

B OVERALL IMPACT OF OUR FIRST LTP

B.1 WHAT DIFFERENCE HAS THE LTP MADE TO THE ISLAND?

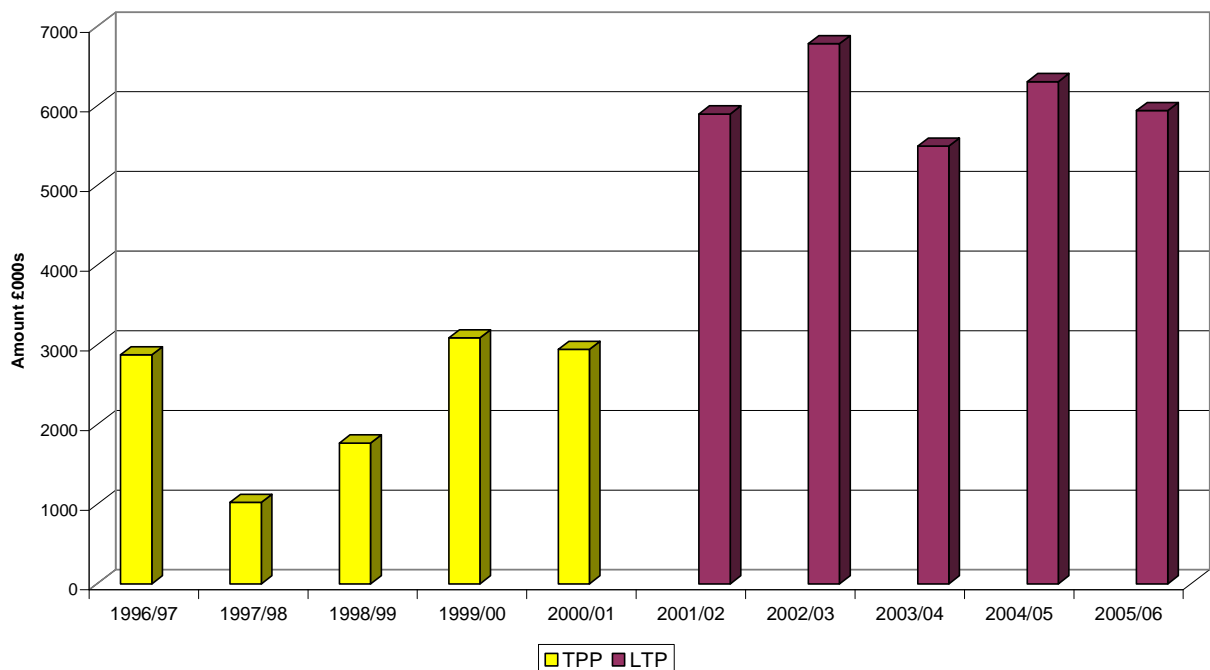
This section sets out what has been achieved in relation to local transport and the wider picture during the five years of our first LTP.

B.1.1 Increase in funding

Our first LTP was produced in 2000 and covered the period from April 2001 to the end of March 2006. Prior to the production of the Plan the Council, like all others relied on capital funding through the Transport Policy and Programme (TPP) funding mechanism. This process had particularly disadvantaged the Council. We were greatly concerned at the reduced level of capital funding achieved in 1996/97 and the Island was further disadvantaged by the 1997/98 allocation, which saw the loss of the minor works allocation, which constituted approximately two thirds of the Council's Capital programme – more than any other highway authority.

The graph reproduced below illustrates the comparison between settlements achieved through the TPP and LTP1 process.

TPP AND LTP SETTLEMENTS



B.1.2 The benefits of the LTP process

The introduction of the first LTP in 2000 witnessed a very welcome turn around in the amount of capital funding to help deliver our local transport schemes, it has also been a fundamental factor in helping to deliver local improvements and focus our delivery.

The benefits brought by the LTP process could be described as follows:

- Development through consultation.
- Allowed a better understanding of issues and opportunities.
- Brought additional and predictable funding.
- Helped set realistic but stretching targets.
- Fostered improved delivery through partnership - QTP.
- Provided transparency and clarity.
- Fostered accountability.
- Focused delivery against targets.
- Helped ensure spending within budgets and achieve best value for money.

It is considered that the production of this report has also been of great benefit.

B.1.3 The way we were

Our first LTP recognised the transport issues and opportunities and sought to increase transport choice for all. Paragraph C2, page 38 stated “whilst the car has undeniably brought with it significant benefits for those people who own one, it has also created serious local problems such as congestion and accidents and the resulting pollution is causing local hot spots and also contributing to the global problem”.

Our local situation at the start of the LTP period could be described as follows:

- Legacy of under investment in our roads and transport infrastructure.
- Disappointing settlements through the TPP process.
- Crumbling transport infrastructure and poor condition of our local roads.
- Poor Best Value Report (Highways)
- Perceived high cost of Internal and external transport – bus / rail and ferry.
- Very good rural bus service operated by Southern Vectis, but perceived high cost of travel and declining bus patronage.
- Higher than average numbers walking and cycling to work.
- One 12.87 km (8 mile) length of railway – linking coastal towns only.
- Island issues - three cross Solent operators Red Funnel, Wightlink and Hovertravel.
- Increasing number of cross Solent movements – switch from bulk freight to roll on roll off.
- Increasing size of ferries.
- Larger vehicles using our roads.
- Accessibility issues in some rural areas.
- Some areas of deprivation.
- Unitary Development Plan in place.
- Strong links between transport and planning process.

B.1.4 Issues and opportunities

The table below illustrates how the LTP has helped us to tackle local issues and been one of a number of drivers to bring about positive change.

ISSUE	SOLUTION	CHANGE
Local governance.	Improved focus through production of Councils Corporate Plan. Investors in people rolled out across the authority.	✓✓✓
Best value performance	Improved delivery through LTP process. Introduction of Quality Management System (QMS) and improved financial planning.	✓✓✓✓
Legacy of under investment.	Improved settlements through LTP process.	✓✓✓✓
Declining bus patronage	Infrastructure improvements in partnership with operators.	✓✓
Accessibility	Consideration of broader issues as part of LTP process.	✓✓
Safety	Safety schemes, road safety training and education	✓✓✓
Increasing travel choice	School travel plans, Safer routes to school schemes, cycling LPSA and walking initiatives.	✓✓✓
Poor road condition	LTP process focusing funding and development of PFI bid	✓✓
Cost of cross Solent travel	Working with operators through QTP and by other means	✓✓
Cost of travel by public transport.	Working with operators through QTP and by other means. Council supported Youth Mover ticket.	✓✓

B.1.5 Improved delivery

The delivery of the LTP and the funding achieved as part of that process allowed us to put in place a range of initiatives and improvements. Five years on, our local situation has improved in all areas. The Council has transformed its own operation and by focusing our delivery and by targeting our transport spending has allowed us to hit the bulk of our targets and make real improvements on the ground.

The last five years has seen:

- Some £30m of LTP - Integrated Block and Maintenance capital allocations have been invested locally. An additional £347,000 has been achieved through rural bus challenge, some £40m through revenue support and £112,000 secured as part of developer contributions.
- The regeneration of Ryde (map ref. O2) - the Council was successful in achieving over £5m as part of a successful Single Regeneration Budget Bid for Ryde (See section B5 of this report for further details).

- Regeneration of Cowes (map ref. J1) and East Cowes (map ref. K1) as part of the Cowes Waterfront project. We have been working in partnership with SEEDA to regenerate Cowes and East Cowes as part of the multi million pound Cowes Waterfront development.
- Detailed in our section E, over 1800 schemes have been delivered on the ground. These range from relatively simple, but nevertheless effective schemes such as dropped crossings, through to park and ride schemes and major transport infrastructure improvements.
- We have made good progress towards delivering our two Major Bids (bids for funding support for schemes in excess of £5m). These were the upgrading of Ryde Interchange (map ref. O2) (£5.56m) and reconstruction of Undercliff Drive (map ref. K10) (£12.88m).
- We have developed a PFI bid for highway maintenance, which if successful will address the poor condition of our entire highway network and in doing so ensure improvements for all road users including buses, cyclists and taxi users.

B.2 IMPACT ON THE BIGGER PICTURE

The LTP recognised that transport is key to everything we do and as such has an important role to play on a broad range of issues including economic regeneration, development, housing, social inclusion, accessibility, education, health, quality of life and the environment.

The LTP process has been instrumental in raising the profile of transport and helped to ensure that transport in its broadest sense works in tandem with services across the Island to help improve the lives of those who live on and visit the Island.

The table below indicates the range of areas where transport has played a fundamental role.

ISSUE	TRANSPORT IMPACT
Economic regeneration	<ul style="list-style-type: none"> • As part of Ryde Regeneration (SRB VI) • East Cowes regeneration in partnership with SEERA. • Integral part of the development of the Bay Strategy. • Development of the Tourism Development Plan. • Development of Major Bid for Ryde Interchange.
Housing development	<ul style="list-style-type: none"> • Structured Planning / highways liaison. • Transport, issues - buses, walking and cycling considered as key element of planning considerations. • Strong links to UDP. • Parking policy developed through UDP process.

ISSUE	TRANSPORT IMPACT
	<ul style="list-style-type: none"> • Proposed Major housing development at Pan based on sustainable transport principles.
Social inclusion	<ul style="list-style-type: none"> • Transport considered as part of the development of Council's Comprehensive Equality Plan. • Equality issues taken into consideration as part of planning and information process.
Accessibility	<ul style="list-style-type: none"> • Profile raised through development of LTP. • Seen as a priority by QTP.
Education	<ul style="list-style-type: none"> • Links forged and strengthened with Education as part of delivery of Safer Routes to Schools and School Travel Plans. • Cycling introduction into High Schools as part of school curriculum.
Health	<ul style="list-style-type: none"> • Working in partnership with: <ul style="list-style-type: none"> - LA21 - Healthy schools initiatives. - Sports and recreation. - Cycling introduced as part of school curriculum.
Quality of life	<ul style="list-style-type: none"> • Strong links between LA21 Strategy and LTP1. The LA21 strategy was developed alongside the transport plan. • Working with conservation and design to help ensure that improvements take account of street scene.
Town centre vitality	<ul style="list-style-type: none"> • Bus priority measures included in Newport to increase public transport access and reliability. • Cycle access improved through routes and signing. • Improvements for those with mobility problems. • Pedestrian improvements introduced at locations around the Island. <ul style="list-style-type: none"> - Improved pedestrian crossings. - Hard landscaping. - Paving and widening.
Environment	<ul style="list-style-type: none"> • Environment recognised in the Plan as one of the Island's strongest assets. • Impact of transport on the Environment recognised in Plan and by officers.

ISSUE	TRANSPORT IMPACT
	<ul style="list-style-type: none"> • Closer liaison established between highways and Planning • Air and noise pollution monitored as part of APR process. • Transport decisions and designs take account of AONB and duty of regard.

B.3 IMPROVING OUR DELIVERY

The delivery of our LTP programme has been shaped by a number of factors.

These included:

- The desire to improve local transport.
- Need to deliver LTP targets.
- Impact of Best Value report, which underlined the need to improve local road conditions.

B.3.1 Taking account of best Value

The Council's Highways and Transportation section was included within the Best Value Review (2000-2001). This process involved carrying out a thorough investigation of the service, our method of operation and the value for money it represented. In this way our service was compared and contrasted with similar services provided elsewhere.

Carrying out of our Best Value review identified "a positive and skilled workforce" and served to help focus the areas in which we needed to improve. It also further underlined the need to address the poor condition of our local roads.

Comments reported in the Best Value Report included:

"You know you when you are back on the Island because the car starts rattling again" (Motorist)

"Dreadful, Appalling, Deplorable" (Members of the public)

"We don't have roads we have cart tracks" (Motorcyclist)

"... Glorified cart tracks" (Officer)

The Council was encouraged by the supportive feedback received from Government Office, through the APR process and using the results of the Best Value report radically revised the way in which we operated. Our Best Value Improvement Plan established the process and method under which we set about improving our service. The improvement to our customer focus, new approach to partnering, learning from best practice, adoption of a Quality Management System (QMS), staff training and recognition through Investors in People (IIP) all helped to improve our delivery.

B.3.2 Making significant progress

The Best Value, Highways and Transportation re-inspection carried out in September 2002 noted:

"Since our first inspection, the Council has carried out a great deal of work to improve its business planning process."

"The Council has made significant progress in setting up a sound basis for carrying out corporate change and effective performance management".

"The LTP lays the necessary groundwork for further improvements over the next few years."

"A higher level of Government funding for transport schemes seems assured until 2005/06".

The report concluded:

"The changes so far and the momentum that has been built up providing a sound basis to support further change within the Highways and Transportation Service."

B.4 KEY ACHIEVEMENTS

The delivery of the first LTP and its targets gave us the focus and desire to improve the way in which we worked and achieved best possible value for money solutions. As part of this process we have delivered a number of key achievements and milestones.

These are broadly set out below and detailed on the table overleaf showing which LTP Aim they deliver.

- Improved organisation.
- Achieving our targets.
- Improved scheme delivery.

Notable amongst those listed are:

- Improved organisation and corporate governance.
- Achievement in Investors in People status.
- Establishment of the QTP.
- Improved the way we do business.
- Hitting our targets
- Achieving best value for money solutions.
- A new approach to partnering.
- Improved budget control.
- Working together – internal links and liaison.
- The receipt of a National Transport Award.

Topic	Schemes / initiatives	Outcome	Integration	Accessibility	Environment	Economy	Health	Safety
Improving the way we work	Corporate Governance	• Improved organisation & corporate governance.	•	•	•	•	•	•
		• Development of Council's Corporate Plan	•	•	•	•	•	•
		• Improved focus and delivery	•	•	•	•	•	•
		• Improved linkages between policy areas	•	•	•	•	•	•
		• Identification of key priorities	•	•	•	•	•	•
	Investors in People (IIP)	• Improved understanding and delivery	•	•	•	•	•	•
	Quality Management Systems (QMS)	• Achievement of ISO9001 - only dept in the Country with this range of services	•	•	•	•	•	•
	QTP • Formed early in the Plan period and signed up to by the then Transport Minister, Glenda Jackson.	• Helped focus delivery						
		• Established a forum for transport operators, Council, business, environment and user groups	•	•	•	•	•	•
		• Oversee and guide plan process and delivery	•	•	•	•	•	•
	Partnering • Improved approach to Partnering • Train • Bus	• Improved delivery of key corridor schemes.	•	•	•	•	•	•
		• Improved delivery of improvements to rail / road bridges and structures.	•	•	•	•	•	•
		• Closer working with rail operator (Island Line) to improve stations, park and ride.	•	•	•	•	•	•
		• Improved working with bus operator to improve deliver and implement bus priority schemes and improvements.	•	•	•	•	•	•
	Budgetary control	• Improved delivery of schemes through better budgetary control and management.	•	•	•	•	•	•
Links and liaison	• Synergy with planning, countryside and AONB teams. "Duty of care" and early discussions has helped improve delivery.	•	•	•	•	•	•	
	• Delivery of School Travel Plans and Safer Routes to School in partnership with Health, Education, Engineering, police, SUSTRANS, local community has helped deliver schemes on target and increase travel choice to school.	•	•	•	•	•	•	

Topic	Schemes / initiatives	Outcome	Integration	Accessibility	Environment	Economy	Health	Safety
Achieving our targets	Local Public Service Agreement (LPSA)	<ul style="list-style-type: none"> Improved focus and delivery of 2 out of 3 challenging transport targets. 	•	•	•	•	•	•
	Rights of Way	<ul style="list-style-type: none"> Achievement of National Target to have all ROW signed and open – first LA to achieve target. 	•	•	•	•	•	•
	Private Finance Initiative. <ul style="list-style-type: none"> Development of bid to secure funding to tackle poor road condition 	<ul style="list-style-type: none"> If successful, bid will help deliver a broad range of improvements and fit with the Islands aim to achieve economic regeneration and improve accessibility. 	•	•	•	•	•	•
	National Transport Award	<ul style="list-style-type: none"> Achieved for improved delivery of cycling promotion as part of LPSA. 	•	•	•	•	•	•
Improving our Scheme design and delivery	Military Road	<ul style="list-style-type: none"> Delivery of major maintenance scheme using innovative construction solutions achieved through partnering with contractor. 	•	•	•	•	•	•
	Ryde Interchange	<ul style="list-style-type: none"> Design and developed in cooperation with a range of partners including – SRA, Network Rail, Bus, Train, Taxi, plus Ryde Development Trust and others. The design and procurement process have been recognised as best practice by South East Regional Design Panel (SERDP) 	•	•	•	•	•	•
	Undercliff Drive	<ul style="list-style-type: none"> Developed in conjunction with English Nature and others, the scheme will help maintain accessibility within southern section of the Island. 		•	•	•	•	•
	Coastal management	<ul style="list-style-type: none"> The ongoing development of the Shoreline Management Plan is helping to inform and guide the management of our coastline and key transport routes. 		•	•	•	•	•

Topic	Schemes / initiatives	Outcome	Integration	Accessibility	Environment	Economy	Health	Safety
	Improving our strategic transport corridors	<ul style="list-style-type: none"> The improvement to our strategic transport corridors was carried out using early contractor involvement. This positive and proactive approach lead to an improved method of working and best value for money solution. 	•	•	•	•	•	•
	Improving our bridges and structures	<ul style="list-style-type: none"> The Council has been able to deliver a range of improvements within budget and on time by successfully partnering with Network Rail and its contractors. This process has been used with success to improve Ryde St Johns Road over Rail Bridge, Ryde Esplanade (A3054) road over rail. 		•	•	•	•	•

B.5 DELIVERY OF OUR MAJOR SCHEMES

The Council has sought to improve the Island's transport infrastructure and used available funding so as to bring about positive change. LTP1 included an outline for a Major Bid (a bid for funding over £5m) to improve Ryde Interchange, while the other bids submitted during the plan period were to address urgent and unforeseen infrastructure and maintenance issues.

The Major scheme identified in the LTP was:

- Ryde Transport Interchange (map ref. O2) (£5.56m).

The other Major bid developed during the Plan period was:

- Reinstatement of Undercliff Drive. (map ref. K10) (£12.88m)

Also included for information are details of a number of other larger schemes (less than £5m), which have been carried out during the last five years. These include:

- Reinforcing and realigning Military Road A3054 east of Freshwater Bay. (map ref. D6) (£3.0m)
- Supplementary bid to rebuild Ryde St John's road over rail bridge. (map ref. O3) (£0.5m)
- Supplementary bid to reconstruct road over railway, Ryde Esplanade (A3055) (map ref. O2) (£0.8m)
- Repairing our roads cracked due to hot weather damage (all Island scheme). (£1.2m)

B.5.1 Ryde Transport Interchange

Ryde Interchange (map ref. O2) is an important transport gateway to the Island and is used by over 2 million people annually. The interchange caters for Island journeys made by rail, bus, taxis, coaches, car, on foot and cycle and it has fast and convenient cross-Solent links on the "Fast Cat", catamaran that runs from Ryde Pier to Portsmouth and the Hovercraft, which operates from Ryde Esplanade to Southsea.

The proposal sought to integrate transport uses and facilitate sustainable travel. The existing transport facilities have evolved over a number of years and the location of individual uses has to a large extent been influenced, by the date of their construction and their particular operational requirements. Most travel modes are, as a result segregated from one another by the actual traffic or transportation routes. The railway line runs through the Esplanade terminal and in effect separates the hovercraft terminal from all other facilities. The Esplanade road itself divorces the terminal area from the town. The current layout does not allow easy access between transport modes and



pedestrians wishing to access the differing transport modes or walk to the pier head are not adequately catered for.

Submission

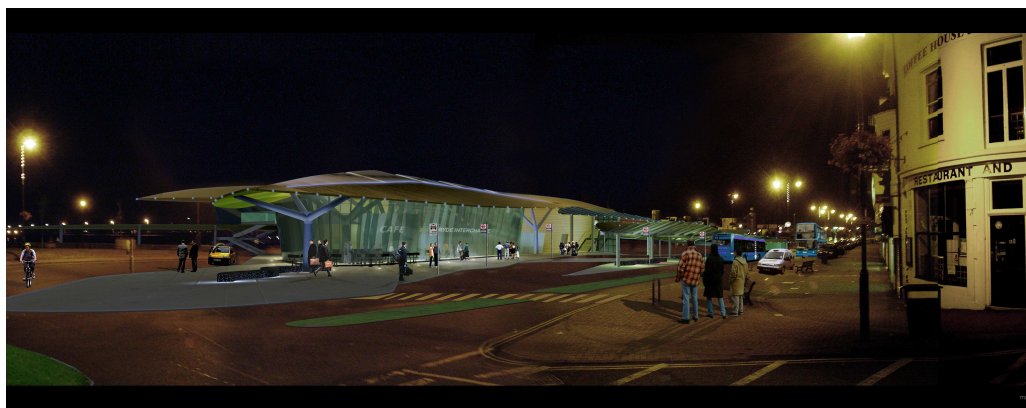
Identified initially for development in LTP 1, Section E.1.6 (pages 173 and 174) E.1.9.2 and the table at F.5.1 the development of a new multi modal transport interchange was seen as a priority in the Plan and a Major Bid for the necessary funding was submitted to GOSE and DfT in July 2002.

The project formed a key element of the wider plans to enhance and regenerate Ryde, which were put in place as part of the successful Single Regeneration Bid for the town (SRBVI). The development of the scheme will help to enhance that area of the town and as the most heavily used pedestrian entry point to the Island, help provide a far more welcoming and attractive gateway to the Island.

The bid to replace the current ageing and unsuitable structure was provisionally approved in December 2002, subject to the “successful completion of statutory procedures and final approval to Ministers”.

Delivering the project

The Council has progressed the scheme by working in partnership with the major landholders Network Rail, and seeks to maximise the benefits of the development, both to the town and travelling public.



Extensive public consultation has been carried out as part of the development of the scheme, including a number of public meetings and local exhibitions. Talks have taken place with the rail operators - Island Line, bus, ferry, taxi and hovercraft operators and a raft of other stakeholders involved in this exciting project.

Moving it forward

In October 2004 an advert was placed in the OJEU journal to attract interested architects to develop the scheme. The advert attracted 31 interested parties and with the help of our project partners - Network rail, this was short-listed to 5 architects.

Working to a tight brief these 5 architects entered into a design competition to develop concepts for the scheme and were given 8 weeks to prepare boards and presentation material.

At the end of January 2005 all the designs were reviewed by a selected panel and an architect was appointed to develop the scheme further.

Acclaimed design

The Council appointed Marks Barfield Architects to lead the design consortium working on this project. MBA are a prestigious London based signature architect whose work includes the design of the London Eye.

Development of the scheme progressed well through the plan period and has already reached RIBA stage F. The designs for the road layout, and internal components of the building were completed.

The design was a great improvement over the previously approved scheme, bringing in over £15m of incremental benefits and in doing so helping to achieve a BCR of 2.3. Costs have risen slightly for this improved scheme and currently (June 06) stand at £6.2m.

The scheme has been recognised by the South East Regional Design Panel (SERDP), both for its architectural merit and method by which the project has been delivered.

Planning submission

A planning submission was made to the local authority's planning department in September 2005. On November 29th the full planning permission was obtained with an overwhelming majority in the Council Chamber, this was result of all the support gained during the consultation period.

A public exhibition was set up in April 2005 where over 1000 residents of Ryde attended and commented on the scheme. A dedicated website (www.projectryde.org) was also set up and included information on the project.

Ongoing consultation

A further public exhibition was held in July 2005 where over 1500 people attended. The scheme saw coverage on both Isle of Wight Radio and Solent TV.

The park and ride element of the scheme at Ryde St Johns Station was completed in July 2005 providing an improved traffic light controlled access, plus extended car and cycle parking.

Work has continued with Network Rail and DfT Rail over the legal and land issues. Discussions over who will operate the Interchange will continue with a number of key parties expressing an interest to operate.

Making the submission

The business case for “conditional approval” has now been submitted to GOSE, and we currently (June 2006) wait to hear the outcome.

An advert has now been placed in OJEU for the contractor and interviews will be held shortly. The Council is pleased to report that, subject to Government approval the project is on programme to commence on site in Spring 2007.

B.5.2 Undercliff Drive

Background

The A3055, Undercliff Drive (map ref. K10) is the main road linking the coastal resorts of Sandown, Shanklin and Ventnor with Niton, Chale and settlements, beaches and attractions in the west of the Island. During March 2001, after substantial rainfall, a major landslip breached this road near the property called Beauchamp House.

This closure had a detrimental impact on people and businesses in the area and traffic had to be diverted via a much longer inland route, involving unsuitable rural roads and narrow town a village streets.

Action taken

The Council made a case to reopen this important road and funding for a road bypassing the landslip was secured in December 2001. The temporary road opened in the autumn of 2002 and a major bid for £12.88m was approved in December 2003 for a stabilisation scheme of four separate areas. This proposal will help provide a long-term solution to the landslip problems associated with the whole length of Undercliff Drive.

The Council submitted a planning application in July 2004, and following an extensive consultation period planning consent was granted on 15 February 2005. One condition is for the landowner(s) to enter into a legal agreement with English Nature and very good progress has been made in this regard. Also due to the nature of the works it was necessary to apply to the Environment Agency for a discharge consent. This has now been granted.

The design has now been completed and the Council has secured through OJEU process a select list of contractors. These will be invited to tender once the Compulsory Purchase Order has been approved.

In order to undertake these works it is necessary to reach agreement with eleven landowners. Further efforts during the last 12 months have been made to enter into agreements with the landowners, but no progress has been made. As reported in APR2005 a report was put before Council's Cabinet for a Compulsory Purchase Order. This has made slow progress. However counsel has advised that the order be revised to address



other legislation. The order will be put before the appropriate portfolio holders using their delegated powers in early July 2006, following which it will be immediately advertised.

Maintaining access

Closing the road would result in the loss of one of the Island's strategic routes which with striking coastal views is popular with tourists. The route provides essential access for local residents to key services including, shops, doctors and library, as well as access to residential properties, a number of businesses and an outstanding coastline would be severed.

The alternative route is to the north and inland and runs through the town of Ventnor and onto the villages of Whitwell and Niton. The route is classified non-principal and is narrow with sub standard junctions, particularly in the town of Ventnor and both villages. The increase in traffic flows through these areas of population would add to the congestion and have a considerable effect on the environment.

Next steps

It is anticipated that a decision with regard to the Compulsory Purchase Order will be forthcoming in approximately 12 months time, and that work should commence late in 2007.

B.5.3 Impact of major bids

Major bid	LTP1 AIM				
Impact of Scheme	Integration	Accessibility	Environment	Economy	Safety
Ryde Interchange	✓✓	✓✓	✓	✓✓	✓✓
Undercliff Drive	✓	✓✓	✓✓	✓✓	✓✓

B.5.4 Reinforcing and realigning Military Road A3054 east of Freshwater.

The A3055, Military Road runs through the Area of Outstanding Natural Beauty along the Island's south west coast from Freshwater Bay to Niton. It gives access to a number of rural towns and villages, places of interest and is strategically important in terms of accessibility and tourism. The road runs very close to the coast in several places and was under threat of collapse at the high level section at Afton Down just east of Freshwater Bay (map ref. D6) and on the lower section some 2km to the east at Shippards Chine (map ref. E6).

Following tenders received by two contractors the Council undertook intensive negotiations with the preferred contractor following which they undertook a trial during May 2002. This resulted in a NEC contract for the stabilisation works of the Afton Down section.

The work commenced in January 2003 and was completed in September 2003 at a cost of £2.5m. The works involved the stabilisation of two sections of carriageway using bored piles, and ground anchors. New road drainage

and outfalls were provided, together with permanent fencing. The carriageway was resurfaced on completion.



The re-alignment of the road at Shippards Chine was let as a separate contract and was carried out at the same time as the Afton Down works. Work was completed in April 2004 at a cost of £0.5m. The works included the construction of 500 linear metres of new carriageway, extensive drainage works and landscaping.

B.5.5 Supplementary bid to rebuild Ryde St John's road over rail bridge.

The B3330 carries signed through traffic at the rate of 12,000 vehicles per day through Ryde, providing a link to local residents and settlements to the east and west of Ryde, on a route that avoids the town centre. The road crosses the Ryde-Shanklin railway line at St John's Road Over Rail Bridge (map ref. O3).

Bridgeguard 3 surveys (BG3) identified that the bridge required work to bring it up to 40t capacity, essential if we were to maintain the route as part of our strategic road network. A scheme to carry out the work was developed and supplementary bid to reinforce the bridge submitted in July 2004 and approved in December that year.

The design process established a scheme that would minimise the inconvenience to road users. This involved carrying out the strengthening works from under the structure, eliminating the need to close the main carriageway.

Network Rail's partnering contractor Edmund Nuttall Ltd undertook the works, which commenced on site on Monday 13th June 2005 and were successfully completed in November 2005. The works were completed to the satisfaction and approval of Network Rail, the Isle of Wight Council, and the local operator Island Line.

The scheme was carried out on a cost share basis with Network Rail with the Council being responsible for 65% of the project. This is in relation to Network Rail's responsibility of 24t and the Council's requirement of 40t. Due to the efforts of all parties involved to deliver a cost effective solution, the final cost of construction to the Council was just under £517,000.

B.5.6 Supplementary bid to reconstruct road over railway, Ryde Esplanade (A3055)

The Ryde Esplanade rail tunnel is located between the Esplanade and Monkton Street (map ref. O2) and connects the rail stations of Ryde Esplanade and Ryde St John's. The tunnel is adjacent to the soon to be completed Ryde Interchange site and is crossed by the heavily trafficked A3055, part of the Island's strategic road network.

It is essential for freight distribution that the tunnel has the ability to carry at least 40 tonne vehicles. If no strengthening works were carried out on the tunnel it would have been necessary to place a weight restriction on the structure which would have had serious implications on the type of vehicles able to use this route. This would have resulted in freight having to follow substantially longer diversion routes, putting traffic onto what are generally unsuitable and predominantly narrow rural roads.

Network Rail informed the Council that the structure “meets its liability under Statutory Instrument 1705 as the structure has a live load bearing capacity of 24 tonnes to BE4” and that “under the CSS Railtrack, SCOTs LoBEG Strengthening of Railtrack owned Highway Bridges, Guidance for Implementation document (March 1999) this would infer that all strengthening works will be at the cost of the Highway Authority”.



Working with Network Rail

Network Rail undertook comprehensive surveys examining possible strengthening options. Surveys considered issues such as location, statutory services, tunnel length/highway maintenance problems and site security. These surveys estimated that the cost of repair and strengthening of the tunnel would be in the region of £1m.

The works to demolish and rebuild the section of road over rail tunnel commenced on Monday 4th January 2006. Edmund Nuttall Ltd undertook the works, which were successfully completed in April 2006. The works were completed to the satisfaction and approval of Network Rail, the Isle of Wight Council, and the local operator Island Line.

Achieving a cost effective solution

Due to the efforts of all parties concerned, Network Rail, Isle of Wight Council, Atkins Rail and Edmund Nuttall, a cost effective design was achieved, with the final cost of construction to the Council being £800,000.

B.5.7 Repairing our roads cracked due to hot weather damage (all Island scheme)

During the summer of 2003, the Isle of Wight experienced long periods of hot weather with very little rain. Due to this a number of Island roads suffered from structural problems. The main areas affected were the roads to the north of the island, which were constructed on ground which is predominantly clay and therefore prone to desiccation. The lack of precipitation led to considerable longitudinal cracking and heave. CVI surveys identified 26 sites on priority roads that needed attention.

The Council was concerned that to repair these cracked and damaged roads would severely hamper our ability to deliver our LTP programme and we

submitted a detailed paper to DfT explaining the severity of the problem. The report submitted set out the relevant factors including the areas of population effected, potential impact on accessibility, potential impact on tourism and the Island's economy if roads were closed, details of the roads by road class, peak hourly flows, and average speed. We estimated that cost of repairing these roads and carrying out other related work to footways and cycle routes would be in the order of £1.5m.



Diverting funding

The Council did not have sufficient funds to repair all the roads without diverting funding from other areas of transport delivery, therefore reducing our ability to achieve our LTP targets. However, in January 2004 work was carried out on the 15 worst affected sites with the aim of sealing cracks in the surface of the road to prevent accelerated deterioration from the effects of water ingress. The carriageway cracks were sealed using a variety of treatments, these depended on the severity of the damage and the underlying road conditions.

Delivering our targets

In March 2004 the Council was pleased to receive an additional £1.2m from DfT to address the problem. This allowed us to carry out maintenance on further sites and to refund the money diverted from our capital budget so we could continue with the implementation of our LTP schemes.

The repairs carried out have helped to address the immediate problem and it is recognised that significant structural work will still be needed to create a more permanent solution.

A recent inspection has shown that whilst there has been movement in some of the repairs, the surface of the roads has remained intact. This work and the associated investigations have helped to reinforce and inform our emerging PFI bid.

Impact of other bids (less than £5m)

Major bid	LTP AIM				
	Integration	Accessibility	Environment	Economy	Safety
Impact of Scheme					
Realigning and rebuilding Military Road	✓	✓✓	✓	✓✓	✓✓
Ryde St Johns – rail bridge	✓	✓✓	✓✓	✓	✓✓
Ryde Esplanade – A3055	✓	✓✓	✓	✓✓	✓✓
Cracked Roads	✓	✓✓	✓	✓✓	✓✓

B.6 HAVE THE KEY AIMS AND OBJECTIVES OF THE PLAN BEEN ACHIEVED?

The production of LTP1 helped give us the local focus and framework around which we could deliver transport initiatives and improvements.

Delivering our aims and objectives

The table below sets out the aims and objectives as included in Section A of LTP1, pages 14 and 15 and the success we have had in delivering them.

LTP objectives	Success	Comments
Integration – between modes	✓✓✓	Integration improved through wide ranging schemes including planned development of Ryde Interchange. Development of Newport Bus Station. Station improvements at St Johns Park and Ride, Sandown, Shanklin. Somerton Park and Ride.
Unification – between planning and land use planning	✓✓✓	The location of new developments in relation to public transport is important if we are to be able to increase travel choice. The Council has been successful in limiting new development to within the Development Envelope boundary as set out in the UDP. Monitored as part of our APRs an average of 93.2% of new development has taken place within the development envelope boundary.
Accessibility - improving accessibility for all.	✓✓	Wide ranging schemes implemented to improve accessibility at all levels. Accessibility by public transport measured and reported as part of APR process. At the end of the Plan period 78.8% of Island household were within 13minutes walk of an hourly or better bus service.
Environment - protect and enhance the Islands environment	✓✓	Improved liaison between Planning, Countryside, AONB, Environmental Health and Engineering Services. Design and implementation of schemes has due regard to AONB and other designations including nature conservation areas, historic sites, protected hedges etc. Undercliff road realignment developed in partnership with English Nature. Air quality monitoring shows no overall increase in pollutants during plan period.
Economy - support and encourage the Island economic development.	✓✓	Transport requirements and implications now taken into account as part of scheme development. Examples as part of SRBV1 (Ryde) Cowes Waterfront Development, Newport improvements and Proposed Pan Development.
Safety - to improve health and safety	✓✓✓	Draft Road Safety Plan developed, implemented and finalised for LTP2. Accident remedial measures and “hearts and minds” initiatives introduced. Core Indicator targets achieved and accidents reduced over the plan period.

- ✓✓✓ Good progress. The majority of aims and objectives have been met.
- ✓✓ Fair progress. Some of the aims and objectives have been met.
- ✓ Poor progress.

B.7 CHANGES TO KEY AIMS AND OBJECTIVES

During the plan period the Council refined and refocused its own delivery by reviewing its corporate aims and objectives. These then formed the basis of

our own Corporate Plan. During the last five years, the Council has used the Best Value Service plan process, delivery of the Local Public Service Agreement (LPSA), Quarterly Performance Management Review (QPMR) process and Comprehensive Performance Assessment Process (CPA) assessment process to further hone and sharpen the Council's own delivery.

The establishment of the Local Strategic Partnership (LSP) and production of the "Island Futures " plan has helped deliver improvements on the ground and work towards the Local Area Agreement was started towards the end of the plan period.

B.7.1 As part of the Best Value Review process

The position of the LTP was considered as part of the Best Value review of transport carried out early in the plan period (see paragraph B.3.1.). This review underlined the positive and appropriated approach adopted in the LTP and as a result we did not feel it necessary to change the objectives set out in the Plan.

Target revisions

As the Plan was developed the Council chose to modify the LTP targets so as to ensure that they remained both challenging and realistic. The table below indicates the way in which these targets were refined over the Plan period.

LTP1 Target	Original Target	Revised Target	Target Achieved
Bus passenger journeys	Increase use of public transport by 20% by 2006	Halt the decline in journeys and return to 2000/01 levels by 2005/06	Target = 6.12m Actual = 5.49m Not Achieved
Cycle trips	To double the amount of trips by 2002 (based on 1996 level) then double again by 2012.	Revised in line with national cycling target to triple number of cycling trips by 2006 (based on 2000 levels)	Target = 243,669 Actual = 198,097 Not Achieved
New targets introduced in first APR after comments made in 2000 decision letter			
Voluntary Travel Plans	4 travel plans to be implemented by end of Plan period.		2 Plans implemented by 2006. Not Achieved
Rail passenger journeys	Maintain train punctuality above 95%		Target = 95% Actual = 97.8% On Track
	Maintain reliability above 98%		Target = 98% Actual = 97.8% On Track
Links to Planning	Established a target for 85% of dwellings within the development envelope		Target = 85.0% Actual = 88.8% On Track

B.8 WHAT WORKED WELL AND WHAT DIDN'T

The delivery of our first LTP was often challenging, for what is a relatively small local authority with a small revenue budget and corresponding staff numbers.

Many of the issues we have faced have been particular to, or influenced by, our unique island situation. The LTP and in particular APR process has put a spotlight on our performance and highlighted both our strengths and our weaknesses. We have been eager to learn for our neighbours and partners, in particular the South East Counties Service Improvement Group (SECSIG) and our near neighbours in Solent Transport group. This process together with improvements in the way that we work has helped us achieve our targets and make real improvements on the ground.

B.8.1 What worked well

Improving our method of working

- The department was restructured early in the plan process. This brought the majority of Engineering Services together at one modern building.
- The LTP profile was raised and internal structures, reporting, financial and project management increasingly based on the delivery and reporting of the Plan.
- The Best Value inspection process highlighted those areas where we needed to improve and the re inspection report helped improve our method of operation. (See B.3.2. earlier in this plan for details)
- We have improved our way of working through the achievement and application of Investors In People (IIP) status for Engineering Services.
- We have improved our focus through the adoption of Quality Management Systems (QMS) and we are the only department in the country with this range of services to have achieved ISO9001 accreditation.
- The LTP process has run parallel to and overlapped with the development of other local policy documents. LTP1 was developed alongside our LA21 Strategy and the final LTP was able to benefit from the transport guidance and policy framework established in the UDP. This positive joint approach has continued with the LDF and LTP2.
- The development of a number of our schemes have benefited from the use of public consultation. Our plans to pedestrianise sections of Newport's High Street were influenced and amended through extensive public consultation. Although not universally approved the scheme that was delivered had been the subject of extensive and successful consultation.

Working together

- The establishment of our Quality Transport Partnership (QTP), which brings together a broad range of transport operators and transport users was recognised by Government as a positive and proactive way of improving local transport. Countersigned at the inaugural meeting by Glenda Jackson MP, the QTP has helped shape and influence transport policy and delivery of LTP1, LTP2, the LDF “Island Plan” and “Island Futures” the Islands Community Strategy.
- Our involvement in the Solent Transport Group has allowed us to have a beneficial input at an officer level into issues relevant to the Island and the Solent Region. This involvement increased during the plan period and we were pleased to have been involved in the production of the Solent Transport Strategy, which was included as an Annex to LTP2. The Solent Transport Review is included as an Annex to this document.
- Our membership and involvement in the South East Counties Service Improvement Group (SECSIG) has allowed us to contribute to and learn from best practise in place elsewhere.
- We delivered improvements to our most heavily use strategic road corridors using a new approach to procurement. This involved early contractor involvement, partnering with the contractor and route sensitive work which included overnight working so as to reduce the impact on the travelling public.
- The establishment of a number of officer working groups linking our service with, officers in Planning, Countryside, AONB, Health, Education and Property Services has helped to enhance the enormously useful working relationship between these sections. The establishment of a Transport Officer working group – including a broad range of internal and external officers has helped to ensure a better understanding of and in some instances assistance with, parallel work underway by partner organisations.
- Rail – partnership working with Island Line and establishment of the jointly funded Community Rail Partnership.

Delivering our targets

- The delivery of our Local Public Service Agreement - to increase the numbers cycling on the Island, allowed us to employ a Cycling Promotion Officer and we delivered 2 out of our 3 challenging PSA targets.
- The LTP and APR process has helped sharpen our delivery programmes.

Improvements in scheme delivery

- Military Road – the reconstruction of the Military Road (A3055) at Afton Down to the east of Freshwater Bay presented our engineers

with a set of almost unique challenges. These were primarily as a result of the need to rebuild the carriageway on the existing alignment without encroaching onto adjacent protected landscape. The work was carried out using a New Engineering Contract (NEC)) under which the Council carried out the work in partnership with the contractor and was able to reduce the cost of the scheme by sharing the construction risk.

- Ryde interchange – the Council was pleased to commission Marks Barfield, the Architects of the London Eye and the plans to reconstruct the transport interchange at Ryde Esplanade have been recognised by the South East Regional Design Panel (SERDP), both for its architectural merit and method by which the project has been delivered.
- Plans to reconstruct the Undercliff Drive (A3055) to the west of Ventnor, will necessitate the reconstruction of the road inland and away from the current landslip. The Council recognises the importance of maintaining this road, which provides important access into Ventnor and settlements and facilities in that part of the Island. Aware of the landscape sensitivities the design of the scheme has been carried out in partnership with English Nature.
- The Council has sought to increase travel choice by the development of a number of Park and Ride sites. These are located at Somerton, south of Cowes (in partnership with Southern Vectis) and the railway stations at Ryde St Johns, Sandown and Shanklin, developed in partnership with Island Line.
- Funded in partnership with DfES, the employment of a school travel plan officer has enabled us to help increase travel choice and reduce reliance on the private car as the primary method of travel to school. Section C3 of this report sets out our notable progress in this area, in particular the strong links we have made between STPs, Road Safety, Health and Education.
- Identified by our Best Value Review as best practice, our 827 km (517 mile) Rights of Way network was the first and remains the only rights of way network to be open, maintained and signed in the country.
- Our Island situation brings a set of particular challenges and opportunities. Many of our important settlements and much of our highway infrastructure is built next to or on the coast. We have as a result developed considerable expertise in coastal management and are recognised both nationally and internationally as experts in this field.
- The Council is looking to address the condition of our road network through the achievement of a Private Finance Initiative (PFI) for highway maintenance. Identified as one of the Council's key priorities and developed in partnership with our consultants, our "rural" bid has already been identified as a strong contender.

B.8.2 What might have been done differently

The LTP process has been one of the key mechanisms, which has helped to highlight those areas where we needed to improve. Other drivers for change have been the CPA and Best Value Process. We have taken any critical comment on board and as a result been able to improve the way in which we work and deliver local transport improvements.

We have learned lessons from the following:

- Reported in detail earlier in this report under B.3.1, the first Best Value Inspection of our service critically highlighted areas where we need to improve. The re-inspection carried out in September 2002 recognised that “the LTP lays the necessary ground work for further improvements over the next few years” and that “a great deal of work” and “significant progress” had been made in that direction. The review hastened the introduction of a number of improvements, including new budget and management techniques.
- The LTP established a comprehensive delivery programme and challenging set of targets. We have sought to tackle some of our larger problems through the development of major bids (Schemes over £5m). The delivery of these schemes has brought with it a number of particular problems, some of which are no doubt more noticeable for a small authority like ours. These are, the amount of revenue required to develop the scheme and move it towards submission and hopeful approval. Also the staff time required developing such a scheme and the impact on what is a comparatively small workforce. As a result we have, using SRB funding employed a project manager to lead the development of the Ryde Interchange project. This approach was welcomed by GOSE.
- Nearly all new development has some impact on our transport infrastructure and the Council recognises that we have not been as successful as other authorities in pressing for developer contributions which will help improve access and increase travel choice. This issue is now being addressed.
- Although we have made some positive headway, we recognise that, despite our best efforts we have not had sufficient funds to successfully tackle the deterioration of our local highway network. We are as a result developing our PFI bid.
- Like many other authorities we have had problems recruiting staff to replace those who have left. There is no easy solution to this. It would appear that many local authority staff have taken up more lucrative posts with consultants and despite advertising in a number of national publications some of our key engineering posts remain vacant.
- The Council recognises that it can be difficult for a small authority like ours to maintain a representation at all levels. We are keen to have a voice at a regional and national level and have established a Regional Task Group, which by bringing together colleagues from other sections

in the Council is able to improve our delivery by sharing information and responsibility.

- The LTP recognised the development of workplace travel plans as a method of increasing travel choice and reducing reliance on the car. The Council initially took a lead in developing its own plan and early in the plan period carried out a number of staff surveys to ascertain how people travelled to work and their transport requirements at work. The local hospital was also looking at developing its own plan and the benefits of joining with the NHS Trust was recognised as being mutually beneficial. GOSE recognised the importance of this work and were disappointed to note that this work had not been pursued (Decision letters 2003 and 2004). It is hoped that it will be possible to finalise our WTP as part of the Council's recently developed programme to reduce its own carbon emissions.

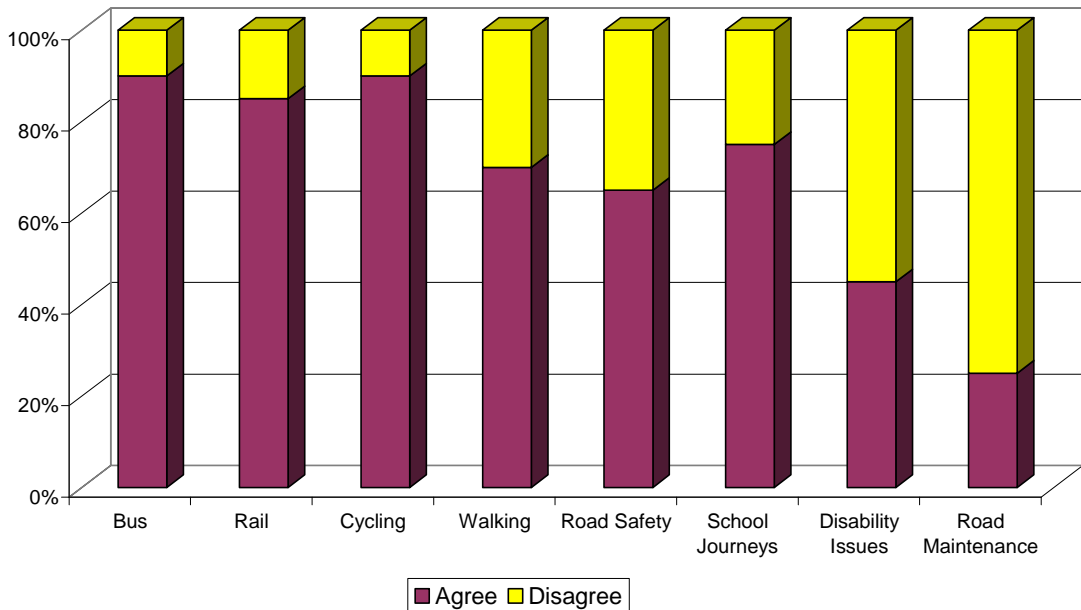
B.9 WHAT THE PUBLIC THOUGHT

Public Consultation

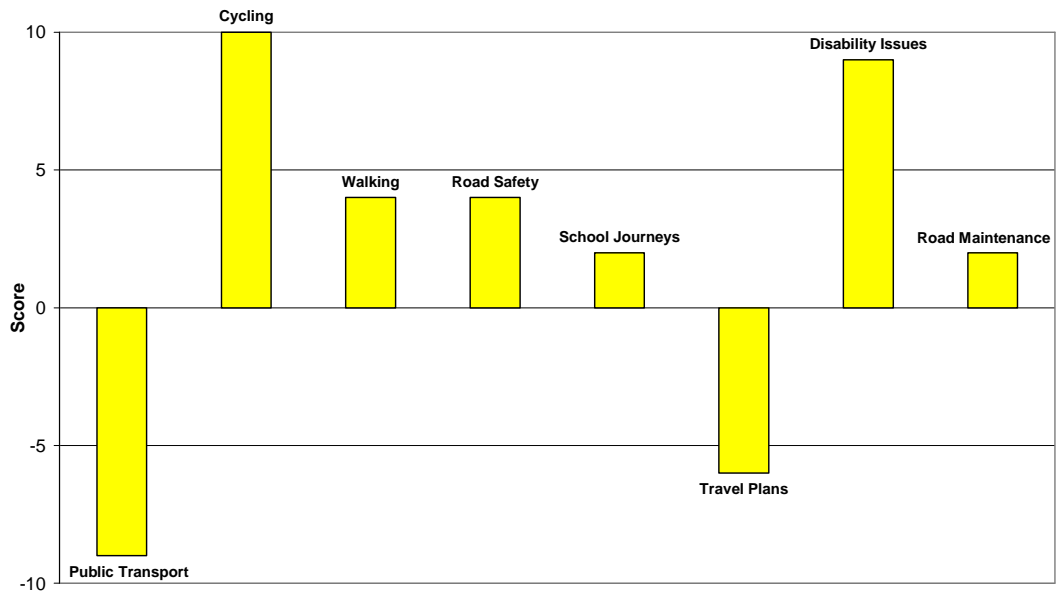
The Council has continued a process of public consultation and used this as one method by which we can gauge our success on the ground.

In August 2002 over 300 questionnaires were distributed across the Island. Copies were made available at libraries and customer information points and sent to those who had received the 2002 APR. The comments asked sought to gauge the success of our approach to our LTP strategies. The result of this consultation is reproduced below.

DO YOU AGREE WITH THE COUNCIL'S STRATEGY IN THE FOLLOWING AREAS?



OPINION OF THE COUNCIL'S DELIVERY OF STRATEGIES



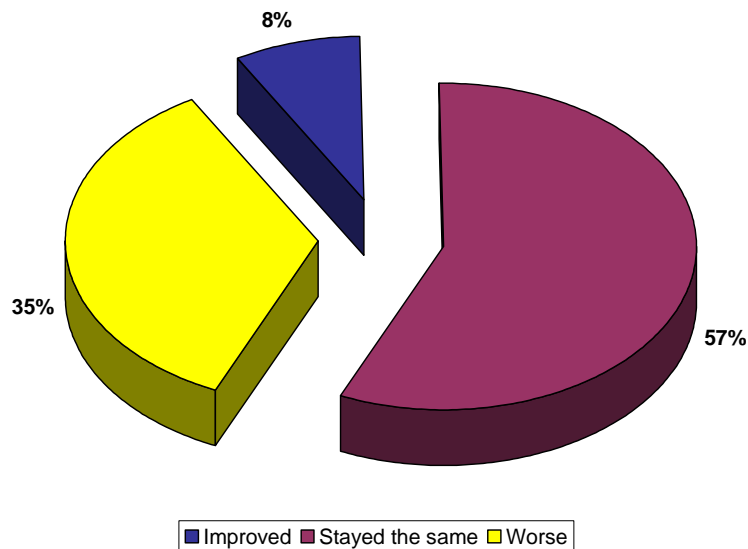
These results generally show a positive response to the Council's strategy, but reflect concerns at that time felt about the cost of public transport, highway maintenance issues and lack of workplace travel plans.

B.9.1 Public Transport

During the period of LTP1 the Council commissioned several independent surveys of local services. The graphs below show public opinion on transport issues in 2004. The results of this survey show an improvement in public satisfaction from the start of the plan, but the public expressed concern over pricing and condition of our transport infrastructure.

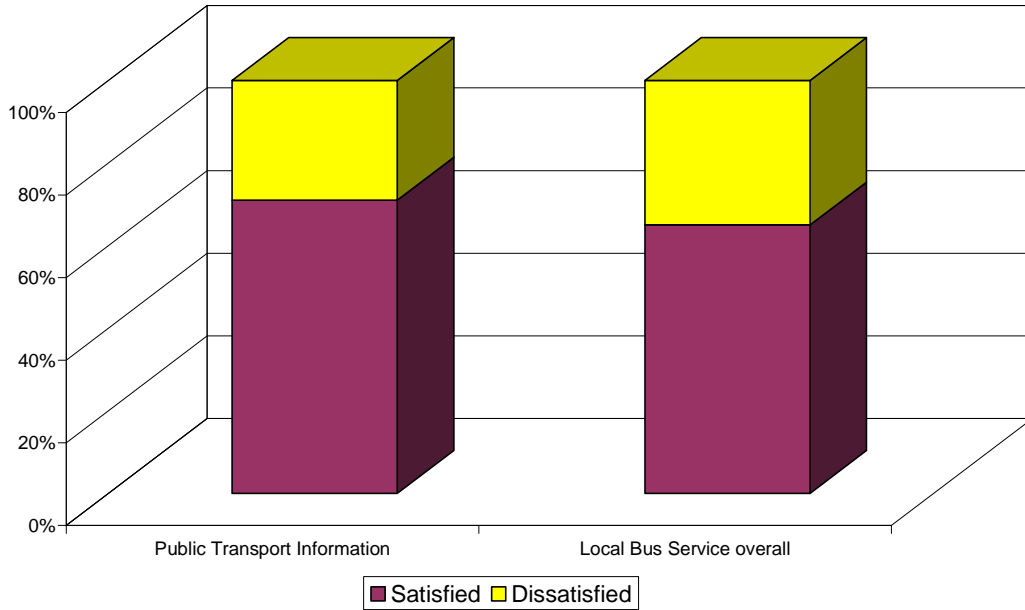
Significant changes on these issues have occurred towards the end of the plan, with the local bus operator capitalising on the infrastructure put in place by the Council.

CHANGE IN PUBLIC TRANSPORT IN THE LAST 3 YEARS



Source: BVPI General Users Satisfaction Survey

PUBLIC TRANSPORT SATISFACTION

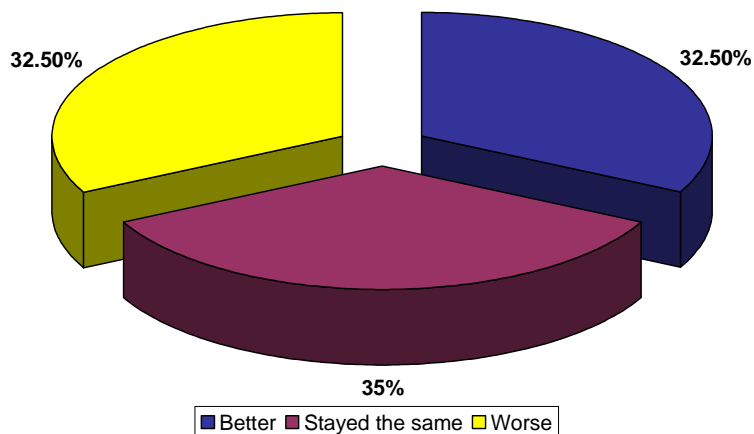


Source: BVPI General Users Satisfaction Survey

B.9.2 Road Maintenance

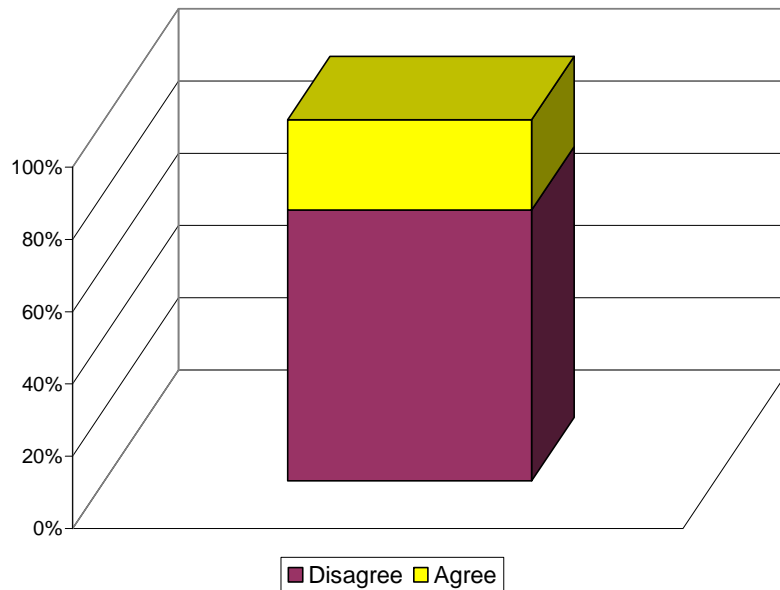
Feedback showed high levels of satisfaction with the re-surfacing of the key routes. Comments received made it clear that the public would like to see more money spent on the road network, seeing it as crucial to the development of the Island’s economy.

HOW DO YOU FEEL THE CONDITION OF ISLAND ROADS HAVE CHANGED OVER THE LAST 2 YEARS



Source: Island Voices Citizens’ Panel

AGREEMENT THAT SPENDING 2.5% OF COUNCIL'S BUDGET ON HIGHWAY MAINTENANCE IS ENOUGH



Source: Island Voices Citizens' Panel

B.9.3 Comments from Highways and Transportation re inspection

"The route from Ryde to Newport has been completely resurfaced earlier this year (2002), and there appears to be a high degree of satisfaction within the community-"a job well done". The road is smooth, with clear road markings and signs, and it is a comfortable drive".

B.9.4 What the papers have said

"A scheme to give lanes and quieter roads back to pedestrians, riders and cyclists is being successfully piloted in Adgestone" Isle of Wight County Press

"Thanks to a successful bid to the government for a £426,530 transport grant, the IW Council is to oversee a three year initiative aimed at benefiting travellers living in numerous outlying towns and villages." Isle of Wight County Press Feb 7th 2003

"It is first class news for residents in many East Wight towns and villages" Councillor Ernie Fox in response to above grant. Isle of Wight County Press Feb 7th 2003

"It won't solve the problem but it will certainly help and should stop the mad commuter dash for spaces in the morning." Chairman of Cowes Business Association, regarding Somerton Park and Ride Isle of Wight County Press 4th April 2003

"I am delighted. This is a vital link not only for residents but for the island tourist industry too, and the sooner we get it underway the better" Local Councillor on the news of the announcement of funding for the reconstruction of Undercliff Drive Isle of Wight County Press, December 23rd 2003.

B.9.5 What our partners say now

Working in Partnership

Quality Transport Partnership

"It is a well used term but, there is no doubt that transport is a 'golden thread' which runs through all aspects of our daily life and can have both positive and negative impacts.

The Isle of Wight is no different in needing the best possible integrated transport system for its inhabitants and many visitors – not only for today, but also to recognise a future that will be impacted by reduced reliance on traditional fuels and the effects of Global Warming.

Over the past five years, the Isle of Wight Quality Transport Partnership has played a key role in bringing together operators and user groups from both the public and private sectors to discuss and influence current and future transport strategies.

With strong links to the Local Strategic Partnership, QTP members can, and do, have a real say in local policy creation. Both the Local Transport Plan and the Local Development Framework have been consulted on with the QTP and their comments (where appropriate) have been taken on board" – Steve Porter, Chair of the IOW Quality Transport Partnership and LSP Theme Champion.

Southern Vectis - buses

"A more proactive approach from the IW Council has led to a series of bus priority measures being introduced. Some of these are at a low level, such as selective vehicle detection at traffic lights and the amendment of road humps, while the Newport Bus Lane has had a dramatic effect upon bus speeds and viability in Newport. The South Street Bus Lane scheme has allowed an increased level of service to be provided between Cowes and Newport, and the upward spiral created by increased frequencies has produced significant passenger growth, and created an environment in which further frequency enhancements are now under consideration". - Marc Morgan-Huws, Southern Vectis (Part of the Go-ahead bus group)

Island Line - rail

"The Isle of Wight Council has been and continues to be very supportive of Island Line. During the past 5 years the Council have contributed money and other resources into various projects which have enabled us to improve the service we offer to our customers. We are particularly grateful for their support in relation to our station enhancement program, the introduction of the Isle of Wight Community Rail Partnership and their ongoing commitment for the redevelopment of Ryde Interchange. Island Line value the relationship we have with the local council and look forward to their continuing support in the future". - Stephen Wade. Former Manager of Island Line.

Safety Camera Partnership

“Since 2002 the Isle of Wight Council has been an active and committed member of the Safety Camera Partnership for Hampshire and the Isle of Wight. Over the past four years the Partnership work has achieved casualty reductions that have made a significant contribution to the 2010 casualty reduction targets. Our recent figures confirm that over the past two years, and compared to the three-year baseline figures, there were 27 percent fewer injury collisions along camera routes, including 65 percent fewer fatal or serious injury accidents. These figures represent an enormous savings for the Island, both financial but also in terms of lower levels of loss, misery and pain suffered by the victims of road collisions, their relatives, friends, employers and colleagues.



The Partnership is an excellent example of collaboration between organisations working towards a common goal and has been a catalyst for similar related initiatives. Working closely with the IOW Council has been a great pleasure over the past four years and one which I hope will continue, to the benefit of all Island residents, for some time to come”. - Dr Marion Sinclair, Project Manager, Hampshire and IOW Safety Camera Partnership.

Bringing added value

SUSTRANS – walking, cycling, safe routes to schools

“Through closer working relationships between IOW Council and SUSTRANS good progress has been made on the implementation of National Cycle Network (NCN) 23 & 22. Links to schools have been improved at a number of schools in Cowes and additional work is underway to introduce further links in the Carisbrooke cluster as part of a collaborative approach. SUSTRANS are delighted with the work to date and look forward to delivering further schemes through our ongoing joint funding initiatives”. - Nick Farthing, SUSTRANS.

Improving the way we work

Parks and Countryside Section

“The Parks & Countryside Section has developed good relationships with colleagues in Engineering Services over a range of transport-related issues, resulting in a big improvement in working practices. Early consultation is now normal, and officers such as the ecologists or the Parks & Countryside Manager are involved in internal and external working groups such as the Cycle Forum or the Highways and Planning Liaison Group. The Parks & Countryside Service was formed from the previous Parks Service and Countryside Service in June 2006, and it is intended that the new section will be in the new Directorate of Environment and neighbourhoods, along with much of the existing Engineering Services. This will undoubtedly result in

even closer working between these two functions". - Matthew Chatfield, Parks and Countryside Manager.

Increasing travel choice

CycleWight – cycling promotion group

"The Cyclewight Committee believes that the first phase of the Local Transport Plan has helped to support and deliver many improvements in the provision of facilities for cyclists and to increase the number of people cycling on the Isle of Wight.



The new post of Cycle Promotion Officer has been essential for co-ordination and finding funding.

Safe Routes to Schools, Cycle Training in schools, Route23 completion from Newport to Sandown, and connections to schools routes and signing of cross-town routes are amongst the significant contributions". – Val Lawson, Chair CycleWight.

B.10 FOUNDATIONS FOR THE FUTURE

The Council believes that the sound foundations established through the LTP1 process have helped to put in place the building blocks necessary to ensure the success of the next LTP, covering the years 2006 – 2011.

Our ongoing and successful partnership working, the establishment and positive contribution of the QTP and links from that group directly into the Local Strategic Partnership have helped to ensure that transport remains high on the wider agenda.

B.10.1 Moving forward

Our improved working practices, tighter budgetary control and achievement of the best value for money solutions have been carried forward into the next Plan. We have used the experience gained through the development and delivery of LTP1 to improve the way in which we work and we have been successful in achieving the bulk of our targets, many of which have been enormously challenging.

We have been able to reinforce our links with our public transport operators and the establishment of the jointly funded Community Rail Partnership and ground breaking public transport initiatives introduced at the end of the Plan period have helped to increase the numbers of people aged 60 and over and full time scholars travelling by public transport.

B.10.2 Delivering improvements through PFI

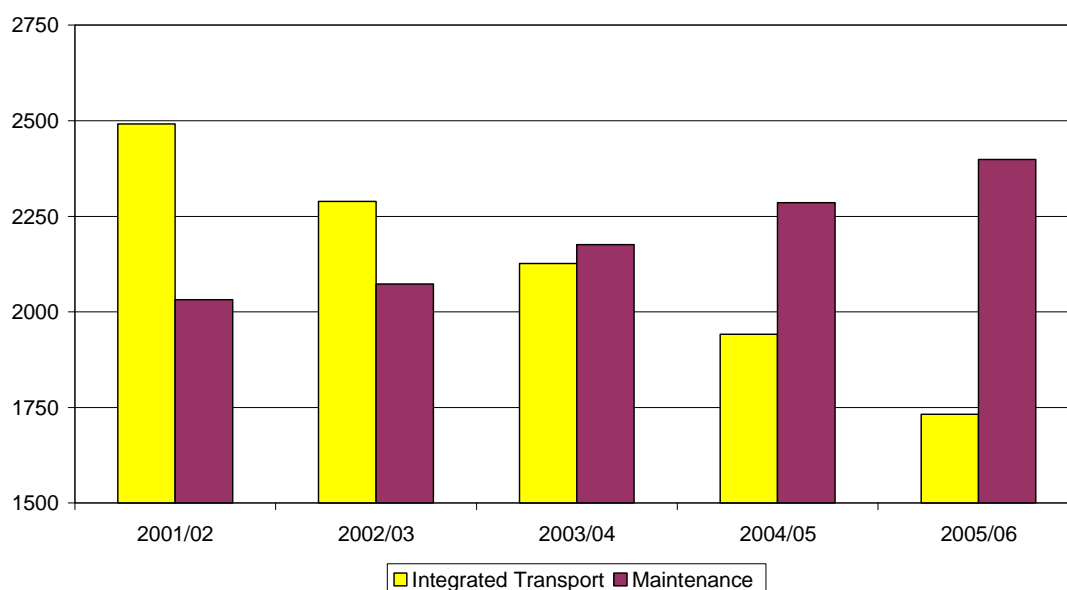
We will continue to promote our PFI bid with the intention to introduce the much needed improvements that our residents and visitors deserve. The

approval of our existing major bids – Ryde Interchange and Undercliff Drive will bring much need improvements to our most heavily used passenger interchanges and major transport route.

B.10.3 Drop in funding

The next LTP sets out our planned programme and the money available to invest locally. The Council remains disappointed that the introduction of the formulaic method of calculating the amount of money we will receive for Integrated Transport schemes, but will nevertheless endeavour to achieve our LTP targets and make a positive difference to those who use the service.

INDICATIVE ALLOCATIONS £000s



B.10.4 Positive progression

The table reproduced below shows our positive progression between LTP1 and LTP2

Topic	LTP1	LTP2
Bus patronage	Declining patronage.	Introduction of free travel for 60+ 50p Student rider ticket.
Road condition	Targeting funding to address our poor road condition.	Improvement through successful PFI bid.
	Development of bid to reconstruct Undercliff Drive	Construction of new road.
Interchange	Bid for new interchange at Ryde	Construction of new interchange at Ryde.
	Consideration of cross Solent issues	Development of improvements at East Cowes with SEEDA.
		Improvement to port facilities – signing, information and marshalling.

Topic	LTP1	LTP2
Modal shift	Employment of School Travel Plan Officer	Improved delivery of school travel plans.
	Employment of Cycling Promotion Officer	Extension of sustainable transport routes including Route 22 Newport to Yarmouth using Sustrans help and lottery funding.
	Development of ROWIP	Development of network.
Environment	Consideration of issues and joint working	Development of SEA and joint monitoring with LDF "Island Plan" Improved air Quality monitoring
	Investigation and introduction of the use of recycled materials in road construction.	Increased use of recycled material in road repairs and construction.
	Consideration of use of alternative fuel in Council vehicles	Introduction of alternative fuels – bio diesel etc.
Partnership	Establishment of QTP	Ongoing development and creation of sub groups including freight (QFP)
Road Safety	Accident remedial measures	Cluster group treatment and hearts and minds campaigns targeted at specific age groups including younger and older drivers.

