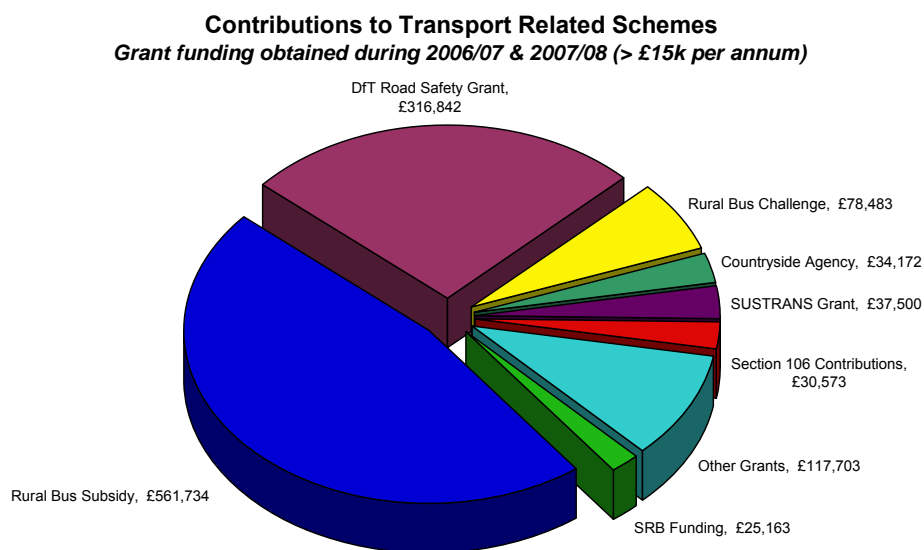
#### H.7.4 Grant contributions

Over the last two years the Council has been successful in securing over £1,200,000 of transport related grant funding from external sources. Included in this sum is over £640,000 to support local bus services and over £316,000 in DfT Road Safety Grant used as a contribution towards the Hampshire and Isle of Wight Safer Roads Partnership, the aim of which is to support speed related safety initiatives. The Council has also received £37,500 contributions from Sustrans to help support a range of cycling and walking schemes, over £34,000 from the Countryside Agency and £30,000 Section 106 developer contributions, to help address the transport related issues arising from new developments.

The Council recognises the importance of achieving the best possible value for money and maximising the Council's limited resources. To this end we are working with Sustrans, the Safer Roads Partnership and others to maximise the funding available to improve facilities and services. The Council has during the plan period employed a member of staff within in the Councils Planning Services section to help organise and coordinate the collection and delivery of developer contributions (Section 106 money). Identified by the Audit Commission as an area where the Council needed to improve the money collected is now being used to help offset the immediate transport implications of development proposals and will also be used where appropriate to help support large scale traffic improvements in locations such as Newport where development pressures are adversely impacting on traffic flows, congestion and pollution. Further details of these larger scale proposals are included towards the end of this section under the heading refresh bids.



**Graph 4 : Grant Funding 2006/07 and 2007/08**



### H.7.5 Scheme delivery

Over the past two years the combination of capital and revenue spend accompanied by external contributions has enabled the Council to deliver over 420 individual schemes which have assisted with the delivery of LTP2's targets and objectives, full details of scheme delivery can be found in Additional Information Section – Finance Forms.

## H.8 Achieving Value for Money (VFM)

### H.8.1 Background

The Council's second Local Transport Plan was compiled during 2005/2006 in accordance with (then) Government guidance - in particular, Department for Transport "Full Guidance on Local Transport Plans : Second Edition" (December 2004). The guidance highlighted the importance of identifying issues and opportunities, developing appropriate strategies and achieving value for money solutions. In respect of value for money, paragraph 4.1 of the guidance states:

**Para 4.1**

The Department expects choices in local transport, whether made at the national, regional or local level, to be guided always by the need to obtain the best possible value for money."

However, at the time of compiling the guidance, the government were unable to provide specific guidance on ways in which local authorities could demonstrate good value for money:

**Para 4.6**

The Department is currently considering ways to help local authorities express their integrated transport block and maintenance spending in value

for money terms and expects to provide further assistance in the longer term. However it does not expect to be able to provide specific assistance within the development period for new LTPs”

### **Local Transport Plan 2 : Priority Ranking System**

At the time of compiling the Council’s second Local Transport Plan, officers considered how best to ensure that transport schemes were being appropriately prioritised and that these schemes offered good value for money.

The Council spoke to other authorities and subsequently developed a “Priority Ranking System”, enabling all integrated transport schemes to be ‘scored’ and ‘ranked’ (see LTP2 section M, para 10.1)

The Council recognised the importance of achieving value for money solutions and included VFM as one of their seven LTP objectives:

- Objective O7 - To achieve value for money solutions.

### **H.8.2 Internal Audit – VFM recommendation**

In spring 2007, the Council’s Internal Audit Service conducted a review of the Council’s first and second Local Transport Plans, specifically focussing on LTP1 outcomes, LTP2 preparation and actions undertaken during the first LTP2 year (2006/07) including consideration of data quality contributing to performance indicators.

Although the review found indicators to be “appropriate for the objectives of the plan” with a “clear link identified between objectives and indicators”, the review recommended that “VFM indicators are investigated as these will provide useful management information relating to the cost of achieving targets.”

### **H.8.3 Isle of Wight Council VFM Strategies**

As a result of the Audit Services recommendations officers considered other Council VFM strategies to determine how other services secure and monitor VFM.

#### **Isle of Wight Council Draft VFM Strategy**

In August 2007, the Council produced a Draft Value for Money Strategy. This strategy highlights the importance of delivering VFM:

#### **Vision**

- The Isle of Wight Council recognises its responsibility to achieve Value for Money (VFM) from all its activities whether they are funded from Council Tax, Government Grant or other source.
- The Council is committed to the pursuit of Effectiveness, Efficiency and Economy as part of our corporate strategy.

Both the strategy and its daughter document, “Draft Value for Money Service Reviews”, outline the importance of VFM, focussing primarily on service delivery. Unfortunately neither document offers any specific advice on how to ensure VFM in the delivery of capital schemes.

### **Isle of Wight Council Procurement and Contracts Code**

The Council has recently reviewed its procurement process and compiled a “Procurement and Contracts Code”. The code outlines the need for competitive procurement and delivery of value for money, with VFM defined as:

#### **Appendix 8**

Value for money - the best combination of a number of factors including price and quality, with due regard to economy, efficiency and effectiveness. Contracts cannot be awarded on the basis of lowest initial price alone; there must always be an assessment of quality and the costs that will be throughout the life of the asset or contact period, with the final award being made on the most economically advantageous tender response.

All contracts (whether goods, works or services) are now subject to the new code, with the procurement method determined according to contract value (ie <£10k, £10-75k, £75-150k and £150k+). Therefore all LTP scheme tenders will be subject to a VFM consideration during the procurement process.

#### **H.8.4 VFM Monitoring - Other Highway Authorities**

Officers have also raised the issue of VFM with a number of other transport organisations including Solent Transport partners, members of SECSIG (South East Counties Improvement Group) and GOSE. Research has shown that Highway Authorities consider VFM in a variety of ways and at differing times during the evaluation process, either:

1. During scheme prioritisation.
2. When calculating a scheme cost/benefit figure, (e.g. BCR - Benefit Cost Ratio).
3. As part of option or solution analysis.
4. As part of the procurement process; or
5. Not formally considered.

Research also showed that those authorities considering VFM early in the process - ie as (1) or (2) – use existing, specialist computer software to assess VFM.

#### **H.8.5 Recent Government Guidance**

The Government has at the time of writing yet to release specific guidance on LTPs and VFM, but have recently published advice on transport scheme prioritisation. The document “Advice on the Prioritisation of Smaller Transport Schemes” (DfT, January 2008<sup>1</sup>) was produced by Atkins Transport Planning

<sup>1</sup> [www.dft.gov.uk/pgr/regional/ltp/guidance/prioritisation](http://www.dft.gov.uk/pgr/regional/ltp/guidance/prioritisation)

and focuses on how Local Authorities prioritise Integrated Transport capital expenditure for smaller schemes (ie costing less than £250,000) and includes reference to value for money delivery. Paragraph 3.3 states:

A value for money assessment involves:

1. Estimating the nature and magnitude of a scheme's contribution to objectives;
2. Identifying the costs of the scheme; and,
3. Valuing schemes and interventions based on relative costs and benefits.

The Council's existing LTP Priority Ranking System already covers point (1) and part of point 3 (ie benefits), but does not take into account the cost of the scheme. Therefore the Council are seeking a system which will either:

1. Incorporate costs into the existing Priority Ranking System (ie produce a cost per unit/benefit ratio); or
2. Produce a separate costing analysis (eg a cost option analysis and/or a whole life costing approach).

Both these approaches are considered in the DfT/Atkins report, with best practice included in Appendix B. However the report highlights concerns over the use of cost per unit/benefit ratios:

Para 5.5 - Using cost per unit /benefit ratios

These approaches produce an overall score or factor for each scheme which can then be used to rank schemes in terms of value for money, in an objective manner.

The approach can have a number of limitations associated with it, these are:

- schemes are often assessed at outline design stage and costs are initial estimates only;
- these type of factors often provide a crude estimate of value for money only, and the results can be difficult to interpret;
- the factor can result in a bias towards low cost schemes, which may not be desirable in terms of the practicalities of delivering such schemes and the range of outcomes delivered.
- Cost per unit benefit (or outcome) factors, should therefore be used with care.

As a result the Council have decided to continue to utilise the existing priority ranking system with an additional option analysis costing system.

## H.8.6 Option Analysis System

This system will now consider:

- Possible hard and soft engineering solutions;
- Why the solution was considered;
- Approximate cost;
- Whole life cost;
- Why solution selected (or not)

This system draws upon the best practice highlighted by DfT/Atkins of Buckinghamshire CC.

### Appendix B.1 – Buckinghamshire CC

#### Whole Life Costing

Scheme proposers are asked to provide information on the future cost implications, against revenue and capital budgets, for three different scenarios:

- the 'preferred option' which is the primary scheme being submitted;
- an 'alternative option', such as an interim measure or different treatment that is not ideal but would be better than doing nothing at all, and
- a 'do-nothing option'.

For some schemes, such as implementing a new pedestrian crossing, there may be no further direct financial costs incurred if the scheme is not funded. However, if improvements on a particular bus corridor are not funded, there may be a need to continue to subsidise bus services on that route, or, if a road resurfacing scheme does not go ahead there may be further patching required over time.

Costs are specified over a ten year period, and expressed as a Net Present Cost (NPC) – this is the cost if all the money was allocated today.

Example of a Whole Life Costing Approach to improve the condition of a footway.

Scenario	Description	Future Cost Implications	Net Present Cost
Do Preferred	A length of footpath is in poor condition along the whole length with numerous safety defects that require immediate treatment. The preferred scenario is to resurface the entire length of footpath.	Year 1 = £10,000 (resurface footpath) Total = £10,000	£10,000
Do Nothing	If funding is not awarded for the 'preferred option', then the safety related defects will still have to be fixed, with eventual reconstruction required.	Year 1, 3, 5, and 7 = £1,000 per year (patch footpath) Year 9 = £25,000 (reconstruct footpath) Total = £29,000	£19,072

Do Alternate	If funding is not awarded for the 'preferred option', then the patching will still be needed and resurfacing will need to be reconsidered in future years as further safety defects arise.	Year 1 = £1,000 (patch footpath) Year 3 = £10,000 (resurface footpath) Total = £11,000	£9,900
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The above results show the 'Do Alternative' option costing a very similar amount to the 'Preferred Option'.

The following is an example of the form that will be completed as part of this VFM appraisal process

Date:
Financial Year:
Officer name(s):
Scheme name:
Priority ranking score:
Why are we doing this scheme/what do we hope to achieve?

Hard and Soft Engineering Options					
Possible Solution	Why considered	Approx Cost	+ / -	Chosen/not chosen	Reasoning
1.					
2.					
3.					
Material Choice	Why considered	Approx Cost	+ / -	Chosen/not chosen	Reasoning
1.					
2.					
3.					

Total cost of approved option:
Priority Ranking / Cost

## H.9 Major Bids update

The following section has been included to give a brief update with regards to the delivery of Major Bids (£5m+) developed and submitted through the LTP process. It also includes an update with regard to current requests for funding to South East England Regional Assembly (SEERA).

### H.9.1 Major bids

The Council has been successful in achieving government support for the development of a number of major projects of £5m+. These include the development of a new multi modal interchange at Ryde and a more recent bid to reconstruct a section of A3055, Undercliff Drive. The details and update on these schemes are given below.

#### Ryde Interchange (Gateway) project

Ryde Gateway (previously referred to as "Ryde Interchange") was originally identified in the first Local Transport Plan LTP1, 2001-2006, pages 173 and 174 (see [www.iwight.com/transport](http://www.iwight.com/transport)). The proposal was subsequently

identified as a regionally significant “transport hub” in the South East Plan and received full approval in September 2007.

Based predominately on the site of the existing railway and bus station, the new development will include a new railway station, bus station and pier access road and will, when complete, improve accessibility and transfer between twelve modes of transport.

Ryde Gateway will be an important gateway to the island handling more than 2.7 million passengers per annum. It is an important regeneration project of benefit to Ryde and the rest of the Island.

Extensive consultation has taken place over the last two and half years including two public exhibitions in Ryde. Transport operators have been consulted both on an individual basis and more widely at regular Quality Transport Partnership (QTP) meetings. The landowners – Network Rail and operators Wighlink, Island Line and Hovertravel are regularly consulted and are fully committed and supportive of this project. Two websites, [www.projectryde.org](http://www.projectryde.org) and [www.rydeinterchange.com](http://www.rydeinterchange.com) have been set up to actively communicate the issues and project details to the wider community.

#### *Starting the project*

It was anticipated that a start would be made on the ground early 2008. Initial work involved the closure of existing retail and transport facilities, relocation of utilities, bus bays and taxi ranks. However the protracted negotiations with Network rail regarding a six month break clause and other issues has necessitated the suspension of works and reinstatement of uses for the summer season. It is hoped that talks with NR will be concluded as soon as possible and start made on site in November 2008. It is anticipated that work will last 18 months.



#### **H.9.2 Undercliff Drive - update**

Undercliff Drive is part of the A3055 road following the south coast of the Isle of Wight. The land is within an Area of Outstanding Natural Beauty (AONB), and a Site of Special Scientific Interest (SSSI).

Periodic damage had occurred to the road over a long period of time necessitating its realignment in the 1920s. Subsequent work to retain the

route includes £950,000 achieved through the Local Transport Plan (LTP) supplementary bid process for the construction of a 260 metre inland diversion route in the vicinity of Beauchamp House (subsequently demolished). The construction of the new road allowed the reopening of Undercliff Drive to light traffic only.

The geographical features of the Undercliff make the area susceptible to slippage and the subsequent collapse of land in the vicinity of Undercliff Glen Caravan Park led to the closure of the westbound carriageway and the introduction of traffic signals.

### **Exceptional Major Maintenance bid**

An exceptional major maintenance bid was submitted to Government (DfT) for extensive works to drain and stabilise the area and reconstruct the road near the caravan park and at other locations. The government recognised the importance of the scheme and despite a benefits cost ratio (BCR) of -2.8 agreed £12.88m provisional funding, subject to statutory approvals.

Subsequent changes in Government guidance meant that although previously “conditionally approved”, the status of the scheme was reduced to be at “Programme Entry Level” with the result that previous assurances given regarding funding have been withdrawn. The DfT made it clear that under the revised guidance unless the BCR could be dramatically improved, the bid would be likely to fail.

The Council subsequently reviewed the bid and with little likelihood of improving the BCR, mounting costs and local opposition agreed to abandon the major proposal.

Part of the Council's case was based on the fact that the A3055 was part of the Island's strategic road network and alternative roads in the area are not of an appropriate standard. The Council is therefore diverting funds to bring the alternative roads up to an improved standard and has submitted a “refresh bid” to SEERA to carry out the necessary improvement works. Details of this are included below.

## **H.10 Refresh Bids (SEERA)**

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The Council has submitted a number of bids for additional funding through the SEERA “refresh” bids process. Submitted in May 2008 these include the following elements:

### **H.10.1 Round the Island Coast Road – maintaining accessibility and improving road safety**

This “package bid” included two elements, these were:

- A3054 maintenance scheme to reconstruct the A3054 at Bouldnor, East of Yarmouth.
- South East of the Island. Upgrading roads linking Ventnor through Whitwell to Niton - alternative to Undercliff Drive.



### **A3054 Bouldnor, East of Yarmouth**

Detailed in page 31 of Section M15 of LTP2, this scheme seeks to reconstruct and maintain current strategic corridor (Newport to Yarmouth - A3054), to the east of Yarmouth where the road runs close to the coast and coastal slope.



This route provides primary access to western end of the Island and direct access to Yarmouth and facilities which include small retail centre, historic castle, harbour and Yarmouth to Lymington vehicle / passenger ferry port. The road is a key bus corridor and new carriageway will be for use by all vehicles including car, bus, lorry and cycle. The reconstruction of the adjoining footway will improve pedestrian access and safety.

Work will involve the stabilisation and reconstruction of existing highway so as to stop undermining by sea water and resulting subsidence. Opportunities for funding were outlined in LTP2 as a possible major bid and potential additional support through developer contributions (Section 106) plus other external funding sources if available.

The Council submitted this scheme under the “refresh” bid process in May 2008 and is currently awaiting the outcome of this £12.6m.

### **South East of the Island (Undercliff Drive alternative)**

The scheme aims to improve the current C-class (non-principal) roads as an alternative to Undercliff Drive (A3055) which has deteriorated due to subsidence. Works will upgrade the route to principal road standard, improve road safety particularly for vulnerable road users, pedestrian, cyclists and motorcyclists and enhance journey time reliability. Total cost of the scheme is considered to be in the region of £5.7m.

## **H.10.2 Newport Traffic Management**

Set out in Isle of Wight LTP2 – Page 27 of Section M, this proposal includes a package of measures to improve accessibility into and within Newport at the centre of the Island. This work would be done by the creation of new road links and other hard engineering and softer – hearts and minds initiatives.



The scheme under consideration will help unnecessary vehicles to bypass the historic town centre and improve the speed and reliability of public transport, travel by taxi, cycle and on foot. The project will include new interactive signing and real time information.

The whole package will help alleviate traffic related problems in Newport at the centre of the Island and support the emerging LDF (Core Strategy). It will in particular support the development of a new mixed development to the east of the Newport, which includes 800 new homes as well as supporting the development of regeneration proposals in the Medina Valley and the Cowes Waterfront project.

Funding for the scheme is currently identified through the LTP Major Bid process and a refresh bid for £6.6m was submitted in May 2008. In addition the Council will be actively seeking additional developer contributions (Section106), plus any other external contributions to support the initiative.

## H.11 Summary of delivery

The following section summarises key actions in this area.

<b>Issue</b>	<b>Action</b>
Traffic management	The Council has a designated Traffic Manager and through better information, coordination and liaison is looking to ensure the effective management of our highway infrastructure.
Local management.	We are ensuring effective management - by applying our quality management systems.  Support regeneration - by ensuring that economic regeneration is seen as a priority and recognise the key role that transport plays.
Spending and funding.	The Council is continuing to improve its budgetary control and has introduced a structured procurement process.  We are using additional funding achieved through PFI and SEERA refresh bids and other methods to achieve additional funding to support and help remedy poor condition of transport infrastructure.
Ensuring value for money.	We have taken into consideration comments from Government and our own auditors to enhance the existing LTP priority-ranking system to help identify spending priorities and schemes to help deliver against targets and within budget.
National and Regional policies.	The LTP reflects national and regional policies and is based around shared priorities agreed between LGA and Government.
Local policies.	The LTP is based upon Community Plan and emerging LDF – Island Plan. The development of Eco-Island our new sustainable community Strategy is highlighted elsewhere in this report under “Transport and the Wider Context”.  By working across the Council we are ensuring compatibility between policies and approach in LDF and LTP. Accessibility planning and the SEA are also common to both plans.
Partnership working.	The Council is continuing to work with others – including the QTP, Freight Forum, transport operators and others to ensure the best possible use, management and integration of our transport infrastructure.
Targets.	The Council is using the LTP's targets to monitor our progress and chose to produce a full APR in 2007 as part of this process.
Monitoring.	We are using LTP, LDF monitoring to ensure synergy as part of a rigorous monitoring regime.

## H.12 Ongoing delivery – looking forward

The following section summarises planned actions and opportunities.

<b>Issue</b>	<b>Action</b>
Traffic management	Council has a designated Traffic Manager and will continue its dialogue with partners, utilities and neighbouring authorities. Traffic management plans are in place for major events and further consideration will be given to

Issue	Action
	refining our network management through QTP, Freight Forum and by other means.
Transport Asset Management	The Council has completed its TAMP and is using the information to help guide improvements. The Plan is being refreshed to support the PFI work and development of the OBC.
Partnership working.	Council will continue its work with local operators, utilities, QTP, Freight Forum. Neighbouring authorities, SECSIG (SEASIG), HCC, PCC, SCC and others.
Local governance	Council has put in place new overarching Eco Island strategy which will set the foundations for the delivery of the emerging LDF and other documents. Dialogue and involvement will help ensure that transport continues to be fully considered through the development process.
Ensuring effective spending and funding.	Council has reviewed spending and procurement processes and has put in place rigorous regimes to ensure correct purchasing and spending process to ensure full and transparent accountability and best possible value for money. Council will continue this process.
Delivering the PFI	Council will continue the development of the PFI, board established and project management staff to be in place with early submission of the OBC.
Major Bids	Council will continue the development of Ryde Interchange which is anticipated to start Autumn 2008 with 18 month build time.
Refresh Bids	Council has submitted three refresh bids and if approved would hope to develop and deliver these during the second half of the plan period.
Delivering our Targets.	Monitoring has shown reasonable progress against our 21 targets. The Council has revised those where early success has been achieved and will focus delivery to achieve those where we are currently not on target.
Continuing our monitoring	The Council will continue its monitoring process as part of the delivery of the LTP. The Council chose to produce a monitoring report in 2007 and would hope to maintain this level of reporting or better during the remainder of the plan period.

## H.13 Risks and opportunities

### Key:

- R A red rating would mean there are major problems in this thematic area, which mean a lot of remedial action needs to be taken for the LTP2 to be delivered.
- A An amber rating would mean there has been good progress in this theme but major challenges have been encountered, which mean that more or different action may need to be taken.
- G A green rating would mean that the key outcomes the LTP2 set out for this theme are on track to be delivered in full, or equivalents delivered, or exceeded. It may also apply where targets or outcomes have not been fully delivered or met, but mitigation is already in place.

### H.13.1 Risk assessment

Area	RAG	Direction of Travel	Mitigation Action Comment
Traffic management	G	▲	Identifying resources – it is essential that necessary resources are made available to coordinate work. The Council has therefore identified a Traffic Manager. Effective partnership working is also in place on the Island, with neighbouring LAs as well as at a regional level.
Asset management	G	▲	Ensuring effective management – the Council has produced a detailed TAMP and is refining and updating this further to support the PFI process.
Resources	A	▲	Managing our resources - Council has refined its approach to spending so as to align its expectations with its capacity to deliver and issues regarding delays in spending have now been resolved. Our approach to procurement has also been re-evaluated and revised and updated procurement code now clearly specifies process to be followed. Additional resources have been brought in at a corporate level to help delivery in this area.
Value for money	A	▲	Ensuring VFM – it is essential that the Council achieves best possible VFM as part of scheme delivery and failure to achieve VFM is considered wasteful. The Council has re-evaluated its approach to VFM at a corporate level and this examination has helped inform changes in this area with the result that VFM is now included as part of priority ranking system.
Effective governance	G	◄►	Ensuring effective governance – it is essential that effective governance is in place to help guide policy decision making. Council considers that governance put in place by the authority including Eco - Island the Councils sustainable Community Strategy will help guide and inform the shape and delivery of local strategies including emerging LDF and delivery of the LTP.
Working together	G	◄►	Partnership working –the Council is not in a position to deliver improvements on its own and will continue its dialogue through existing forums including QTP, Freight HAUC (Utilities), SEASIG and others. Council recognises the significance of TfSH and PUSH particularly in terms of traffic travelling through the region top access the cross Solent ports and would welcome more

Area	RAG	Direction of Travel	Mitigation Action Comment
Delivering all targets.	A	▲	<p>involvement at LA level.</p> <p>Improving delivery of targets - the Council recognises that some of the 21 targets such as those around public transport, ferry use and reliability are outside its direct control and will now focus delivery and work with transport partners, operators and others to help ensure that all targets are brought back on track.</p>
Monitoring	G	◀▶	<p>Monitoring our delivery - the Council recognises the importance of monitoring and reporting our performance and despite capacity implications has chosen to maintain its annual monitoring and reporting process. To this end the Council produced an APR in 2007, has maintained a dedicated web area and has printed and made available leaflets for the LTP and each APR. It is anticipated that this level and process of monitoring will be retained.</p>

### H.13.2 Summary of overall delivery

Area	RAG	Direction of Travel	Mitigation Action Comment
Effective Management	A	▲	<p>Whilst overall delivery in this area is thought to be to the required standard and on track to be delivered as planned. Our delivery against targets is slightly below what we would have anticipated in some areas. Work is therefore in place to address this issue and it is anticipated that we will deliver targets as planned.</p> <p>The development of the Eco-Island strategy, emerging LDF and LAA have further improved local governance. And at a corporate level the Council has re-evaluated its spending programme to take account of capacity to deliver and need to ensure VFM.</p> <p>The Directorate has adopted a more rigorous and effective approach to procurement and delivering capital spend.</p>

# I. Performance Indicators

## I.1 Introduction

Our progress towards delivering the Council's second Local Transport Plan is monitored against the 21 LTP key performance indicators set out in section N of the Plan. Of these 14 are mandatory, applicable to all Local Authorities, and 7 are locally selected indicators.

The 21 LTP targets were developed through the consultation process and illustrate our progress in delivering both the Local Governments Association's "shared priorities" as well as other key locally agreed priorities.

This section sets out our performance over the plan period and our delivery against the 21 targets included in LTP2. The key issues covered are:

- Hitting our targets.
- Target revisions.
- Actions taken to achieve our targets.
- Risks to target delivery.
- Methodology and monitoring.
- Performance Indicator Graphs.

## I.2 Hitting our Targets

The Council are pleased to report that good progress has been made towards delivering the targets in LTP2 with 15 targets considered to be on track (71%).

### Graph 5 : Progress against targets

Progress Against Targets

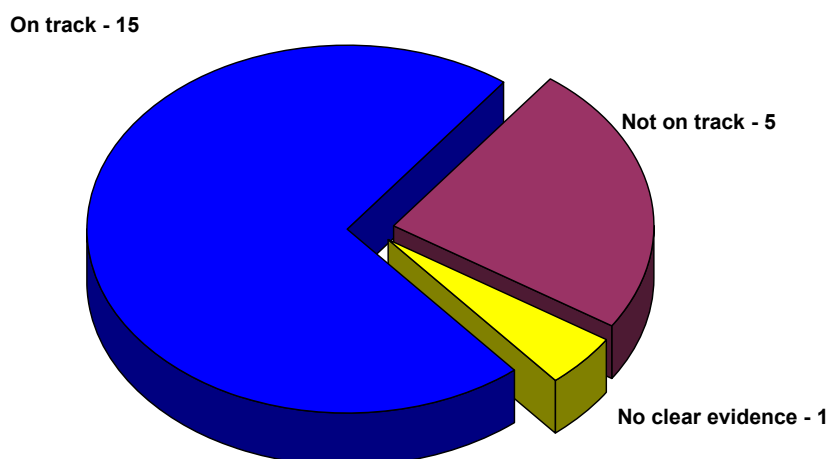


Table 7 below sets out progress towards individual targets by type.

**Table 7: Progress against targets**

Target No	Target	DfT Ref	2007/08 on target
<b>Mandatory</b>			
T01	Bus Patronage	BV102	✓
T02	Bus Punctuality	LTP5	✓
T03	Satisfaction with Local Bus Service	BV104	✓
T08	Cycling Trips	LTP3	NCE
T10	Access to Newport Town Centre	LTP1	✓
T11	Number of People Killed or Seriously Injured on Isled Roads	BV99x	✓
T12	Number of Children Killed or Seriously Injured on Island Roads	BV99y	✓
T13	Number of Slight Casualties on Island Roads	BV99z	✗
T16	Mode Share of Journeys to School	LTP4	✓
T17	Change in Area Wide Road Traffic Mileage	LTP2	✓
T18	Principal Road Condition	BV96	✓
T19	Non Principal Road Condition	BV97a	✓
T20	Unclassified Road Condition	BV97b	✓
T21	Footway Condition	BV187	✗
<b>Local</b>			
T04	Train Patronage	-	✗
T05	Train Punctuality	-	✓
T06	Train Reliability	-	✓
T07	Ferry Patronage	-	✗
T09	Pedestrian Crossings with Facilities for Disabled	BV165	✗
T14	Cycle Safety Training	-	✓
T15	Air Quality	LTP8	✓

NCE = No Clear Evidence

Totals	2007/08
<b>Mandatory Indicators</b>	
On Target (✓)	11
%	79
Not on target (✗)	2
%	14
<b>Local Indicators</b>	
On Target (✓)	4
%	57
Not on target (✗)	3
%	43
<b>All</b>	
On Target (✓)	15
%	71
Not on target (✗)	5
%	24

### I.3 Target revisions

The targets in LTP2 fell within three categories, Best Value indicators, Local Transport Plan mandatory indicators and local indicators. Following the



introduction of the National Indicators Set (INS) the Council worked with the Government Office for the South East (GOSE) to ensure that the indicators included within the plan were both relevant and stretching, therefore all of the former Best Value indicators, that are not National Indicators will remain within the plan.

In 2005 when the LTP2 targets were set it was considered that they were both challenging and realistic. The Council are very pleased to report that two of the 2010/11 targets were achieved within the first two years of the plan; these were bus patronage (T1) and access to Newport (T10). Details of these targets are included below.

### **I.3.1 Bus patronage (T1)**

The Council recognises the importance of increasing bus patronage to both increase accessibility and reduce congestion on the Island's limited road network.

#### **Methodology and monitoring**

This indicator is an updated version of the former Best Value Performance Indicator BVPI 102, "total local bus passenger journeys originating in the authority area in a year". The methodology has not changed since being agreed in LTP2, apart from the inclusion of light rail passengers. However the Isle of Wight does not have a light rail system as defined by the guidance therefore the indicator will be calculated using data provided by local bus operators generated from electronic ticket machines only.



#### **Performance**

The Council are very pleased to report that the target set in 2006 to achieve a 12.1% increase in bus patronage journeys by 2010/11 based on 2003/04 levels, was exceeded within the first two years of the plan. This no doubt, has been due to the Council extending the Government's National Free Fares scheme under which Island residents aged over 60 and the disabled can access unrestricted free bus travel 24 hours a day, seven days a week. Furthermore the Council introduced a Student Rider Scheme in September 2006, whereby Island residents aged between 5 and 18, who are in full time education, could travel on Island buses for a flat fare of £0.50.

**Table 8 : Past performance**

Year	2005/06	2006/07	2007/08
<b>Number</b>	5,624	7,284	7,712
<b>Annual Change</b>			
Number (thousands)	-	1,660	429
%	-	29.5	5.9
<b>Change (05/06-07/08)</b>			
Number (thousands)		250	
%		37.1	

**Target**

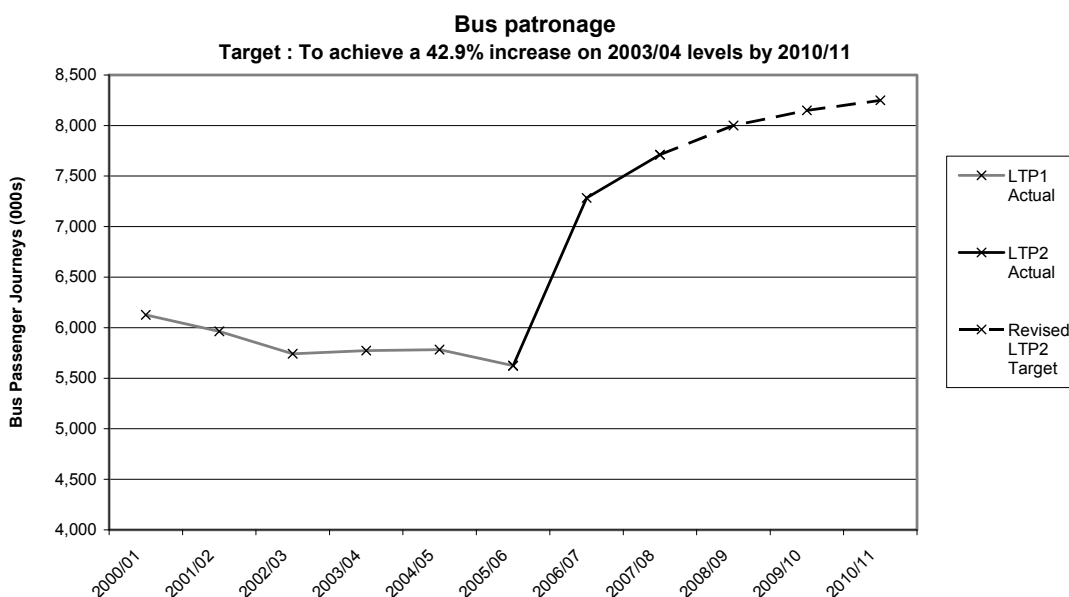
- By 2010/11, to achieve a 42.9% increase in bus passenger journeys based on 2003/04 levels.

**Trajectories**

This new target seeks to build upon the recent growth in bus patronage on the Island and takes account of the introduction of the English National Concessionary Bus Pass Scheme and the continuation of the Student Rider Scheme.

**Table 9: Bus patronage performance and onward target**

Year	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
<b>Number (thousands)</b>	5,774	5,783	5,624	7,284	7,712	-	-	-
Trajectory						8,000	8,150	8,250
<b>Annual Change</b>								
Number (thousands)	-	9	-159	1,660	428	288	150	100
%	-	0.2	-2.7	29.5	5.9	3.7	1.9	1.2
<b>LTP2 Change</b>								
Number (thousands)					2,476			
%					42.9			

**Graph 6 : Bus patronage performance and onward target****Actions to achieve target**

The Council is continuing to work with operators to encourage and promote bus travel as well as delivering the key actions within both the Bus Strategy and the Bus Information Strategies.

The Council plans to continue to introduce new and improved bus infrastructure, including bus priority schemes and improved bus stop facilities. It is anticipated that construction work on the Ryde Interchange (Gateway Project) will commence in November 2008 and that the building will be operational by 2010. The project will dramatically improve and enhance public transport facilities in Ryde, which is a major gateway to the Island.

The Council will continue to support the English National Concessionary Bus Pass Scheme as well as providing Island residents aged over 60 an enhanced unrestricted service. The Student Rider Scheme will continue, however the fare paid by the traveller has increased from £0.50 to £1 as of April 2008, which may result in a slight down turn in passenger numbers in this age group.

The Council are currently investigating the viability of introducing additional Park and Ride faculties on the out skirts of Newport. It is anticipated that a decision on this initiative will be made by the end of 2008 with works undertaken during 2009/10.

The Council recognises that access to accurate timetable information is essential to increasing bus patronage, and the Council now publishes an all inclusive timetable three times a year. The principal bus operator on the Island, Southern Vectis, publishes timetables which are distributed for free, ensures that most bus stops have information boards as well as having comprehensive information available on their website [www.islandbuses.info](http://www.islandbuses.info).

The Council has also worked in partnership with Southern Vectis, Wightbus and Traveline to establish a system whereby bus timetable information can

be texted to a mobile phone using the unique code at each stop. Further details of this initiative are included in this report in the section entitled "Tackling Congestion".

Southern Vectis have heavily invested in their fleet with the result that most buses are now low floor, thus increasing accessibility. They have also revised their timetable so as to increase the frequency on a number of routes.

### **Risks to target delivery**

The Council has regular meetings with Southern Vectis, the Island's major bus operator, to discuss both strategic and operational issues. These meetings seek to disseminate information between parties and identify possible future problems and relevant solutions.

### **Establishing a new target**

A new target has therefore been set to reflect the Government's English National Concessionary Bus Pass Scheme as well as the Council Student Rider Scheme. The target has been set following discussion with GOSE and is the same as now reported nationally as a Local Area Agreement target (LAA). It may be necessary to review the target if these concessionary fares are withdrawn or revised.

## **1.3.2 Cycling trips (T8)**

In 2006 the Council made the decision to move from manual to automatic cycle monitoring. Previously manual counts had been undertaken at 4 strategic locations with 2 counts conducted every month (1 weekday 7am-7pm and 1 weekend day 9am-5pm). Figures were then factored to give a monthly 'average' for each route, however no account was taken of cycle trips outside count hours (see LTP2, Paragraph N.9 for details).



This monitoring regime gave the Council the ability to monitor cycle trends but not actual figures. After consideration the Council decided that it would be of value to obtain actual rather than trend data and agreed to install automatic 24-hour counters at 3 of the 4 locations (unfortunately the 'Floating Bridge' site was deemed unsuitable for an automatic counter and therefore manual counting will continue at this location).

To assess the suitability of the sites Pneumatic Tubes were trialled. The tubes lay across the surface of the path and count cycles as they pass over the tubes. Although the Pneumatic Tubes can easily be relocated to alternative monitoring sites, it was felt that the tubes may be vulnerable to both vandalism and deterioration due to weather conditions. Therefore it was decided that Zelt Inductive Loops would be most suitable, these are located between 2 and 5 cm below the track surface, protecting them from potential vandalism and damage. The loop detects the electromagnetic signature of a bike and registers it on a data logger.

### Counter calibration

The Council investigated various cycle counters and, after discussions with DfT and other Local Authorities, purchased three Zelt Inductive Loops from Traffic Technology. These were installed in 2006 for full data collection in 2007/08. During 2006/07 the Council undertook a number of duplicate manual and automatic surveys to ensure consistency between data sets and to calibrate the counters. Surveys completed during this time showed a significant undercount by the automatic counters (ranging from 10-30%). After discussions with the manufacturers and an increase in counter sensitivity, the average undercount was reduced to 5% (in line with manufacturer's claims).

### Re-basing the historic data

The Council discussed with both DfT and GOSE how best to compare historic manual counts and future automatic counts. It was agreed that the most appropriate method would be to re-base the historic figures thus allowing future data to be downloaded directly from the automatic counters. It was therefore necessary to make the following alterations to the historic data:

1. Calculate 24 hour pro-rata figures.
2. Reduce totals by 5% to take account of automatic counter undercounting.

### 24 hour counts

Prior to April 2007 cycle data was collected by enumerators, with manual counts restricted to core daytime hours (i.e. weekdays 7am-7pm and weekends 9am-5pm). To estimate the number of trips outside these hours the Council used the 2007/08 automatic count data to calculate the average percent of trips undertaken outside manual count hours for each route and month (see appendix 2 for data). This percentage increase was then applied to the corresponding historic data.

### Undercounting

It had been proved that the automatic counters undercount by an average of 5%. Therefore each new monthly route figure was reduced by 5% to take account of any future undercounting. Rebased figures are shown in table 10.

**Table 10 : Historical manual counts and rebased counts**

Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
Historic manual count	81,223	127,504	181,271	189,192	189,316	198,097	206,884
Index	42.9	67.4	95.8	100.0	100.1	104.7	109.4
Re-based manual count	90,713	142,402	196,097	205,778	206,239	214,828	225,555
Index	44.1	69.2	95.3	100.0	100.2	104.4	109.6

**Table 11 : Automatic counter data**

Year	2007/08
Automatic counter	194,957
Index	94.7

**Re-based target**

The Council's second Local Transport Plan includes a cycling related performance indicator (T8) which seeks to 'triple the number of cycling trips by 2010/11, compared to 2000 base'. As figures for 2000/01 onwards have been re-based it is also necessary to re-base target figures. Table 12 shows revised targets based upon the original LTP2 target and methodology.

**Table 12 : Indexed targets**

Year	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
LTP2 target index	100.1	104.9	109.6	114.4	119.2	124.0	128.8
Re-based target index	100.2	105.6	110.9	116.2	121.6	126.9	132.2

**I.3.3 Access to Newport Town Centre (LTP1)**

The Council was very pleased to be able to report that the Access to Newport Town Centre target was achieved within the first year of the plan and following discussions with GOSE have agreed that we should now aim to maintain our current performance to the end of the plan period.

**I.3.4 Mode share of journeys to school (T16/LTP4)**

The Government require Local Authorities to include a 'modal share of journeys to school' indicator within their second Local Transport Plan. Due to the national delay in introducing this question into the School Census, Local Authorities were not required to set a target at the time of compiling LTP2 (March 2006). Baseline data was reported in the 2007 Annual Progress Report as well as appropriate targets being set for the remainder for the plan period. The report is available at [www.iwight.com/transport](http://www.iwight.com/transport).

The 'modal share of journeys to school' indicator is based on:

1. Data obtained via the School Census for all schools with an approved School Travel Plan; and
2. Data obtained via the School Census or an alternative methodology for 50 percent of schools without a School Travel Plan.

The first data sets from the Government were received in spring 2007 and the Council was concerned that the response rate was not as high as those obtained through local School Travel Plan surveys and therefore considered not as reliable. This matter was discussed with other authorities, who appear to have similar concerns, and referred to the Department for Transport (DfT) for further guidance. In the DfT letter dated 13th July 2007, the department confirmed that baseline figures should only include the data gained from the

school census process. The Council therefore reported these figures in accordance with DfT requirements, but continue to have concerns over the reliability of this data.

### I.3.5 Principal road condition (T18)

This target is a continuation of the former Best Value Performance Indicator, BVPI223, and measures the percentage of the Local Authority principal road network where structural maintenance should be considered.

#### Methodology and monitoring

Due to a change in the methodology for calculating the indicator it has been necessary to review future targets. However the survey mechanism has not changed.

#### Performance

Previous performance against this indicator has been mixed particularly due to fundamental changes to the way in which the survey results have been analysed in both 2005/06 and 2007/08.

**Table 13 : Previous performance**

Year	2005/06	2006/07	2007/08
Number	18.0	17.0	9.0
Annual Change %	-	1.0	8.0
Change (05/06-07/08)	9.0		

#### Target

- By 2010/11 to have a limited deterioration in the condition of the principal road network.

#### Trajectories

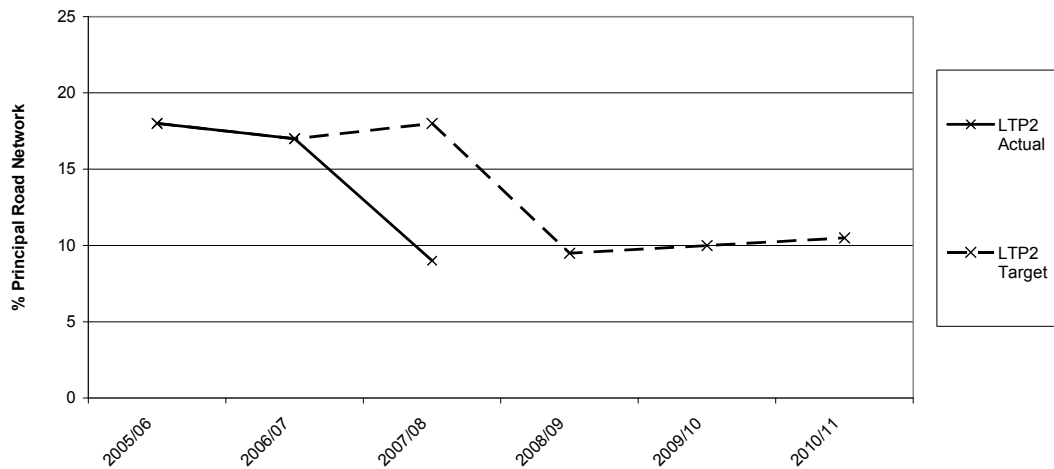
Trajectories have been set to manage the deterioration in the Island's principal road network till 2010/11. This is a challenging target for us as our roads are in such a poor condition and the Highways Maintenance PFI is not due to commence until November 2011.

**Table 14 : Future targets**

Year	2007/08	2008/09	2009/10	2010/11
Number	9.0			
Trajectory	-	9.5	10.0	10.5
Annual Change (%)	-	-0.5	-0.5	-0.5
LTP2 Change	-1.5			

**Graph 7 : Principal road network condition and onward target**

**% Principal road network where structural maintenance should be considered**  
 Target : By 2010/11 to have a limited deterioration in the condition of the principal road network



#### **Actions to achieve target**

Over the next three years the Council are channelling additional capital funds into highways maintenance which it is hoped will result in only a limited deterioration in the condition of our principal highway network.

#### **Risks to target delivery**

The main risk is that the Council does not have adequate funding to sufficiently maintain the highway network and in the longer term that the PFI contract may start later than anticipated.

### **I.3.6 Condition of Non-Principal Classified Roads (T19)**

The new National Indicators 169 Condition of Non-principal classified roads, replaces BVPI 224a, and the Council has also decided to report this measure as a Local Area Agreement target agreed with GOSE and the Government as the Council feels that this is a significant indicator for the condition of the Island's highways network.

#### **Methodology and monitoring**

The indicator measures the percentage of the local authority's B and C class roads where maintenance should be considered.

The data for the indicator is from a survey of the surface condition of the Island's classified carriageway network. This is done using survey vehicles that are accredited as conforming to the SCANNER (Surface Condition Assessment for the National Network of Roads) specification and using processing software that is accredited as conforming to the UKPMS (UK Pavement Management System) standards.



The reported results are a combination of 100% of the B class road network surveyed in both directions; and 100% of the C class road network surveyed in one direction.

The Council aims to survey the required network lengths, however where it is not physically possible to survey all parts of the network, factored figures from shorter surveys, at least 90% of the total B class road network and 80% of the C class road network may be submitted.

### Performance

Previous performance against this indicator has been mixed particularly due to fundamental changes in survey methodology in both 2005/06 and 2007/08.

**Table 15 : Performance**

Year	2005/06	2006/07	2007/08
Number	29.0	29.0	10.0
Annual Change %	-	0	-19.0
Change (05/06-07/08)	-19.0		

### Target

- By 2010/11 to have no overall deterioration in the condition of the non principal road network

### Trajectories

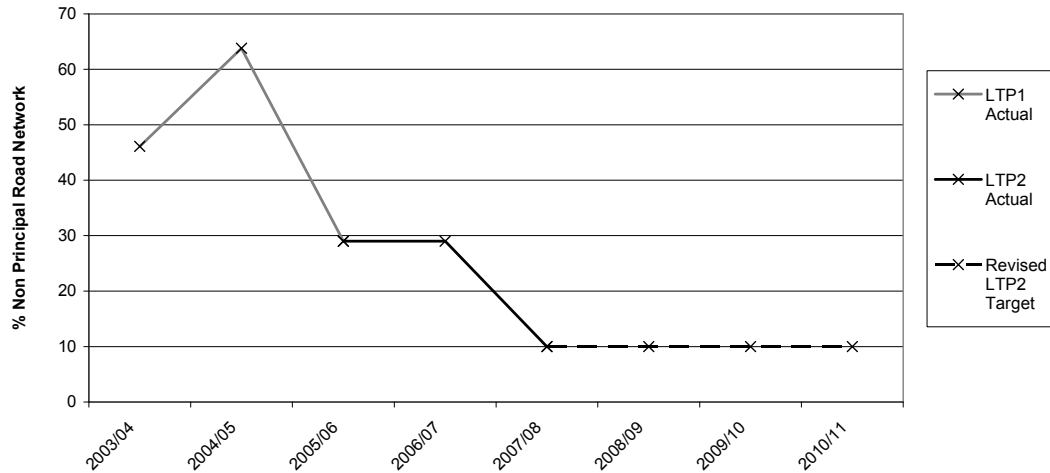
Trajectories have been set to halt the deterioration of the Island's non principal road network until 2010/11. This is a challenging target to achieve as the Highways Maintenance PFI is not due to commence until November 2011.

**Table 16 : Future targets**

Year	2007/08	2008/09	2009/10	2010/11
Number	10.0	-	-	-
Trajectory	-	10.0	10.0	10.0
Annual Change (%)	-	0	0	0
LTP2 Change	To maintain non principal road condition at 10.0% or better			

**Graph 8 : Non principal road network condition and onward target**

**% Non principal road network where structural maintenance should be considered**  
**Target : By 2010/11 to have no overall deterioration in the condition of the non principal road network**



**Actions to achieve target**

Over the next three years the Council are channelling additional capital funds into highways maintenance which it is hoped will result in no further deterioration in the condition of the non principal highway network.

**Risks to target delivery**

The main risk is that the Council does not have adequate funding to sufficiently maintain the highway network.

**I.4 Addressing our targets**

The following section looks at each of the targets which are not presently on track and sets out the way in which the Council intends to rectify the situation.

**I.4.1 Slight Casualties on Island Roads**

The Council is looking to address the numbers of casualties occurring on Island roads. An extensive anti-skid surfacing program is being undertaken under which the surface will be improved at locations where statistics show that skidding related accidents are more likely to occur. These sites include approaches to pedestrian crossings, entrances to roundabouts and at traffic lights.

In addition our ongoing road maintenance program includes projects to help improve the overall condition and skid resistance of the worst sections of our local roads. These schemes will focus works on improving the surface of those roads which have previously been highlighted as having low skid resistance.

The Council has adopted a proactive approach to controlling vehicle speeds and as well as our “hearts and minds” campaigns and over the past year has

installed speed reactive signs at sites where excessive speed was considered a safety issue.

#### **I.4.2 Footway Condition**

As part of this years capital program the Council has let a large contract to address the condition of the Island's footways at a number of locations, and although it is acknowledge that this alone will not rectify the problem it is hoped that it will limit further decline.

#### **I.4.3 Train Patronage**

The Council is actively looking to encourage travel by train and under the Island's concessionary fares scheme; Island residents aged 60 and over and the disabled are entitled to unrestricted free travel on the Ryde to Shanklin railway. In addition the Council supports the Student Rider scheme which allows Island residents aged between 5 and 18, who are in full time education, to travel by train for a flat fare of £0.50 (£1.00 from April 2008)

The Community Rail Partnership (CRP) is also undertaking a number of schemes to promote the use of the railway for everyday journeys and leisure purposes. Carried out in partnership with the train operator this work seeks to improve facilities and accessibility. The CRP Officer has also worked with a number of schools to educate and inform students of their travel options, travel safety and their responsibilities to other passengers. Further details of this work are included in the section entitled "Transports Contributions to the Wider Objectives".

#### **I.4.4 Ferry Passenger Journeys**

During the plan period a number of changes have been made to improve and update cross Solent services. In June 2007 Hovertravel introduced a new larger craft on their Ryde to Southsea (Portsmouth) service as well as constructing a new passenger terminal at Ryde. Over the period Wightlink have invested in the construction of new ferries for operation on their Yarmouth –



Lymington route and are also looking to update their fleet operating from Fishbourne and Ryde Pier as well as improving marshalling and passenger facilities. Red Funnel had already increased the capacity of their fleet prior to LTP2 and during the recent period has concentrated on streamlining their ticket purchasing system to restructure prices and increase customer choice. Further details of these improvements are included in this document under the section entitled "Transports Contribution to the Wider Objectives".

### I.4.5 Pedestrian crossings with facilities for disabled

This target is a continuation of the Best Value Performance Indicator, BVPI 165, which is defined as the percentage of signal controlled crossings which include dropped kerbs, tactile paving, audible signal and tactile signal. A crossing is considered to be a single crossing even if it covers four arms of a junction or either side of a dual carriageway.

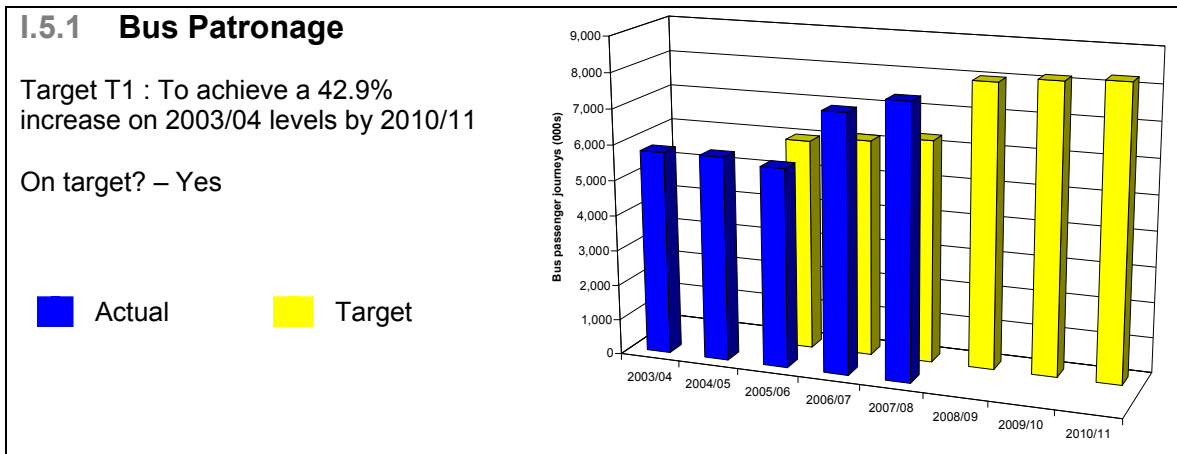


The Council recognises the importance of accessibility and in particular, the needs of the disabled and were pleased to be able to report strong performance against this indicator in the past. However in 2007/08 the Council conducted an internal Audit during which a comprehensive survey of all crossings was undertaken. It was found that many of the crossings that had previously been considered to be compliant did not conform to the guidance on height of kerb check or footway cross gradients.

The Council will continue to upgrade and install new crossings to provide the required facilities, as well as attending to the crossings which have been identified as being deficient. Overall it is hoped that the Council can address this issue.

## I.5 Performance Indicator Graphs

The following graphs show progress towards the targets outlined in Section N of LTP2. Graphs also detail whether targets are currently considered to be on track (i.e. at 31st March 2008). (See Appendix 1 – All Indicator Proforma for figures).

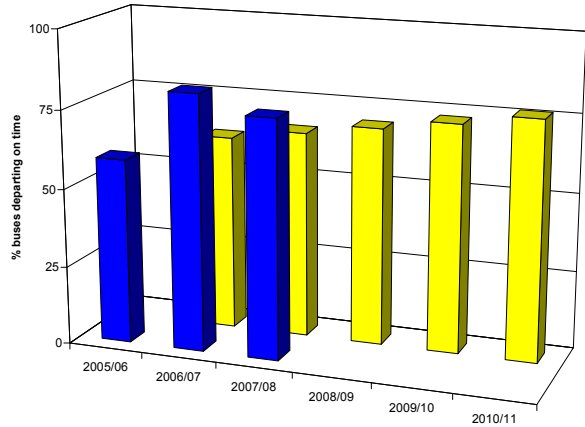


### I.5.2 Bus Punctuality

Target T2 : To achieve 76.3% of buses on time by 2010/11

On target? – Yes

Actual Target

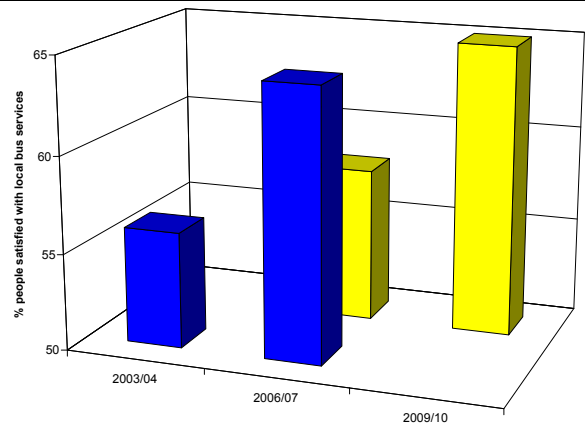


### I.5.3 Bus Satisfaction

Target T3 : To achieve 65% bus satisfaction by 2010/11

On target? – Yes

Actual Target

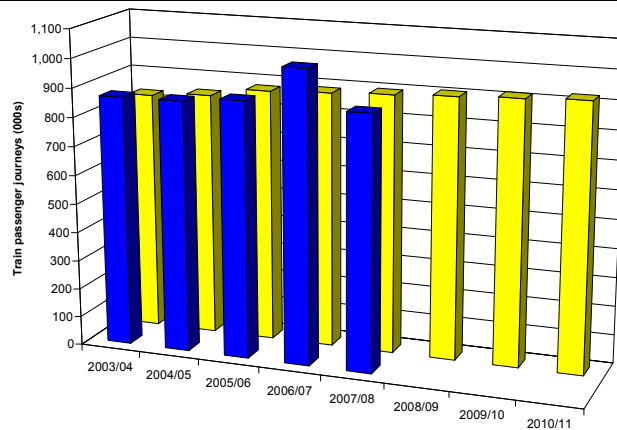


### I.5.4 Train Patronage

Target T4 : By 2010/11, to increase train passenger journeys by 20%, based on 1999/2000 levels

On target? – No

Actual Target

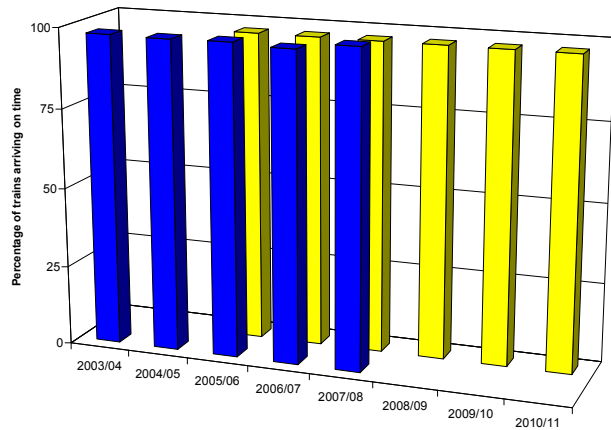


### I.5.5 Train Punctuality

Target T5 : To maintain punctuality at 97.2% or better

On target? – Yes

Actual Target

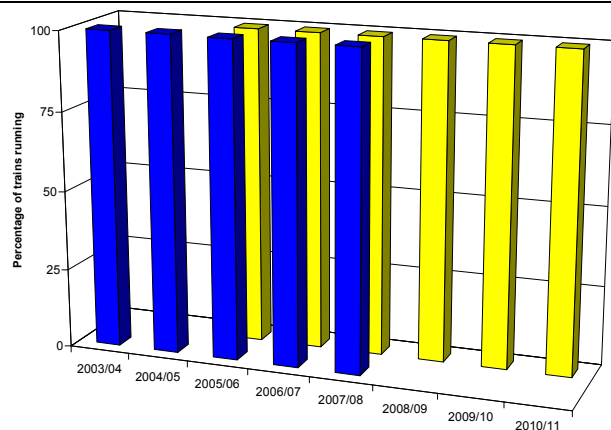


### I.5.6 Train Reliability

Target T6 : To maintain reliability at 99.5% or better

On target? – Yes

Actual Target

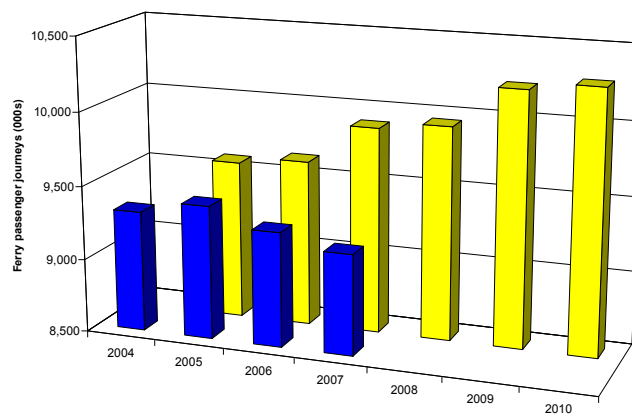


### I.5.7 Ferry Passenger Journeys

Target T7 : To achieve a 10.6% increase on 2004 levels by 2010

On target? – No

Actual Target

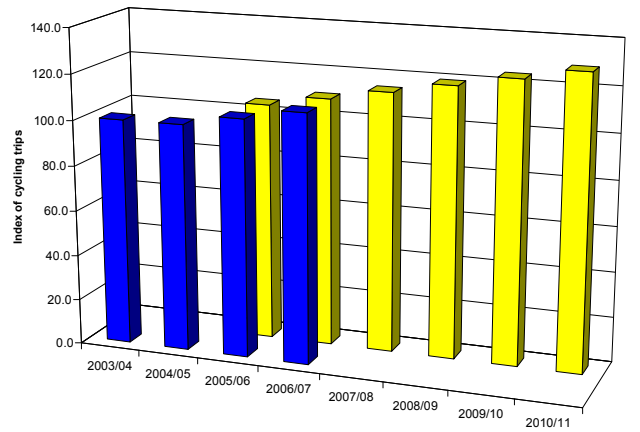


### I.5.8 Cycling Trips

Target T8 : To triple cycling trips on 2000 base by 2010/11 (using 2003/04 index)

On target? – No Clear Evidence

Actual Target

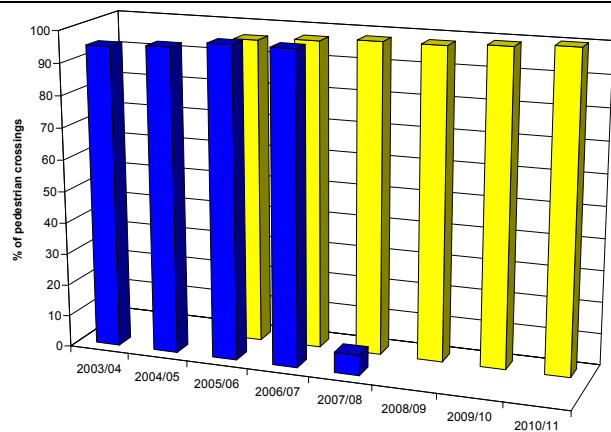


### I.5.9 Pedestrian Crossings with Disabled Facilities

Target T9 : To achieve 100% of crossings with facilities for disabled by 2010/11

On target? – No

Actual Target

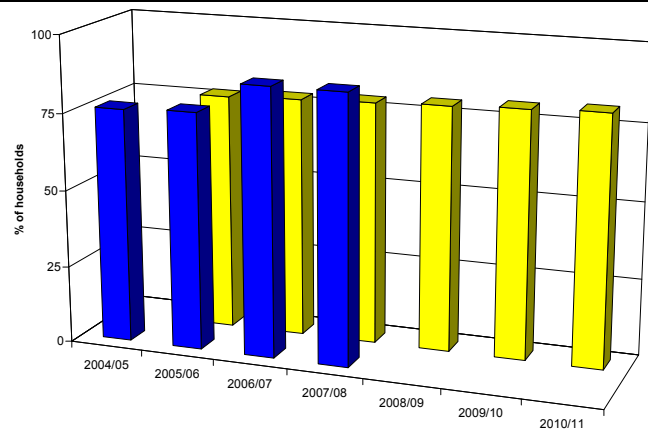


### I.5.10 Access to Newport Town Centre

Target T10 : By 2010/11, to increase by 5% the number of households able to access Newport within 30 minutes by walking, cycling or public transport compared to 2003/04

On target? – Yes

Actual Target

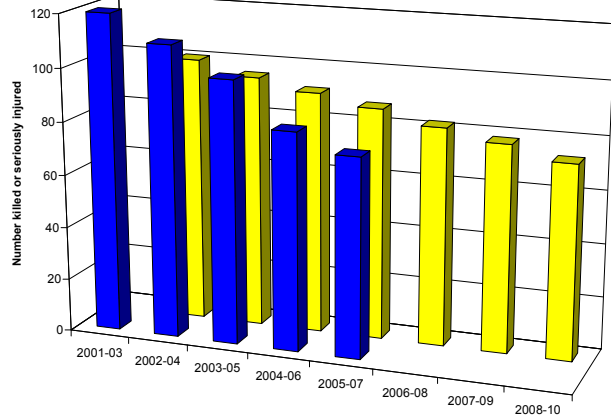


### I.5.11 Killed or Seriously Injured on Island Roads

Target T11 : By 2010, to reduce the number of people killed or seriously injured on Island roads by 40% compared to 1994-98 average (reported on 3 year rolling average)

On target? – Yes

Actual Target

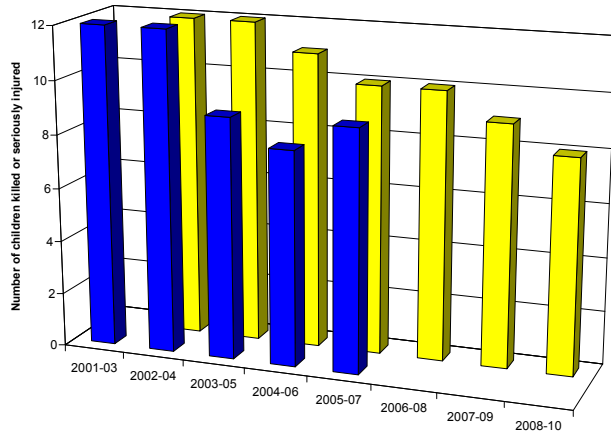


### I.5.12 Children Killed or Seriously Injured on Island Roads

Target T12 : By 2010, to reduce the number of children killed or seriously injured on Island roads by 50% compared to 1994-98 average (reported on 3 year rolling average)

On target? – Yes

Actual Target

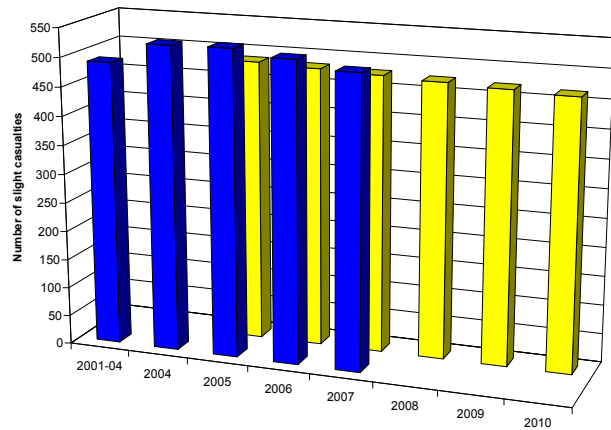


### I.5.13 Slight Casualties on Island Roads

Target T13 : By 2010, to reduce by 5% the number of slight casualties compared to 2001-04 average

On target? – No

Actual Target



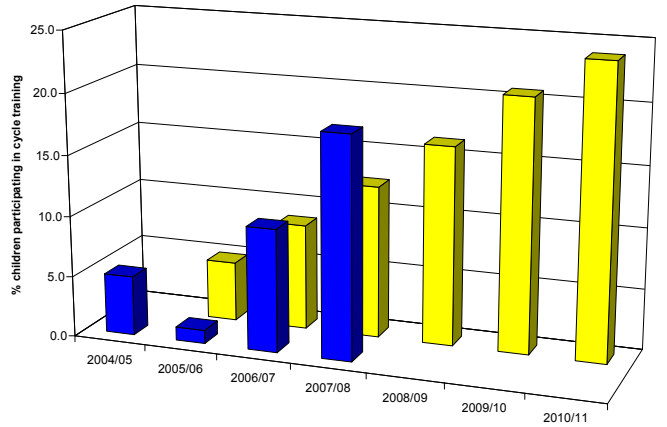


### I.5.14 Cycle Safety Training

Target T14 : To increase to 24% the percentage of children participating in cycle training by 2010/11

On target? – Yes

Actual Target

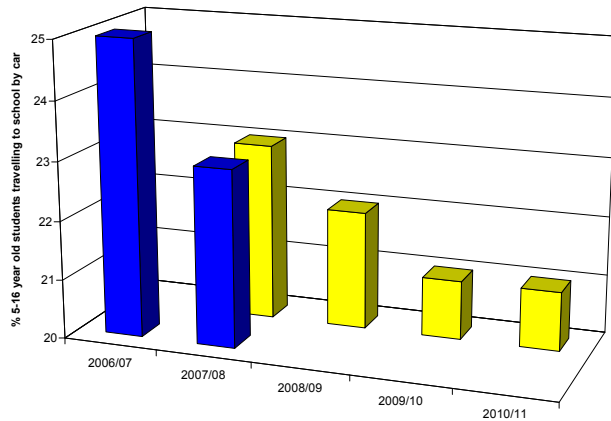


### I.5.15 Model Share of Journeys to School

Target T16 : To reduce by 4% the number of students travelling to school by car by 2010/11

On target? – Yes

Actual Target

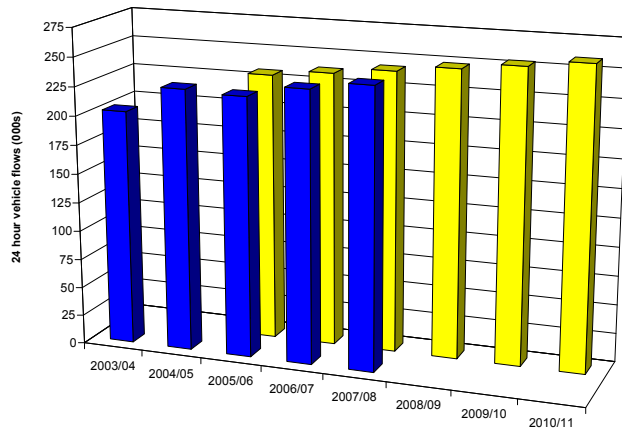


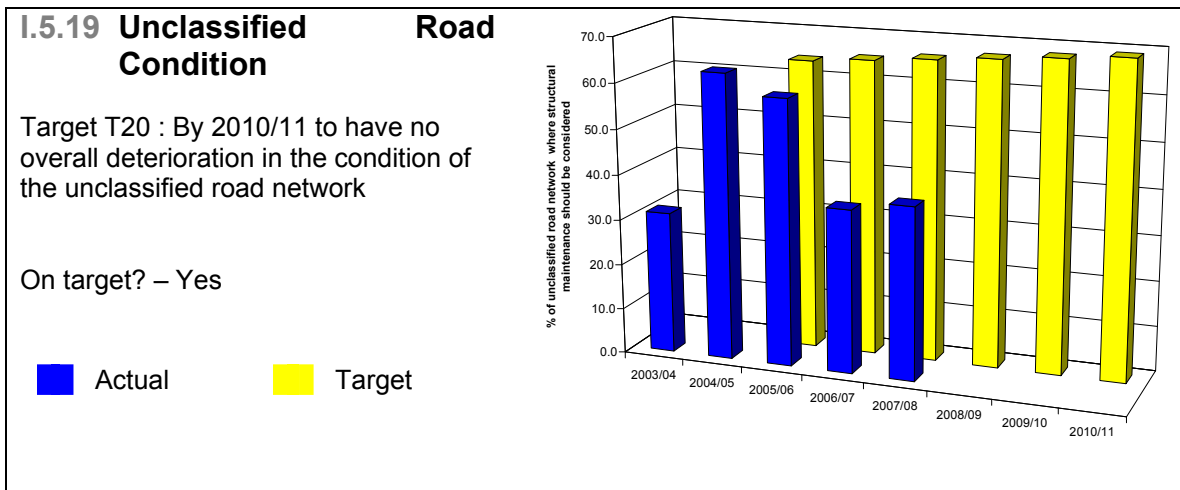
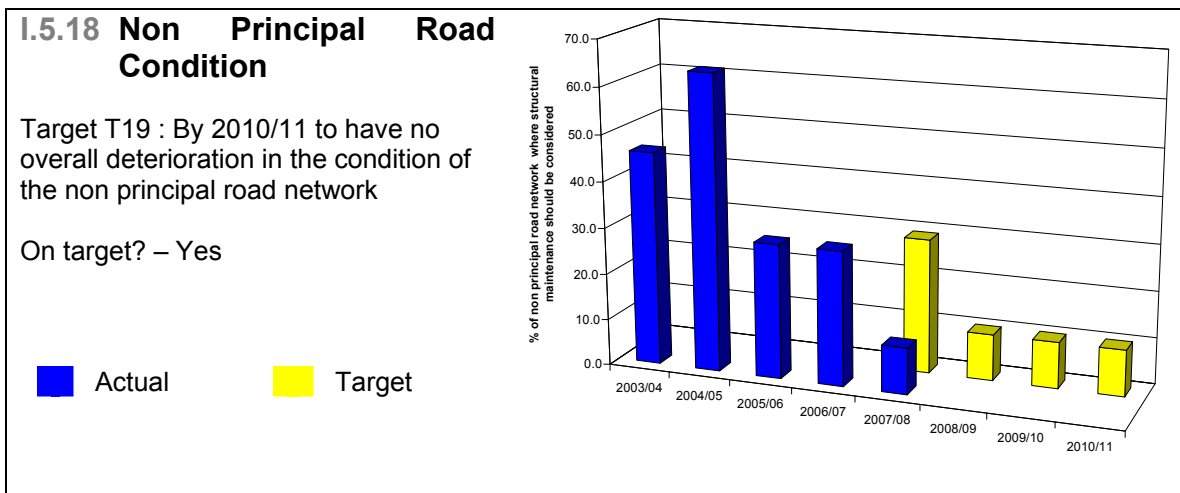
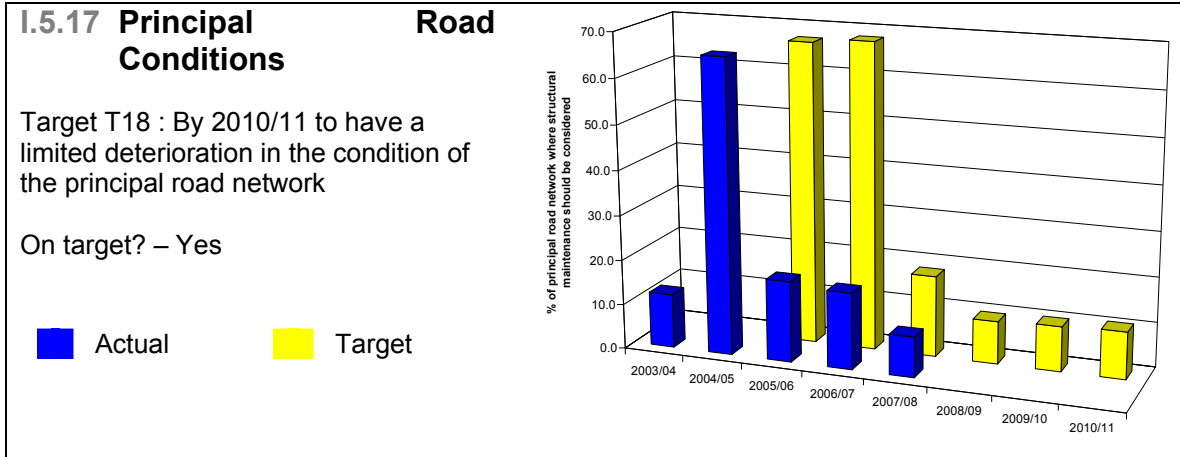
### I.5.16 Change in Area Wide Mileage

Target T17 : To restrict traffic growth to 2.3% per annum

On target? – Yes

Actual Target



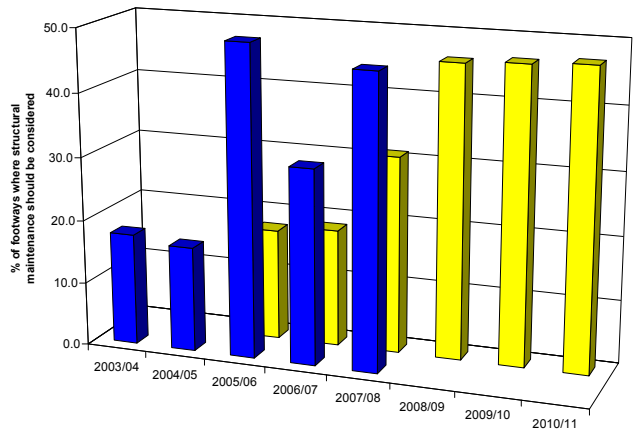


### I.5.20 Footway Condition

Target T21 : By 2010/11 to have no overall deterioration in footway condition

On target? –

Actual      Target





# Appendix 1 – All Indicator Proforma

(Refer to Section N of LTP2 for more details)

Primary LGA & Local Objective	Assists with Delivery of LGA & Local Priorities	Performance Indicator Contained in LTP2	Target Contained in LTP2	Baseline Data	Actual and Trajectory Data									On Track	Source of Date
					Actual or Trajectory	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		
Accessibility	Accessibility, Economic P&R, Air Quality, Congestion	Bus Patronage (000s)	T1 - Increase passenger journeys by 42.9% by 2010	Baseline:	Actual	5,774	5,783	5,624	7,284	7,712			Yes	Bus operators.	
				Yr: 2003/04 - 5,774	Trajectory			5,980	6,129	6,282	8,000	8,150			8,250
					Target:	Actual			59.1	81.7	76.1			Yes	Isle of Wight Council.
					Yr: 2005/06 - 59.1%	Trajectory			62.5	66.0	69.4	72.8	76.3		
					Target:	Actual	56			64				Yes	Tri-annual BVPI satisfaction survey.
					Yr: 2010/11 - 6,472	Trajectory				58		65			
					Baseline:	Actual	867	869	887	1,008	878			No	Train operator.
					Yr: 1999/00 - 769	Trajectory	831	846	876	886	895	904	914		
					Target:	Actual	97.7	97.5	97.7	97.0	99.0			Yes	Train operator.
					Yr: 2010/11 - 923	Trajectory			97.2	97.2	97.2	97.2	97.2		
				Baseline:	Actual	99.9	99.9	99.7	99.8	99.8			Yes	Train operator.	
				Yr: 1999/00 - 95.4%	Trajectory			99.5	99.5	99.5	99.5	99.5			99.5
				Target:	Actual								No	Ferry operator.	
				Yr: 2010/11 - 99.5%	Trajectory										
				Year		2003	2004	2005	2006	2007	2008	2009	2010	No	Ferry operator.
				Baseline:	Actual	9,269	9,319	9,407	9,279	9,184					
				Yr: 2004 - 9,319	Trajectory			9,580	9,628	9,898	9,947	10,226	10,277	NCE	Isle of Wight Council.
				Target:	Actual	100.0	100.1	104.7	109.4						
				Yr: 2010 - 10,277	Trajectory			104.9	109.6	114.4	119.2	124	128.8	No	Isle of Wight Council.
				Index baseline:	Actual	95	96	98	98	6.5					
				Yr: 2003/04 - 100.0	Trajectory								No	Isle of Wight Council.	
				Target:	Actual										
				Yr: 2010/11 - 128.8	Trajectory								Yes	Isle of Wight Council.	
				Baseline:	Actual		76.1	77.0	87.0	87.0					
				Yr: 2003/04 - 95%	Trajectory			96	97	98	98	99	100	Yes	Isle of Wight Council.
				Target:	Actual										
				Yr: 2010/11 - 100%	Trajectory								Yes	Isle of Wight Council.	
				Baseline:	Actual										
				Yr: 2004/05 - 76.1%	Trajectory			76.9	77.8	78.6	79.4	80.3	81.1	Yes	Isle of Wight Council.
				Target:	Actual										
				Yr: 2010/11 - 81.1%	Trajectory								Yes	Hampshire and IW Constabulary (STAT/19 returns).	
				Year		2001-03	2002-04	2003-05	2004-06	2005-07	2006-08	2007-09			2008-10
Safety	Safety	Killed or Seriously Injured on Island Roads (3 year rolling average)	T11 - Reduce the number of killed or seriously injured by 40% by 2010	Baseline	Actual	120	110	99	82	75			Yes	Hampshire and IW Constabulary (STAT/19 returns).	
				Yr: 1994-98 - 122	Trajectory		100	95	91	87	82	78			73
				Target	Actual								Yes	Hampshire and IW Constabulary (STAT/19 returns).	
				Yr: 2008-10 - 73	Trajectory										

Primary LGA & Local Objective	Assists with Delivery of LGA & Local Priorities	Performance Indicator Contained in LTP2	Target Contained in LTP2	Baseline Data	Actual and Trajectory Data									On Track	Source of Date
					Actual or Trajectory	2001-03	2002-04	2003-05	2004-06	2005-07	2006-08	2007-09	2008-10		
Safety	Safety	Children Killed or Seriously Injured on Island Roads (3 year rolling average)	T12 - Reduce the number of children killed or seriously injured by 50% by 2010	<b>Baseline:</b> Yr: 1994-98 - 15 <b>Target:</b> Yr: 2008-10 - 8	Actual	12	12	9	8	9				Yes	Hampshire and IW Constabulary (STAT/19 returns).
	Safety	Slight Casualties on Island Roads (Number)	T13 - Reduce the number of slight casualties by 5% by 2010	<b>Year</b> <b>Baseline:</b> Yr: 2001-04 - 490 <b>Target:</b> Yr: 2010 - 466	Actual	490	526	528	517	503				No	Hampshire and IW Constabulary (STAT/19 returns).
	Accessibility, Safety, Air Quality, Congestion	Cycle Safety Training (%)	T14 - Increase percentage of children participating in cycle training to 24% by 2010/11	<b>Year</b> <b>Baseline:</b> Yr: 2004/05 - 1,176 <b>Target:</b> Yr: 2010/11 - 5,736	Actual		4.9	1.1	10.1	18.2				Yes	Isle of Wight Council.
Air Quality	Air Quality & Environment	Air Quality Management Areas (number)	T15 - To have no designated Air Quality Management Areas	<b>Baseline:</b> Yr: 2003/04 - 0 <b>Target:</b> Yr: 2010/11 - 0	Actual	0	0	0	0	0				Yes	Isle of Wight Council, DEFRA.
				Actual			0	0	0	0	0	0			
Congestion	Accessibility, Air Quality, Congestion	Mode Share of Journeys to School (%)	T16 - Reduce by 4% the number of students travelling to school by car by 2010/11	<b>Baseline:</b> Yr: 2006/07 - 25% <b>Target:</b> Yr: 2010/11 - 21%	Actual				25	23				Yes	School Census.
	Accessibility, Economic P&R, Air Quality, Congestion	Change in Area Wide Road Traffic Mileage (000s)	T17 - Restrict traffic growth to 2.3% per annum	<b>Baseline:</b> Yr: 1999 - 206 <b>Target:</b> Yr: 2010/11 - 260	Actual	203	226	224	234	241				Yes	Isle of Wight Council traffic monitors.
Effective Management	Accessibility, Economic P&R, Safety, Air Quality, Congestion, Effective Management	Principal Road Condition (%)	T18 - To have a limited deterioration in the condition of the principal road network	<b>Baseline:</b> Yr: 2005/06 - 18.0% <b>Target:</b> Yr: 2010/11 - 10.5%	Actual	12.0	65.4	18.0	17.0	9.0				Yes	SCANNER surveys in accordance with BVPI methodology.
	Accessibility, Economic P&R, Safety, Air Quality, Congestion, Effective Management	Non Principal Classified Road Condition (%)	T19 - To have no overall deterioration in the condition of the non principal road network	<b>Baseline:</b> Yr: 2005/06 - 29.0% <b>Target:</b> Yr: 2010/11 - 10.0%	Actual	46.1	63.8	29.0	29.0	10.0				Yes	SCANNER surveys in accordance with BVPI methodology.
	Accessibility, Economic P&R, Safety, Air Quality, Congestion, Effective Management	Unclassified Road Condition (%)	T20 - To have no overall deterioration in the condition of the unclassified road network	<b>Baseline:</b> 2004/05 - 63.0% <b>Target:</b> Yr: 2010/11 - 69.0%	Actual	31.3	63.0	58.6	36.0	38.0				Yes	UKPMS Coarse / detailed Visual Inspection in accordance with BVPI methodology.
	Accessibility, Economic P&R, Safety, Air Quality, Congestion, Effective Management	Footway Condition (%)	T21 - To have no overall deterioration in footway condition	<b>Baseline:</b> Yr: 2004/05 - 16.5% <b>Target:</b> Yr: 2010/11 - 22.5	Actual	17.6	16.5	48.9	30.7	46.0				No	Visual Inspection Survey in accordance with BVPI methodology.
					Trajectory			17.5	18.5	31.0	46.0	46.5	47.0		

## Appendix 2 - Cycle Counter Data

% of cycle recorded by automatic counters outside manual count hours April 2007 to March 2008

**Table 17: Cycle counter data**

Route	Month 2007/08	Sat & Sun			Mon – Fri			
		Before 9am & After 5pm	9am to 5pm	%	Before 7am & After 7pm	7am to 7pm	%	
Newport to Cowes	Apr	357	1259	28	419	2908	14	
	May	346	905	38	837	2748	30	
	Jun	488	1252	39	968	2885	34	
	Jul	377	1207	31	753	2825	27	
	Aug	432	1199	36	969	4271	23	
	Sept	393	1280	31	888	2668	33	
	Oct	211	816	26	729	2903	25	
	Nov	122	728	17	238	2429	10	
	Dec	81	608	13	133	1693	8	
	Jan	145	1096	13	242	2514	10	
	Feb	203	1333	15	294	3397	9	
	Mar	220	1048	21	345	2838	12	
Newport to Sandown	Apr	428	1722	25	355	3412	10	
	May	301	1049	29	366	1996	18	
	Jun	310	927	33	423	2063	21	
	Jul	343	1109	31	441	2284	19	
	Aug	401	1130	35	515	4039	13	
	Sept	359	1631	22	307	2313	13	
	Oct	160	945	17	144	1983	7	
	Nov	54	567	10	80	975	8	
	Dec	47	397	12	49	694	7	
	Jan	62	692	9	61	895	7	
	Feb <sup>2</sup>	35	536	7	23	392	6	
	Mar <sup>1</sup>	67	369	18	53	592	9	
Freshwater to Yarmouth	Apr	288	1478	19	153	2322	7	
	May	206	1648	13	222	1529	15	
	Jun	369	1362	27	280	1655	17	
	Jul	321	1293	25	204	2247	9	
	Aug	337	1307	26	243	4258	6	
	Sept	238	1471	16	138	1667	8	
	Oct	126	835	15	107	1539	7	
	Nov	56	454	12	51	873	6	
	Dec	37	532	7	34	696	5	
	Jan <sup>3</sup>	35	678	5	44	791	6	
	Feb <sup>2</sup>	No data available – engineering works on route						
	Mar <sup>2</sup>	52	303	17	26	529	5	

<sup>2</sup> Newport to Sandown counter not working 13th February–20th March : data refers to trips undertaken outside these dates.

<sup>3</sup> Freshwater to Yarmouth counter not working 30th January-20th March : January/March data refers to trips undertaken outside these dates. February percentages calculated using averages of January and March – 0.08% and 0.05% respectively.

## Appendix 3 – Finance Forms

### LTP – F1: Summary of actual, estimated outturn and projected local transport capital expenditure

Authority Name: Isle of Wight Council      Settlement Year: 2008/09  
 Contact Name: Alan Hunt      Authority No: 130  
 Telephone Number: (01983) 823777      Version No: 1

	All figures in £000				
	2006/07	2007/08	2008/09	2009/10	2010/11
(LTP – F3) Maintenance of principal and non principal highways (MM1, MM3, MM5)	2,082	698	0	0	0
(LTP – F3) Maintenance, assessment, strengthening of bridges and other structures (MM7, MM8)	228	213	0	0	0
LTP – F3 Maintenance other (including street lighting) (MM9)	76	114	0	0	0
(LTP – F2) Individual schemes costing £5 million or more	0	317	4,070	1,986	200
(LTP – F3) Other individual schemes costing less than £5 million or group of related schemes (Block)	2,914	2,070	0	0	0
<b>Total</b>	<b>5,300</b>	<b>3,412</b>	<b>4,070</b>	<b>1,986</b>	<b>200</b>

#### Notes: LTPF1

1. Expenditure on schemes with Gross Costs of £5 million or more (including major maintenance schemes) is included in the major schemes row (row 4) of this table.
2. Expenditure on schemes with Gross Costs of less than £5 million is recoded in rows 1, 2, and 3 for maintenance schemes and in row 5 for all other schemes.

#### LTPF2 and LTPF3

3. Where available, audited cash information should be used.
4. For years before the current financial year, actual or estimated outturn expenditure should be given.
5. Give estimated outturn expenditure for the current financial year.
6. Give projected expenditure for years after the current financial year. You should not make any adjustments for this to reflect resources held from previous years or resources which are sought for expenditure which will occur, or have occurred, in other financial years.



7. Enter all financial data in multiples of £1000, e.g. 500 = £500,000. DO NOT use commas or decimal places. Do not insert asterisks, or insert text in any number cells.

### LTPF2

8. Use LTPF2 for existing and new major schemes with gross costs of £5 million or more. This includes new road schemes, public transport schemes and major highways maintenance schemes.
9. For new schemes, the local authority priority (DfT Ref/Pry 1, 2, 3 ... etc) must not have equal rankings.

### LTPF3

10. Use LTPF3 for all schemes not included in LTPF2.

### LTP – F4

Refer to the LTP Technical Guidance.

### LTP-F2: Actual, estimated outturn and projected local transport capital expenditure on individual schemes costing £5 million or more

Scheme Name	Type	DfT Ref/Pry	Start of Main Works	End of Main Works	All figures in £000							
					Gross Total	Net Total	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
TOTAL LTPF2 – ALL PAGES					6,580	6,573	0	0	317	4,070	1,986	200
Ryde Public Transport Interchange	IN5	10083	30-Oct-08	31-Mar-10	6,580	6,573	0	0	317	4,070	1,986	200

### LTP-F3: Actual, estimated outturn and project local transport capital expenditure on individual transport schemes costing less than £5 million and groups of related schemes

Scheme Name	Type	All figures in £000			
		Gross Total	Net Total	2006/07	2007/08
<b>Total LTPF3</b>		<b>8,609</b>	<b>8,395</b>	<b>5,300</b>	<b>3,095</b>
Improvements to existing bus stops	BI3	232	232	225	7
Other bus infrastructure schemes	BI4	38	38	38	0
Cycle tracks	CY1	85	76	20	56
New cycle parking facilities	CY6	28	28	22	6

Scheme Name	Type	All figures in £000			
		Gross Total	Net Total	2006/07	2007/08
Schools implementing first 'Safe Routes' schemes	LS1	364	354	139	215
Other sites implementing first 'safe routes' schemes	LS2	15	15	0	15
Schemes which include new street lighting	LS4	28	28	24	4
Other safety schemes	LS5	702	632	414	218
Footway maintenance schemes	MM1	132	132	16	116
Maintenance of non principal highways	MM3	962	962	654	308
Maintenance of principal highways	MM3	545	545	545	0
Structural maintenance & enhancements of existing highway structures	MM8	442	441	228	213
Other schemes (using LTP capital maint funding)	MM9	190	190	76	114
Toucan or puffin crossings	RC1	25	25	0	25
Other signalled crossings	RC2	89	86	49	40
Other unsignalled crossings	RC3	91	91	69	22
Road realignment schemes	RD9	752	745	519	226
New junction or junction improvement schemes	RD11	105	105	83	22
Urban traffic control (installations)	TM1	60	60	60	0
Signalling / signal upgrading (outstations)	TM2	306	306	112	194
Other traffic management schemes	TM3	761	666	16	650
Urban 20mph zones	TM7	166	166	25	141
Other urban traffic calming schemes	TM9	88	88	53	35
Other rural traffic calming schemes	TM10	17	17	12	5
New of improved footways	WA1	656	635	469	166
New of improved pedestrian / cycle bridge	WA5	29	28	13	15
Other walking schemes	WA6	38	38	32	6
Undercliff Drive	MM3	1,141	1,141	867	274
Ryde Public Transport	IN5	522	522	520	2

Scheme Name	Type	All figures in £000			
		Gross Total	Net Total	2006/07	2007/08
Interchange					

**LTP-F4: Actual and proposed use of LTP integrated transport block and maintenance funding (for actual and indicative allocations respectively) Forms only required up until 2006/07 as per Local Transport Plans, Technical Guidance.**

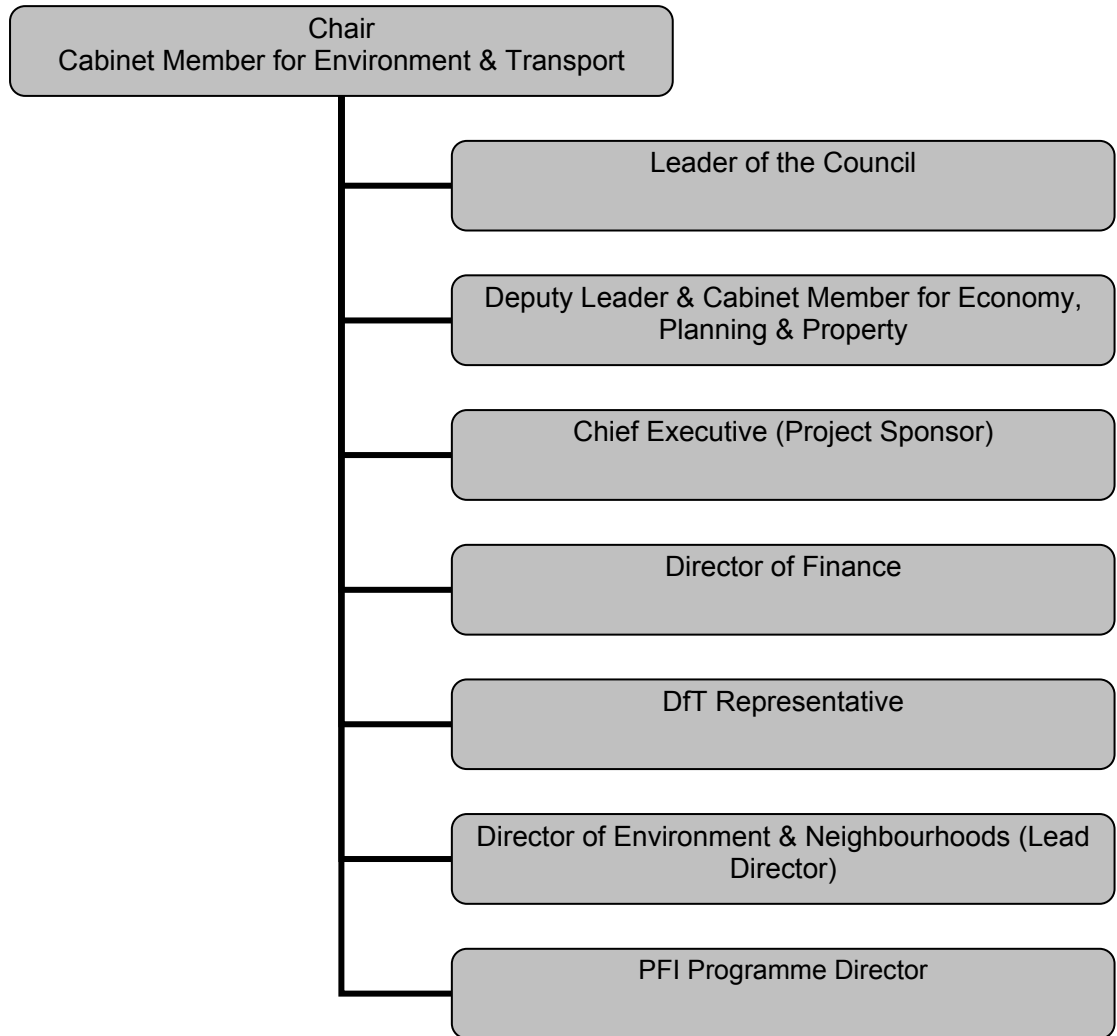
Schemes Type		Code	Unit of Data	2006/07	2007/08
<b>Bus priority schemes (excluding signalling)</b>					
Quality bus corridor/showcase route schemes		BL1	Number	0	0
		BL2	Km	0	0
Busways / bus lanes		BL3	Number	0	0
		BL4	Km	0	0
High occupancy vehicle (HOV) lanes		BL5	Number	0	0
		BL6	Km	0	0
Other bus priority schemes		BL7	Number	0	0
<b>Guided bus schemes</b>					
New guided bus schemes		BG1	Number	0	0
		BG2	Km	0	0
<b>Bus infrastructure schemes (excluding interchanges)</b>					
New bus stops		BI1	Number	0	0
Bus stops with travel information		BI2	Number	0	0
Improvements to existing bus stops		BI3	Number	32	2
Other bus infrastructure scheme		BI4	Number	1	0
<b>Light Rail (including tram and other rapid transit systems; excluding interchanges)</b>					
New light rail line (excluding line extensions)		LR1	Number	0	0
		LR2	Km	0	0
Light rail line improvements (including track dualling and line extensions)		LR3	Number	0	0
		LR4	Km	0	0
Additional capacity (vehicles)		LR5	Number	0	0
Other light rail schemes		LR6	Number	0	0
<b>Public transport interchanges</b>					
Single mode interchanges	(new)	IN1	Number	0	0
	(improvement)	IN2	Number	0	0
Public transport interchanges at airports	(new)	IN3	Number	0	0
	(improvement)	IN4	Number	0	0
Multi-mode interchanges	(new)	IN5	Number	0	0
	(improvement)	IN6	Number	0	0

Schemes Type		Code	Unit of Data	2006/07	2007/08
	ent)				
New dynamic information systems at interchanges		IN7	Number	0	0
<b>Park and ride</b>					
Park and ride (bus/road related)	New scheme	PR1	Number	0	0
	Extensions to existing schemes	PR2	Number	0	0
Park and ride (rail related)	New schemes	PR3	Number	0	0
	Extensions to existing schemes	PR4	Number	0	0
<b>Cycling schemes</b>					
Cycle tracks		CY1	Number	1	3
		CY2	Km	1	1
Cycle lane		CY3	Number	0	0
		CY4	Km	0	0
New advanced stop lines		CY5	Number	0	0
New cycle parking facilities		CY6	Number	10	2
Other cycling schemes		CY7	Number	0	0
<b>Walking schemes</b>					
New or improved footways		WA1	Number	51	41
		WA2	Metres	7549	4385
Pedestrianisation		WA3	Number	0	0
		WA4	Metres	0	0
New or improved pedestrian/cycle bridge		WA5	Number	7	3
Other walking schemes		WA6	Number	3	1
<b>Travel Plans</b>					
Local highways authority site travel plans		TP1	Number	0	0
Shire district travel plans		TP2	Number	0	0
School travel plans		TP3	Number	14	18
Further/higher education establishment travel plans		TP4	Number	0	0
Hospital travel plans		TP5	Number	0	0
Employer travel plans		TP6	Number	0	0
<b>Local safety schemes</b>					
Schools implementing first safe routes schemes		LS1	Number	3	4
Other sites implementing 'safe routes' schemes		LS2	Number	0	1
Schemes which include CCTV		LS3	Number	0	0
Schemes which include new street lighting		LS4	Number	2	2
Other safety schemes		LS5	Number	11	8
<b>Road crossings</b>					
Toucan or puffin crossings		RC1	Number	0	1
Other signalled crossings		RC2	Number	3	5
Other unsignalled crossings		RC3	Number	43	23
Underpass replacement		RC4	Number	0	0
<b>Traffic management and traffic calming (excluding CCTV cameras)</b>					

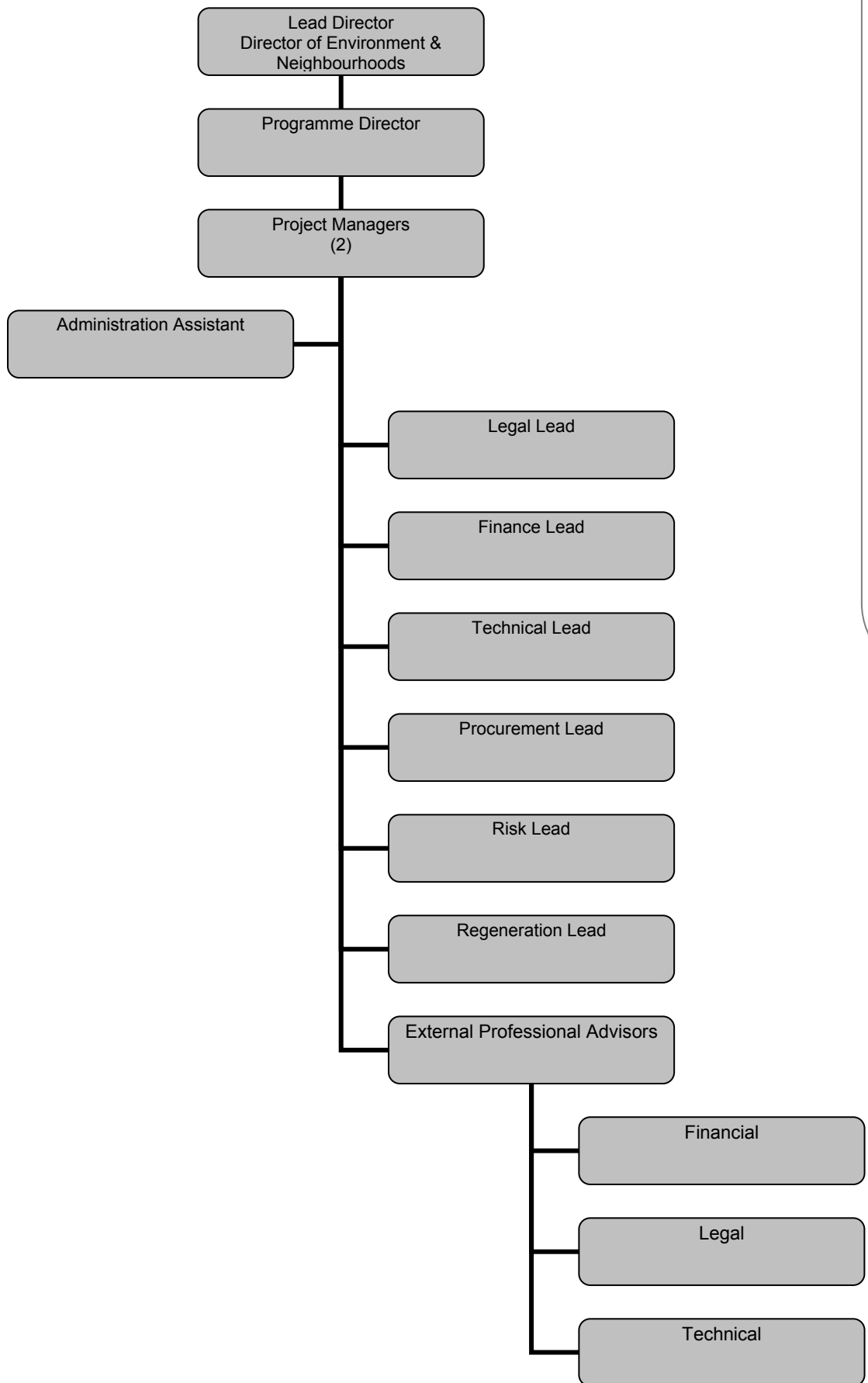
Schemes Type		Code	Unit of Data	2006/07	2007/08
Urban traffic control (instations)		TM1	Number	2	0
Signalling/signal upgrading (outstations)		TM2	Number	7	6
Other traffic management schemes		TM3	Number	1	32
Home zones		TM4	Number	0	0
Quiet lanes		TM5	Number	0	0
Clear zones / low emission zones		TM6	Number	0	0
Urban 20 mph zones		TM7	Number	1	8
Rural 20 mph zones		TM8	Number	0	0
Other urban traffic calming schemes (excluding home zones)		TM9	Number	3	1
Other rural traffic calming schemes (excluding quiet lanes)		TM10	Number	1	1
<b>Local road schemes (excluding trunk roads)</b>					
New rural bypass		RD1	Number	0	0
		RD2	Km	0	0
New relief road or urban ring road		RD3	Number	0	0
		RD4	Km	0	0
New or improved access roads with specific regeneration or social inclusion benefits		RD5	Number	0	0
		RD6	Km	0	0
Road dualling and widening schemes		RD7	Number	0	0
		RD8	Km	0	0
Road realignment schemes		RD9	Number	2	1
		RD10	Metres	1145	210
New junction or junction improvement schemes		RD11	Number	12	2
Other local road schemes		RD12	Number	0	0
<b>Miscellaneous</b>					
Other schemes (using LTP integrated transport block funding)		OS1	Number	0	0
<b>Maintenance Schemes</b>					
Footway maintenance schemes		MM1	Number	5	19
		MM2	Metres	632	353
Carriageway maintenance schemes		MM3	Number	14	19
		MM4	Km	16	1
Noise reducing road schemes		MM5	Number	0	0
		MM6	Km	0	0
Strengthening to carry 40 tonne vehicular loading		MM7	Number	0	0
Structural maintenance and enhancement of existing highway structures		MM8	Number	4	9
Other schemes (using LTP capital maintenance funding)		MM9	Number	8	23

# Appendix 4 – PFI Structure Charts

## Project Board Structure Chart



## Project Team Structure Chart



## Appendix 5 – Checklist on Content

Issue Items from DfT “Guidance on Second Local Transport Plan (LTP2) Progress Report (2008)	Included	Location in Progress Report
Transport’s Contribution to Wider Objectives	✓	Section B – “Transports Contributions to the Wider Context” sets out the Council’s contributions in this area.
<b>Tackling Congestion and Network Management Duty</b>	✓	This topic is covered in section G – Tackling Congestion and section H – Ensuring Effective Management.
Delivery of changes in travel behaviour	✓	This is covered throughout the report; with the main details included in section G – “Tackling Congestion”.
Report on Network Management Duties	✓	Details are included in section H – “Ensuring Effective Management”.
Delivery against Congestion Delivery Plans	N/A	The Isle of Wight Council is not required to undertake this work; however details on how we are addressing congestion on the Island are set out in section G – “Tackling Congestion”.
The difference LTP2 has made to wide local authority objectives i.e. health, social exclusion and climate change.	✓	Details are included throughout the document and particularly highlighted in section B – “Transports Contributions to the Wider Context”, with further details included in section E – “Improving Road Safety and Health” and section F – “Improving Air Quality and the Environment”.
<b>Delivering Accessibility</b>	✓	Accessibility Action Plans are included within section C – “Increasing Accessibility”.
Changes to LTP1 target	✓	The accessibility target was established in LTP2 and was achieved within the first two years of the plan. The Council has discussed the issue with GOSE and has agreed a target to maintain the high level of accessibility throughout the remainder of the plan period, further details are included in section I – “Performance Indicators”.
New indicators or targets with justifications	✓	Details of performance indicators are explained in section I – “Performance Indicators”.
Evidence of action plans implemented	✓	An explanation and ongoing timetable for our Accessibility Action Plans are included within section C – “Increasing Accessibility”.
Discussion of changes in passenger transport patronage	✓	This area is outlined in section B – “Transports Contributions to the Wider Context” with full details included in sections G – “Tackling Congestion” and I – “Performance Indicators”.
Evidence of accessibility planning	✓	How accessibility has been linked to



<b>Issue</b> Items from DfT “Guidance on Second Local Transport Plan (LTP2) Progress Report (2008)	<b>Included</b>	<b>Location in Progress Report</b>
within wider policy document		wider policies are outlined in section B – “Transports Contributions to the Wider Context” and section C – “Increasing Accessibility”.
<b>Road Safety</b>	✓	Our approach to improving road safety is set out in section E – “Improving Road Safety and Health”.
Evidence of road safety in wider policy areas	✓	This area is outlined in section B – “Transports Contributions to the Wider Context” with full details included in section E – “Improving Road Safety and Health”.
Evidence of using data for targeting interventions	✓	The use of data is examined in section E – “Improving Road Safety and Health”.
<b>Better Air Quality</b>	✓	The main details are discussed in section F – “Improving Air Quality and the Environment”.
Update on any new or existing AQMA	N/A	The Isle of Wight Council is not required to undertake this work, however details on how we are ensuring that no AQMA’s are declared are expressed in section F – “Improving Air Quality and the Environment”.
Evidence of comprehensive monitoring regime	✓	A description of our monitoring regime is set out in section F – “Improving Air Quality and the Environment”.
Progress on implementing local transport measures to improve air quality	✓	The main details are in section F – “Improving Air Quality and the Environment” however this is a cross cutting issue with information also being included in sections, B – “Transports Contributions to the Wider Context”, G – “Tackling Congestion” and H – “Ensuring Effective Management”.
Evidence of partnership working in delivering improvements to air quality	✓	Detailed throughout section F – “Improving Air Quality”.
<b>Asset Management</b>	✓	This is covered in section H – “Ensuring Effective Management”.
Evidence of progress in delivering and implementing the Transport Asset Management Plan (TAMP)	✓	Details of the Council’s TAMP are set out in detail in section H – “Ensuring Effective Management”.
<b>Use of Resources</b>	✓	Section H – “Ensuring Effective Management” outlines the Council’s approach in this area.
Evidence that authorities capital expenditure allocations has been spent effectively and efficiently	✓	Details of our capital expenditure are included in section H – “Ensuring Effective Management”.
Evidence of actual and planned expenditure (capital and revenue)	✓	This is discussed in section H – “Ensuring Effective Management”.
Any revisions to the LTP2 as a result of changes in funding	✓	An explanation is included in section H – “Ensuring Effective Management”.

<b>Issue</b> Items from DfT “Guidance on Second Local Transport Plan (LTP2) Progress Report (2008)	<b>Included</b>	<b>Location in Progress Report</b>
Evidence in improved efficiency/value for money, collaborative working and more focus on performance management	✓	Efficiency/value for money is included in section H – “Ensuring Effective Management” and our performance management procedures are outlined in section B – “Transports Contributions to the Wider Context”. Collaborative working is a common theme throughout the plan.
<b>Local Priorities</b>	✓	The Council’s priorities are explained in sections A – “Introduction” and B – “Transports Contributions to the Wider Context”, as well as D – “Promoting Economic Prosperity”.
<b>Information on mandatory Best Value Performance indicators and local indicators</b>	✓	An update of all our performance indicators is included in section I – “Performance Indicators” with figures set out in appendices – All Indicators.

## Appendix 6 – Jargon Buster

Term	Explanation
101	A 24-hour number provided by police and local council's to deal with community safety issues i.e. anti-social behaviour.
ACCESSION	Computer software used to measure geographic accessibility <a href="http://www.accessiongis.com">www.accessiongis.com</a>
AIF	Area Investment Framework <a href="http://www.seeda.co.uk">www.seeda.co.uk</a>
AONB	Area of Outstanding Natural Beauty <a href="http://www.countryside.gov.uk">www.countryside.gov.uk</a>
APR	(LTP) Annual Progress Report <a href="http://www.iwight.com/transport">www.iwight.com/transport</a>
AQMA	Air Quality Management Area <a href="http://www.defra.gov.uk">www.defra.gov.uk</a>
BAP	Biodiversity Action Plan <a href="http://www.iwight.com">www.iwight.com</a>
BVPI	Best Value Performance Indicator <a href="http://www.bvpi.gov.uk">www.bvpi.gov.uk</a>
CAA	Comprehensive Area Assessment <a href="http://www.audit-commission.gov.uk/caa/">http://www.audit-commission.gov.uk/caa/</a>
CCTV	Closed Circuit Television
CEP	Comprehensive Equality Plan <a href="http://www.iwight.com">www.iwight.com</a>
CRB	Criminal Records Bureau
CROW	Countryside and Rights of Way Act <a href="http://www.defra.gov.uk">www.defra.gov.uk</a>
CRP	Community Rail Partnership <a href="http://www.acorp.uk">www.acorp.uk</a>
CPA	Comprehensive Performance Assessment <a href="http://www.audit-commission.gov.uk/cpa/">http://www.audit-commission.gov.uk/cpa/</a>
DCSF	Department of Children, Schools and Families
DEFRA	Department for Environment and Rural Affairs
DfT	Department for Transport <a href="http://www.dft.gov.uk">www.dft.gov.uk</a>
DLOA	Detailed Local Operating Agreement
Eco Island	The Islands 20 year sustainable communities strategy.
Ecological Footprint	Two studies carried out looking at the impact on the environment made by residents and visitors <a href="http://www.bestfootforward.com">www.bestfootforward.com</a>
Experian Report	Study of Isle of Wight economy carried out by Experian for IWEP <a href="http://www.iwep.co.uk">www.iwep.co.uk</a>
EOI	Expression of Interest
EU	European Union <a href="http://europa.eu/">http://europa.eu/</a>
GOSE	Government Office for the South East <a href="http://www.gose.gov.uk">www.gose.gov.uk</a>
GIS	Geographical Information System
HAUC	Highways and Utilities Committee
HEAP	Historic Environment Action Plan – IW Council <a href="http://www.iwight.com">www.iwight.com</a>
HCC	Hampshire County Council <a href="http://www.hants.gov.uk">www.hants.gov.uk</a>
MP	Member of Parliament
NI	National Indicator <a href="http://www.communities.gov.uk/localgovernment/performanceframeworkpartnerships/nationalindicators/">http://www.communities.gov.uk/localgovernment/performanceframeworkpartnerships/nationalindicators/</a>
IFCA	Island Food and Craft Association <a href="http://www.islandfca.org">www.islandfca.org</a>
IW	Isle of Wight <a href="http://www.iwight.com">www.iwight.com</a>
ISP	The Island Strategic Partnership
IWC	Isle of Wight Council <a href="http://www.iwight.com">www.iwight.com</a>
ITN	Issue of Invitation to Negotiate
IWEP	Isle of Wight Economic Partnership <a href="http://www.iwep.co.uk">www.iwep.co.uk</a>
KSI	Killed or Seriously Injured
LA	Local Authority <a href="http://www.iwight.com">www.iwight.com</a>
LA21	Local Agenda 21 <a href="http://www.iwight.com">www.iwight.com</a>
LAA	Local Area Agreement <a href="http://www.islandfutures.com">www.islandfutures.com</a>
LAAP	Local Accessibility Action Plan – see Improving Accessibility Section
LDF	Local Development Framework <a href="http://www.iwight.com">www.iwight.com</a>
LIFT	Local Initiatives for Transport
LGA	Local Government Association

Term	Explanation
LLTI	Limiting Long Term Illness
LPSA	Local Public Service Agreement – agreement between local and Central Government
LSC	Learning Skills Council <a href="http://www.lsc.gov.uk">www.lsc.gov.uk</a>
LSP	Local Strategic Partnership - Community Plan <a href="http://www.iwight.com">www.iwight.com</a>
LTA	Local Transport Authority
LTP	Local Transport Plan <a href="http://www.iwight.com/transport">www.iwight.com/transport</a>
LTP1	First LTP 2001-06 <a href="http://www.iwight.com/transport">www.iwight.com/transport</a>
LTP2	Second LTP, 2006-2011 <a href="http://www.iwight.com/transport">www.iwight.com/transport</a>
Motts Report	Mott MacDonald Traffic Management Report
NATA	New approach to appraisal – method of appraising major bids and other schemes. <a href="http://www.webtag.org.uk">www.webtag.org.uk</a>
NCN	National Cycle Network
NHS	National Health Service (Trust)
NO <sub>x</sub>	Nitrogen Oxides
OBC	Outline Business Case
ODPM	Office of the Deputy Prime Minister <a href="http://www.odpm.gov.uk">www.odpm.gov.uk</a>
PCC	Portsmouth City Council <a href="http://www.portsmouth.gov.uk">www.portsmouth.gov.uk</a>
PCSO	Police Community Support Officer
PCT	Primary Care Trust <a href="http://www.iow.nhs.uk">www.iow.nhs.uk</a>
PE	Physical Education
PFI	Private Finance Initiative
PHV	Private Hire Vehicle
PI	Performance Indicator – See also BVPI
PIP	Punctuality Improvement Partnership
PLTP	Provisional Local Transport Plan – submitted in July 2005 <a href="http://www.iwight.com">www.iwight.com</a>
PPG13	Planning Policy Guidance Note 13 – Transport <a href="http://www.odpm.gov.uk">www.odpm.gov.uk</a>
PQQ	Pre Qualification Questionnaire
PTW	Powered Two Wheeler
QBP	Quality Bus Partnership - between operator and Council
QFP	Quality Freight Partnership – between freight operators and Council
QTP	Quality Transport Partnership <a href="http://www.iwight.com/transport">www.iwight.com/transport</a>
Rainer React	Pilot program to work with young offenders.
RCC	Rural Community Council.
ROW	Rights of Way
ROWIP	Rights of Way Improvement Plan – included as an Annex to this Plan
RRF	Resource Recovery Facility
RSP	Road Safety Plan - an Annex to LTP2
RTB	Regional Transport Board – organised by SEERA <a href="http://www.southeast-ra.gov.uk">www.southeast-ra.gov.uk</a>
SRP	Safer Roads Partnership (formerly Safety Camera Partnership)
SCANNER	Surface Condition Assessment for the National Network of Roads
SCC	Southampton City Council <a href="http://www.southampton.gov.uk">www.southampton.gov.uk</a>
SCOOT	Split Cycle Offset Optimisation Technique
SEA	Strategic Environmental Assessment <a href="http://www.odpm.gov.uk">www.odpm.gov.uk</a>
SEASIG	South East Authorities Service Improvement Group (formerly SECSIG)
SECSIG	South East Counties Service Improvement Group (now SEASIG)
SEEDA	South East England Development Agency <a href="http://www.seeda.co.uk">www.seeda.co.uk</a>
SEERA	South East England Regional Assembly <a href="http://www.southeast-ra.gov.uk">www.southeast-ra.gov.uk</a>
SID	Speed Indicator Device
SINC	Site of International Nature Conservation – See Air Quality and Environment Section. <a href="http://www.iwight.com">www.iwight.com</a>
SMS	Short-Message-Service, 'Text Message'
SRA	Strategic Rail Authority <a href="http://www.sra.gov.uk">www.sra.gov.uk</a>

<b>Term</b>	<b>Explanation</b>
SRB	Single Regeneration Budget – defunct SEEDA funding mechanism.
SRS	Speed Reactive Sign
SSSI	Site of Special Scientific Interest <a href="http://www.english-nature.org.uk">www.english-nature.org.uk</a>
STSS	Sustainable Travel to School Strategy
STP	School Travel Plan - Strategy document Annexed to LTP2
SUSTRANS	Sustainable Transport (Organisation) <a href="http://www.sustrans.org">www.sustrans.org</a>
SV	Southern Vectis <a href="http://www.islandbuses.info">www.islandbuses.info</a>
TAMP	Transport Asset Management Plan
TDP	Tourism Development Plan <a href="http://www.islandbreaks.co.uk">www.islandbreaks.co.uk</a>
TfSH	Transport for South Hampshire <a href="http://www.hants.gov.uk">www.hants.gov.uk</a>
TOC	Train Operating Company <a href="http://www.island-line.co.uk">www.island-line.co.uk</a>
UDP	Unitary Development Plan <a href="http://www.iwight.com">www.iwight.com</a>
UKPMS	UK Pavement Management System
USA	Updating and Screening Assessment
UTC	Urban Traffic Control
VFM	Value for Money
WTP	Workplace Travel Plan

# Appendix 7 – Location Map

