

E SCHEME DELIVERY AND SPENDING

E.1 SCHEME DELIVERY AND SPENDING

This section sets out what has been delivered during the last five years and the funding used to facilitate that delivery.

E.1.1 Highlighting our key delivery areas

We have chosen to highlight three of our key delivery areas as required by DfT. These three areas are as follows:

- Public transport – including buses, rail, taxis, interchanges and information.
- Implementation of our road safety strategy.
- Sustainability of transport policies – including the environment, air quality, noise, climate change, rural issues and freight.

In addition we have chosen from the seven themes offered by DfT, two additional delivery areas considered to have been of most local importance and significance.

These are:

- Implementation of our cycling strategy.
- Implementation of our parking strategy.

Cycling

This section shows how we have been able to increase the numbers cycling as part of the delivery of the transport element of our Local Public Service Agreement.

Parking

This section gives details of our parking strategy, which was developed as part of and included in the Unitary Development Plan (UDP). It explains how the policy was developed in line with what was at that time the latest PPG13, how it evolved and was tested as part of the Public Inquiry into the UDP.

For each of the strategy areas we have set out what was planned to be done, during the plan period, what was actually done and an explanation for any divergence.

E.2 FIRST LOCAL TRANSPORT PLAN DELIVERY

E.2.1 Delivering improvements (April 2001 to March 2006) – PROFORMA B

This table illustrates what was planned and what has been delivered over the last five years (April 2001- March 2006) with an indication of what was the minimum (M) and what was the good (G) characteristics as set out in Annex D of the DETR guidance for the production of LTP1. (L) indicates those issues of local significance.

Strategy or programme Area	What was planned to be done (April 2001 to March 2006)	Annex D	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned		
<p>Delivering our public transport strategy, including - buses, passenger rail, taxis and private hire, public transport interchange and public transport information. LTP1 Guidance Annex D Table 5</p>	<p>Increasing travel by Bus Covered in Sections C, D, D.18 – Summary of Targets and to some extent in E of LTP1. Our passenger transport strategy was explained in detail in Sections D.6 and D.7 of the Plan (pages 130 – 138) Annex D - LTP Page 217</p> <table border="1" data-bbox="398 794 1016 880"> <tr> <td>Target</td> </tr> <tr> <td>Halt the decline in bus passenger journeys and return to 2000/01 figures by 2006</td> </tr> </table> <ul style="list-style-type: none"> • Improve existing facilities at interchanges, bus stops, shelters, ferry terminals and bus stations. • Support the increase the provision of bus services. • Support improvements to ticketing and travel card schemes. • Help improve rural bus services. • Use available bus subsidies. • Consideration as part of traffic management policies. • Improve bus priority at junctions and road sections. • Help improve accessibility for all including those with mobility problems. • Improve integration between bus and rail services. 	Target	Halt the decline in bus passenger journeys and return to 2000/01 figures by 2006	<p>M</p> <p>L</p> <p>L</p> <p>G</p> <p>G</p> <p>G</p> <p>G</p> <p>M</p>	<p>Southern Vectis were a founding member of our QTP and the Council has worked in partnership with them to improve local services and facilities. We are pleased to report 103 bus stop improvements, which include the provision of facilities suitable for low floor buses. The Islands main operator has introduced 27 low floor buses over the plan period with the result that nearly 25% of the total fleet are now easy access vehicles</p> <p>We have played our part to help improve local bus services and have supplied bus tags to give bus priority at traffic lights and our programme has ensured that the corresponding facilities have been installed at key junctions. The development of contraflow bus lanes at Newport has resulted in a 12% reduction in journey times and increased timetable reliability on the Cowes to Newport route. The introduction of an advanced stop lines for buses at Wootton allows buses to enter and leave more easily and removal of traffic lights at</p>	<p>We have by working in partnership with the operator achieved significant improvements to bus reliability and punctuality. Our rolling programme to put in place improvements to bus stops to facilitate access to new low floor easy access vehicles has helped improve accessibility for those with mobility issues. The replacement and upgrading of bus shelters has further encouraged travel by bus.</p> <p>We are disappointed that we have not archived our bus patronage target but believe that the improvements put in place have laid the foundations for future improvements.</p> <p>Established in April 2006 (during the LTP2 period) the introduction two new and exciting Council supported travel initiatives have seen dramatic increase in bus patronage. Unlimited free travel on public transport – bus and rail, for those aged 60 and over, plus the</p>
Target						
Halt the decline in bus passenger journeys and return to 2000/01 figures by 2006						

Strategy or programme Area	What was planned to be done (April 2001 to March 2006)	Annex D	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned
	<ul style="list-style-type: none"> Work in partnership with operator. 	M	<p>one leg of Coppins Bridge has allowed quicker and easier access for buses.</p> <p>The development of a bus gate at Mayfield Road Ryde has also helped improve The development of Ryde interchange scheme will dramatically improve facilities at Ryde Interchange and the development of a new externally funded bus station and retail development at Newport will improve interchange facilities and support economic regeneration. The substitution of speed cushions at sites around the Island has supported the introduction of low floor buses on key urban routes.</p> <p>The Council has worked with the bus operator to improve the school lift and the integration of route services and school transport has brought efficiencies and cost savings.</p> <p>We have used our rural bus challenge money to help provide new bus services and the bus rail link from Shanklin to Ventnor has provided a through ticket option for train passengers. The introduction of the 72-space Park and Ride at Somerton, Cowes has helped provide an alternative and reduced parking pressure in Cowes.</p> <p>The introduction of the Youth Mover scheme under which scholars can travel by bus and rail at approx £5 per term has helped increase travel opportunities.</p>	<p>introduction of the 50p Student Rider scheme for scholars age 5 –19 has seen a welcome rise in numbers travelling by bus.</p> <p>The employment of a Rural Transport Partnership Officer was not anticipated in LTP1 and this additional officer has helped develop public transport initiatives and improvements.</p> <p>The introduction of local timetables has also helped improve transport information.</p> <p>The Council and operator are actively supporting Traveline.</p>

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			<table border="1"> <tr> <td data-bbox="1111 363 1529 395">Target</td> <td data-bbox="1529 363 1592 395"></td> </tr> <tr> <td data-bbox="1111 395 1529 427">Missed by 11%</td> <td data-bbox="1529 395 1592 427">x</td> </tr> </table>	Target		Missed by 11%	x	
Target								
Missed by 11%	x							
<p>LTP1 Guidance Annex D Table 6</p>	<p>Increasing travel by train Rail Covered to some extent in Sections C, D, D.18 – Summary of Targets and E of LTP1, issues relating to rail were set out in detail in D.6.5 (page 133) D.6.10 (page 135) and D7 (page 137) Annex D - LTP page 218.</p> <table border="1"> <tr> <td data-bbox="394 647 1021 679">Targets</td> </tr> <tr> <td data-bbox="394 679 1021 727">To increase public transport patronage by 20% by 2010</td> </tr> </table> <ul style="list-style-type: none"> • Retain disused rail routes for future sustainable transport use. • Consider opportunities to extend railways. • Support the retention and improvement of the existing service. • Improve passenger facilities at stations and interchanges. • Support the introduction of through ticketing and travel cards • Encourage integration with other transport • Assess potential for increasing passenger rail's contribution to local, regional & national transport objectives. 	Targets	To increase public transport patronage by 20% by 2010	<p>L M M M M G G</p>	<p>The Council has improved local rail travel in partnership with the rail operator, Island Line a QTP member. The development of the Ryde Interchange proposal has been in partnership with the SRA, Network Rail and Island Line. The improvement of park and ride facilities at Ryde St John Station was carried out in advance of the associated major bid to take place at Ryde Esplanade (£5.56m).</p> <p>The improvement of park and ride facilities at Sandown and Shanklin stations has helped support the steady increase in rail patronage 12 % over the five years (886,000) and reconstruction of Ryde St Johns road over rail bridge (£0.5m) and Esplanade road / rail tunnel (£0.8m) has been carried out in partnership with Island Line and Network Rail.</p> <p>The improvement of Brading station as a community facility has been carried out as a partnership between Brading Town Council and Island Line. The employment of a jointly funded Community Rail Partnership Officer has allowed us the opportunity to further enhance the operation of the line.</p> <p>The provision of the Ventnor Rail link bus has helped extend rail coverage and it is now possible to once again purchase a</p>	<p>The Council has continued to work in partnership with the Rail operator SRA, DfT and others to improve the local rail service. The improvements carried out to the infrastructure, such as the early development of the park and Ride at Ryde St Johns station, plus improvements to Shanklin and Sandown stations have all helped to improve the service and boost ridership.</p> <p>The development of the Community Rail partnership is a welcome and positive divergence from what was planned in LTP1 and will carry over this positive approach into the LTP2 period. We have sought to encourage better integration with other forms of transport but recognise that this may not always be possible where competition exists.</p>		
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To increase public transport patronage by 20% by 2010								

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			<p>through ticket to Ventnor. The installation of bike racks has helped improve integration and by encouraging cycling to stations increased travel choice and reduce parking pressure.</p> <table border="1" data-bbox="1115 515 1588 655"> <thead> <tr> <th data-bbox="1115 515 1529 544">Target</th> <th data-bbox="1529 515 1588 544"></th> </tr> </thead> <tbody> <tr> <td data-bbox="1115 544 1529 655">To increase public transport patronage by 20% by 2010 Exceeded by 3 % with a 12% increase over the term</td> <td data-bbox="1529 544 1588 655" style="text-align: center;">✓</td> </tr> </tbody> </table>	Target		To increase public transport patronage by 20% by 2010 Exceeded by 3 % with a 12% increase over the term	✓	
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LTP1 Guidance Annex D table 7	<p>Increasing travel by Taxis and private hire vehicles. This topic was covered in Sections C, D and in detail in Section D.9 (page 141)</p> <ul style="list-style-type: none"> • To support the use of taxis and PHV as an alternative to car use and as an effective form of public transport. • To explore the deregulation of taxis and explore the introduction of innovative schemes such as “hail and ride” • To investigate the dezoning of taxis and reducing taxi fares 	M G L	<p>The Council recognises the important role that taxis and PHVs can have in filling the public transport “gap”. The Taxi proprietors association are a member of the QTP and we have, through negotiation and discussion sought to bring about positive changes in the way in which vehicles can be operated.</p> <p>Consultation undertaken within the organisation and with the public and wider business community has helped provide a positive way forward. The resulting changes introduced in at the end of the plan period will result in barriers to operation being removed.</p> <p>Taxis are also able to use the contraflow bus lanes in Newport bringing associated advantages, particularly in terms of time and convenience.</p>	<p>The Council is aware of the important role that Taxi and Private Hire vehicles could play in local transport provision and have tried to encourage the trade to move towards deregulation and dezoning.</p> <p>This process has involved considerable discussions and consultation, not only with the operators, but also with the travelling public and the broader business community. The operators have expressed themselves comfortable with the existing situation and are as a result resistant to change. The council has sought to achieve change through consensus and as a result this process has taken longer than anticipated.</p>				

Strategy or programme Area	What was planned to be done (April 2001 to March 2006)	Annex D	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned
LTP1 Guidance Annex D Table 12	<p>Improving public transport interchange. This topic was covered in Sections C, D, D18 - Summary of Targets, E and E1 (pages 165 – 176) and in detail in Section D.6 (page 130)</p> <ul style="list-style-type: none"> To encourage integration between buses and rail. To improve transport interchange facilities for all users – including those with mobility issues. To develop a new interchange at Ryde E.1.6. (Pages 173/4) To support the improvement of the Bus Station at Newport - E.1.3 (Page 168) To support the improvement of the ferry terminal at East Cowes (Page 171) 	M M G G G	<p>The Council has actively sought to improve public transport interchange in partnership with the transport operators. The construction of Ryde Interchange developed, as part of the SRB bid for the town will have a dramatic and positive impact on modal interchange at Ryde.</p> <p>The development of a new privately funded Bus Station, currently being constructed in Newport, as part of a larger retail development will improve facilities for the travelling public.</p> <p>New ferry facilities will be put in place at East Cowes as part of a joint SEEDA regeneration scheme.</p>	<p>The proposal to develop a new interchange at Ryde was included in LTP1 (Page 174). The Council has used SRB money to appoint a Project Development Manager and is pleased with the progress of this scheme, which now has planning approval, and the business case for conditional approval was recently submitted (June 06) to GOSE and DfT for assessment.</p> <p>The Council has sought to improve facilities for those using the fast Red Jet Service operating out of Cowes (LTP1 E.1.9.3 page 177) Although the Park and Ride scheme has been put in place by the Council at Somerton (south of Cowes) , possible improvements at the Cowes terminal such as improved cycle parking, actively supported by the Council, local Town Council and others, are still to be implemented by the operator.</p>
Annex D table 14	<p>Improving public transport information. This topic was covered in Sections C and D and in detail in Section D.7 (page 137)</p> <ul style="list-style-type: none"> Support improvements to the availability of public transport information. Encourage the use of latest technology to provide public transport information. Encourage the provision of “real time” information. 	M G L	<p>The Council has worked with the train and bus operators to improve public transport information. During the plan period the Council continued to contribute to the cost of publication of the local bus timetable which as a result included timetable information for the local railway, Wight Bus, local ferries and high speed services, plus local mainland train times and maps indicating local bus, coach and rail services.</p>	<p>The provision and availability of reliable and accurate public transport information is an essential part of encouraging and increasing travel by public transport.</p> <p>The Council has taken a proactive approach to this issue and developed a Bus Information Strategy to help improve information in this area. The development of a Community Rail</p>

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			<p>The Council has continued its programme of maintaining and replacing bus stop information panels and following the take over by Go Ahead the local operator undertook to replace all of its bus flags.</p> <p>The proposed new Interchange at Ryde will include real time information and the Council has, in partnership with the RCC investigated the possibility of introducing low cost real time information at bus stops.</p>	<p>Partnership will also support the improvement of facilities and information for rail passengers.</p>				
<p>Implementation of road safety strategy.</p> <p>Annex D table 10</p>	<p>Improving Road Safety. Covered in Section C.10 (Page 80) D.18 – Summary of Targets and in detail in Policy Section D.3 (Page 121) of LTP1.</p> <table border="1" data-bbox="394 802 1014 1002"> <tr> <td>Target</td> </tr> <tr> <td>20% reduction in the number of people killed or seriously injured in road accidents on the Island.</td> </tr> <tr> <td>To achieve a 25% reduction in the number of < 15 year olds killed or seriously injured in road accidents on the Island.</td> </tr> <tr> <td>To achieve a 5% reduction in the slight casualty rate.</td> </tr> </table> <ul style="list-style-type: none"> • To reduce in the number of people killed or seriously injured in road accidents on the Island. • To reduction in the number of < 15 year olds killed or seriously injured in road accidents on the Island • To reduce the slight casualty rate on the Island. • Adopt a partnership approach by forging links with Health Improvement Programmes • To reverse the decline in the number of children walking and cycling to school. 	Target	20% reduction in the number of people killed or seriously injured in road accidents on the Island.	To achieve a 25% reduction in the number of < 15 year olds killed or seriously injured in road accidents on the Island.	To achieve a 5% reduction in the slight casualty rate.	<p>M</p> <p>M</p> <p>G</p> <p>G</p> <p>G</p>	<p>Using our emerging Draft Road Safety Strategy, we have adopted a structured approach to design and engineering solutions to tackle known accident blackspots. Cluster sites were then appraised and the most appropriate measures or improvements put in place. Over the last 3 years we have investigated 28 accident sites and put in place a range of remedial measures including key sites such as:</p> <ul style="list-style-type: none"> • Hale Common (Fighting Cocks Cross Roads), • Sandown Road (Longlands Shute) • Military Road. <p>The Council recognises that driver behaviour is a significant factor in many accidents and in those situations where this or speeding was an issue, enforcement measures were put in place in partnership with the Police and Hants and IOW Safety Camera Partnership.</p>	<p>During the last five years the Council has stepped up its road safety programme and by working in partnership with a broad range of groups and individuals made real improvements in a number of areas.</p> <p>The employment of a Child Pedestrian Training Coordinator early in the Plan period has allowed us the opportunity to increase this area of work and further improve our delivery in partnership with schools, education and health. Road safety has become a key element of delivering our School Travel Plans, plus our walking and cycling initiatives.</p> <p>Operational changes has meant that by bringing together Road Safety and Traffic Sections we can deliver a more coordinated approach to encompass hard engineering and “hearts and minds.”</p>
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	<ul style="list-style-type: none"> To make walking to school safer and more convenient. Reduce car traffic and congestion near schools. To double the number of students travelling to educational establishments by bicycle. 	<p>L</p> <p>L</p>	<p>Working with the safety Camera Partnership we have:</p> <ul style="list-style-type: none"> Installed 6 safety cameras at known accident sites. 20 mobile camera sites. 15% of time devoted to other local locations. <p>Taking a positive approach we have coupled hard engineering approach with a range of hearts and minds and behavioural initiatives.</p> <p>During the last five years:</p> <ul style="list-style-type: none"> 1,498 people have been trained in good driving techniques. We have increased our, adult driver training. We have increased our young driver education. We have further broadened our range of initiatives to include – In car safety events. Cycle training. Child pedestrian training. Junior citizen – year 6 safety awareness. Walking initiatives – including walk to school week, “walk on Wednesdays”, “park and stride” and “walking buses”. <p>Over 170 local safety schemes have been implemented during the Plan period.</p> <p>We have further improved the content and presentation of our “Crash Awareness Days” and in 2001, 2003 and 2005 worked with the</p>	<p>We have taken a data led approach to tackling road safety and by focussing our attention on tackling known accident black spots have been able to reduce road accident casualties. We are now examining large cluster sites and will be increasingly using the hard “hearts and minds” message to reach the younger driver audience.</p> <p>We know that engineering schemes represent only part of the solution and will, by working closely with the Police, Safety Camera Partnership and Fire and Rescue Service be able to deliver the message in a more effective way.</p> <p>The introduction of the Safety Camera Partnership was not anticipated in the LTP. The installation of safety cameras and establishment of this partnership has helped reduce local accidents. Over the last 2 years and compared to the three year baseline figures there were 27% fewer injury collisions along camera routes and 65% fewer fatal or serious injury accidents.</p>

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			<p>Police, Fire Brigade and more recently local undertakers and a bereaved family member to present a graphic and hard hitting message, which originally presented within Newport town centre was this year taken directly to the target audience at the Isle of Wight College.</p> <p>In 2005 Our "Safe Drive Stay Alive" event was added to our programme. Aimed at years 12 and 13 (age 16-19) the show was based around a video reconstruction of a road crash and the events leading up to it and the aftermath. The evaluation showed a 20% increase in the numbers of young people who would not travel in a car driven by someone under the influence of drugs/alcohol.</p> <table border="1" data-bbox="1115 858 1588 1278"> <thead> <tr> <th data-bbox="1115 858 1529 887">Target</th> <th data-bbox="1529 858 1588 887"></th> </tr> </thead> <tbody> <tr> <td data-bbox="1115 887 1529 999">20% Reduction in the number of people killed or seriously injured. Exceeded by 14 % with a 30% reduction over the first 5 years.</td> <td data-bbox="1529 887 1588 999">✓</td> </tr> <tr> <td data-bbox="1115 999 1529 1166">To achieve a 25% reduction in the number of < 15 year olds killed or seriously injured in road accidents on the Island. Exceed by 33 % with a 36% reduction over the first 5 years.</td> <td data-bbox="1529 999 1588 1166">✓</td> </tr> <tr> <td data-bbox="1115 1166 1529 1278">To achieve a 5% reduction in the slight casualty rate. Exceeded by 2% with a 7 % reduction over the first 5 years.</td> <td data-bbox="1529 1166 1588 1278">✓</td> </tr> </tbody> </table>	Target		20% Reduction in the number of people killed or seriously injured. Exceeded by 14 % with a 30% reduction over the first 5 years.	✓	To achieve a 25% reduction in the number of < 15 year olds killed or seriously injured in road accidents on the Island. Exceed by 33 % with a 36% reduction over the first 5 years.	✓	To achieve a 5% reduction in the slight casualty rate. Exceeded by 2% with a 7 % reduction over the first 5 years.	✓	
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<p>Sustainability of policies including air quality, noise, climate change, rural issues and freight.</p> <p>LTP1 Guidance Annex D Tables 17,20,21,26 and 27.</p>	<p>Air Quality & Climate change The topic of Air Quality and Climate change was covered in Sections C.15 (page 97) D.18 – Summary of Targets and in more detail in D.13 (page 147)</p> <table border="1" data-bbox="398 496 1016 555"> <tr> <td>Target</td> </tr> <tr> <td>To have no Air Quality Management areas</td> </tr> </table> <ul style="list-style-type: none"> Asses potential air quality problems in accordance with Government Standards. Monitor air quality in respect of Sulphur Dioxide, Nitrogen Dioxide and Particulate Matter 10. Identify problem areas and where appropriate include measures to address the situation Carry out second stage review and assessment required in order to establish the risk of exceeding each respective air quality objective by 2005. Seek to reduce the adverse impact of climate change on the Islands coastal environment. Identify, seek appropriate and where necessary, apply measures to protect the Islands built environment and transport routes. 	Target	To have no Air Quality Management areas	<p>M</p> <p>L</p> <p>L</p> <p>L</p> <p>M</p> <p>L</p>	<p>During the period of the Plan the Council has undertaken a review of local air quality and as part of that considered and evaluated the sources of pollution in its own and neighbouring areas so as to assess the likely future concentrations of a number of pollutants. We have as part of that process carried out air quality monitoring at 9 sites across the Island and are pleased to report that the results have been at such a low level that we have been able to discontinue monitoring at seven of these sites. We will continue to monitor the two sites at Newport Central and Lake. This issue is considered further in LTP2, Section I.12. and reported on as part of the delivery of that Plan.</p> <table border="1" data-bbox="1115 836 1588 895"> <tr> <td>Target</td> <td></td> </tr> <tr> <td>Target achieved – no AQMAS</td> <td>✓</td> </tr> </table> <p>The Island is extremely susceptible to the impacts of climate change, especially the potential impact that changing conditions and sea level rise can have on our coasts, coastal highways and rights of way. During the plan period the Council has used its Shoreline Management Plan completed in 1997 to help provide a framework for managing risks around our coasts. Coastal defence schemes have been put in place at a number of key locations so as to protect property and transport infrastructure.</p> <p>The reinstatement of Undercliff Drive will help ensure access through the southern</p>	Target		Target achieved – no AQMAS	✓	<p>The Council is pleased to report that the air quality monitoring carried out during the Plan period has shown such low results that monitoring at 7 out of the 9 sites can be discontinued. We will as a result scale down the monitoring at the 7 sites and concentrate our evaluation of issues regarding Lake and Newport. This is represents a positive divergence from the planned work and is acknowledged in LTP 2.</p> <p>This is represents a positive divergence from the planned work and is acknowledged in LTP 2.</p> <p>It is recognised that climate change and sea level rises will in the longer term have an increasing impact on the Island, its coastal roads and infrastructure. The Council is recognised as displaying best practice with regard to Coastal Management and the ongoing development and application of our Coastal Management Strategy will continue to help us understand and in partnership with others, manage and protect our coastal areas.</p>
Target										
To have no Air Quality Management areas										
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Target achieved – no AQMAS	✓									

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			part of the Island and ongoing dialogue with English Nature will help provide a framework for future improvements.			
Annex D table 20	<p>Reducing noise pollution Covered in detail in Policy Section D.14 (Page149) and Summary Target table D.18 (Page 155)</p> <ul style="list-style-type: none"> To take into consideration the design and application of road schemes and surfacing materials so as to maximise traffic noise. To work with transport operators, FTA and others to route, where possible heavy traffic away from sensitive areas. To encourage less reliance on the private car and encourage where possible travel by foot, public transport and cycle. To put in place initiatives, which will help, increase travel choice. Encourage the transportation of goods using methods, which will reduce the harmful effects. 	<p>M</p> <p>L</p> <p>M</p> <p>L</p> <p>L</p>	<p>The national noise mapping carried out by DEFRA identifies those noise related locations – roads, rail and airports that require further investigation. No sites on the Island have been identified for further modelling under this process. The Council has however carried out its own investigations into sites and activities of local concern some of which are associated with ferry and port usage.</p> <p>The Council has continued to work with the ferry operators to reduce noise associated with loading ramps on car ferries and the installation of rubber buffers has helped with this regard. Noise associated with the use of passenger safety announcements on car ferries leaving port has been addressed to a certain degree and we will continue to work with the companies to help reduce noise migration at ports.</p>	<p>Noise pollution is not seen as a widespread issue on the Island. We have continued to work with areas of particular concern and are pleased that locally agreed initiatives and actions have helped reduce noise where possible.</p> <p>The Council recognises the vital role played by our cross Solent services and has commissioned a detailed study to examine the issues arising from the use of existing ports and the longer term options for the future. The Council will be examining these issues further through the scrutiny process. These decisions will guide the approach taken through the emerging LDF “Island Plan” and the delivery of LTP2.</p>		
Annex D table 26	<p>Recognise the particular needs and special character of the countryside The Islands environment was covered in section C.4 (Page 63) and Section C.5 (page 66) and G.1 Pages 240</p> <table border="1" data-bbox="398 1238 1016 1326"> <tr> <td>Target</td> </tr> <tr> <td>To locate at least 85% of new developments within development envelope boundaries.</td> </tr> </table>	Target	To locate at least 85% of new developments within development envelope boundaries.		<p>The Plan recognised the importance of maintaining and preserving the Island’s environment and Section C4 of the plan sets out the ways in which transport can impact on where we live and schemes and initiatives to help mitigate this.</p> <p>During the plan period we have improved our liaison and dialogue with colleagues in</p>	<p>The Council is pleased with its progress in this area. The establishment of a joint Highways / Planning Officer Liaison Group has helped to identify and understand issues of mutual importance and lead to the improvement of working practices and delivery.</p> <p>The development of the scheme to</p>
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To locate at least 85% of new developments within development envelope boundaries.						

Strategy or programme Area	What was planned to be done (April 2001 to March 2006)	Annex D	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned				
	<ul style="list-style-type: none"> Retain local distinctiveness and countryside character when designing rural traffic schemes. Ensure that the Islands villages and country roads are safe for all road users. Build good design into schemes and where possible reduce clutter, protect the environment and existing natural traffic calming features. Work in partnership with local communities, agencies and appropriate outside bodies when considering the design and application of a project Take an holistic approach to transport management in order to reduce Island traffic growth and impact on the Environment by making the best use of our transport network, so as to reduce unnecessary traffic and where appropriate reduce traffic speeds 	<p>M</p> <p>L</p> <p>L</p> <p>M</p> <p>M</p>	<p>the Countryside Section and AONB team. This has made a significant difference with regard to the design and development of schemes, ensured that due regard is given to works taking place within of adjacent to an area of AONB, hedgerow notification and the method and timing of roadside verge maintenance.</p> <p>We have managed to maintain the majority of development to within the development envelope boundary in the UDP and have achieved the target included in the LTP</p> <table border="1" data-bbox="1115 719 1588 778"> <tr> <td>Target</td> <td></td> </tr> <tr> <td>Target achieved (average of 93%)</td> <td>✓</td> </tr> </table>	Target		Target achieved (average of 93%)	✓	<p>reinstate Undercliff Drive has helped to underline the need to work more closely in partnership with local landowners as well as local and national bodies.</p> <p>The dialogue with English Nature and others as part of the partnership approach taken to the realignment of Undercliff Drive and production of LTP2 has reinforced the need to take a longer and more strategic view of our coastal roads and the impact of climate change. These positive and proactive discussions will continue as part of the delivery of LTP2.</p>
Target								
Target achieved (average of 93%)	✓							
<p>Annex D table 27</p>	<p>Improving freight This topic was covered in section C.14. (Page 94) and in more detail in section D.8. (Pages 138 -141)</p> <ul style="list-style-type: none"> To make the best use of coastal shipping. To further develop the partnership between the Council, transport operators and users through the Quality Transport Partnership. To work in partnership with the FTA, hauliers and the business community to promote best practice in distribution and through liaison and enforcement improve the quality of life of those affected by lorry movements. To maintain essential access for freight traffic, whilst at the same time protecting sensitive areas from environmentally damaging traffic, where an appropriate route may be available. 	<p>M</p> <p>G</p> <p>M</p> <p>L</p>	<p>The Council has taken a proactive approach to the use of coastal shipping and the relocation of Vestas, wind turbine blade manufacturers to riverside site in Newport has allowed the transfer of completed blades by river and sea for onward shipment.</p> <p>The Council has met with the Islands ferry and freight hauliers and sees this as a positive mechanism for change. We have used the opportunities afforded by the QTP to focus debate around freight issues and ongoing liaison directly with the operators is leading to improvements in and around ports. We are looking to build on this and</p>	<p>The issue of freight and cross Solent connections are of the utmost importance to the Island and its regeneration. The Council has already met with the freight and Solent Ferry operators to establish a better understanding of issue and opportunities and we are now talking to our partners about the merits of establishing an informal Freight Quality Partnership to act as a sub group to the QTP to help focus discussions and move this issue forward.</p>				

Strategy or programme Area	What was planned to be done (April 2001 to March 2006)	Annex D	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned
	<ul style="list-style-type: none"> To work in partnership with ferry operators so as to improve access to port interchanges and where possible reduce the environmental impact on surrounding areas. 	L	LTP2 gives details of further work planned in this area (Page 12 of Section F4).	

E.3 ADDITIONAL TOPIC AREAS

Strategy or Programme Area	What was planned to be done (April 2001 to March 2006)	Annex D	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned					
<p>Implementation of our cycling strategy.</p> <p>LTP1 Guidance Annex D Table 8</p>	<p>Implementation of our cycling strategy</p> <p>The Plan highlighted the role of cycling as a method increasing travel choice, especially for short journeys</p> <p>This topic was covered in detail in section D.5 (page 126)</p> <table border="1"> <tr> <td>Target</td> </tr> <tr> <td>LPSA target to triple the numbers cycling on the Island by 2006 rather than 2010.</td> </tr> <tr> <td>50% increase by 2003/04</td> </tr> <tr> <td>125% in 2004/05</td> </tr> <tr> <td>300% by 2005/06</td> </tr> </table> <ul style="list-style-type: none"> Increase the number of trips, made by bicycle in line with the National Cycling Strategy. Develop appropriate facilities to encourage cycle travel. By making travel by cycle more convenient and safer help to reduce accidents to cyclists. Ensure that the policies contained in the UDP, which are designed to encourage, and assist cycling are 	Target	LPSA target to triple the numbers cycling on the Island by 2006 rather than 2010.	50% increase by 2003/04	125% in 2004/05	300% by 2005/06	<p>M</p> <p>G</p> <p>M</p> <p>G</p>	<p>The Council recognises the importance of increasing travel choice and the input that new facilities, routes and initiatives can have in encouraging travel by bike.</p> <p>As a result we chose to increase the numbers cycling as part of a local Public Service Agreement (LPSA) with the Government. Under this agreement we employed a Cycling Promotion Officer (CPO) and contrary to many other LAs were successful in boosting the numbers cycling to work and school. During the Plan period</p> <p>the Cycle Forum has been expanded and developed and operating as a proactive steering group now includes members of CycleWight, Sustrans, cycle shop representatives, Officers from Engineering, Planning, Rights of Way as well as Elected Members and others.</p>	<p>The Council is pleased to report a positive divergence from what was planned.</p> <p>The delivery of a set of challenging LPSA cycle targets and employment of our Cycling Promotion Officer has helped us to make a real difference in this area.</p> <p>Prior to LTP1 cycling was generally regarded as a leisure activity. Delivering the LPSA has allowed us the opportunity to broaden our approach and shift the emphasis so as to make travel by bike a real alternative for every day journeys.</p> <p>Many of our cycling initiatives and successes have been recognised and copied at a national level.</p>
Target									
LPSA target to triple the numbers cycling on the Island by 2006 rather than 2010.									
50% increase by 2003/04									
125% in 2004/05									
300% by 2005/06									

Strategy or Programme Area	What was planned to be done (April 2001 to March 2006)	Annex D	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned								
	<p>fully considered in the planning process.</p> <ul style="list-style-type: none"> • Give cyclists priority at junctions and slow traffic speeds where appropriate. • Continue to protect the Islands disused railway lines for sustainable transport use. • Ensure that pedestrian cycle conflict is reduced particularly in joint schemes. Pay due regard to national design criteria and advice from Sustrans 	<p>L L G</p>	<table border="1" data-bbox="1115 384 1588 555"> <thead> <tr> <th>Target</th> <th></th> </tr> </thead> <tbody> <tr> <td>50% increase by 03/04</td> <td>✓</td> </tr> <tr> <td>125% increase by 04/05</td> <td>✓</td> </tr> <tr> <td>300% by 05/06 failed though cycling numbers have increased by 143% over the term</td> <td>✗</td> </tr> </tbody> </table> <p>We have worked in partnership with our events team, Island 2000 Trust, Tourism, Wightlink, Rights of Way Team, Road Safety Team and others to expand routes and trails and promote cycling events. The Island now hosts a number of nationally recognised on road and off road cycle events, a number of which organised in the shoulder months have helped to lengthen the tourist season. The introduction of “bag tag” a luggage transfer system developed by Island 2000 Trust and supported by IW Tourism has further enhanced the car free, walking and cycling options.</p> <p>Identified nationally as best practice we have successfully introduced cycling into the High School curriculum and the provision of covered secure cycle racks at Middle and High Schools has, together with our School Travel Plan initiatives made real and positive improvements. As a result the numbers recorded at our monitoring points have increased year on year and we have managed to achieve two of our three very challenging LPSA targets.</p>	Target		50% increase by 03/04	✓	125% increase by 04/05	✓	300% by 05/06 failed though cycling numbers have increased by 143% over the term	✗	<p>Achievements during the plan period include.</p> <ul style="list-style-type: none"> • Achievement of 2 out of our 3 LPSA targets. • The introduction of cycling as part of the High School curriculum. • Provision of National Cycle Routes 22 and 23 using primarily dedicated off road routes. • Extension of route 23 to Northwood. • Extension of cycle network by the provision of routes and links as part of new development. • Singing the round the Island “Randonee Route”. • Establishing strong links to Education, Health, Road Safety, Safer routes to schools and School Travel Plans initiatives. • Development of level 2 training in middle Schools. • Establishment of Children’s Cycling Club.
Target												
50% increase by 03/04	✓											
125% increase by 04/05	✓											
300% by 05/06 failed though cycling numbers have increased by 143% over the term	✗											

Strategy or Programme Area	What was planned to be done (April 2001 to March 2006)	Annex D	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned
			<p>The employment of our CPO has given us the opportunity to improve our focus on spending and delivery with the result that the profile of cycling has been raised locally and at a national level.</p> <p>We have continued to extend our on road and off road cycle routes and a national lottery bid developed during the plan period will help to complete the Newport to Yarmouth section of National Cycle Route 22, which when complete will help link completed sections and run east/ west across the Island, from Seaview, east of Ryde, through Newport to join the long standing and well used Yarmouth to Freshwater section.</p>	<ul style="list-style-type: none"> International award from Shimano for BikeWight scheme to encourage cycling to Middle Schools. <p>Achievement of 2005 National Transport Award for cycling sponsored by DfT and the Centre for Transport Policy - Robert Gordon University.</p>
<p>Implementation of our Parking Strategy.</p> <p>LTP 1 Guidance Annex D, Table 11</p>	<p>Implementation of our parking strategy This topic was covered in Section D.1 Demand Management (Page 105) Summary of Targets table D.18 (Page 154) and Appendix 1 (Page 264) - UDP policy TR16.</p> <ul style="list-style-type: none"> Apply the Council parking policy as set out in UDP policy TR16 (Annex 1 page 264 of LTP1) Reduce parking in those locations where good access to other types of transport exists. Consider the broader impacts of parking on the location – pricing, availability and residents parking control. Encourage the adoption of workplace travel plans, which seek to increase travel choice and facilitate travel by other means. 	<p>M</p> <p>L</p> <p>G</p> <p>M</p>	<p>The Council was one of the first LAs to have its UDP approved. Including our parking policy within that plan and having it tested at a public Inquiry ensured that it was both locally accountable and robust.</p> <p>We have applied our parking policy to all subsequent developments including schemes for housing, retail and employment developments.</p> <p>The relaxation of parking standards has allowed us to bring forward land for development, including brown field and under utilised sites, which would previously not have been released. This in turn has</p>	<p>The introduction of PPG13 in 1998 turned parking policy on its head. Prior to that developers were required to provide parking which in many in town locations actually acted to deter development or impose added cost.</p> <p>The Council was one of the first LA's to develop and apply the parking guidance and objections raised at the Public Inquiry illustrated how difficult it has been to understand how development can take place without parking. The application of the policy has encouraged developers to think about the travel consequences of development and</p>

Strategy or Programme Area	What was planned to be done (April 2001 to March 2006)	Annex D	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned
	<ul style="list-style-type: none"> Establish the council own workplace travel plan based on evidence obtained through staff travel survey.. <p>LTP1 was developed alongside the emerging Unitary Development Plan and recognised the important role that planning had to play in respect of demand management.</p> <p>At the time the LTP was written, the draft UDP was under going a final revision prior to the UDP Public Inquiry. As a result Annex I of LTP1 (page 251) included what was at that time the most up to date transport text from that plan. The approach adopted by the Council and set out in UDP Policy TR16 “Parking Policies and Guidelines” was based upon Planning Policy Guidance Note 13 (PPG13) introduced by the Government in March 1994</p> <p>The Policy established a clearly identifiable zonal approach and sought to relax parking requirements in certain locations. In drawing up the zone boundaries consideration was given to issues such as availability of</p>	M	<p>helped reduced pressure on green field land and helped focus new development within our development envelope boundaries.</p> <p>The development of upper floor uses has helped to provide residential accommodation for those people who, depending on the location may not require the maximum on site parking provision. This has arguably helped improve the ease of access and use of in-town facilities and contributed to the revitalisation our town centres, with the benefits to local safety and the night time economy.</p> <p>Ongoing improvements to local bus and rail services and new cycle lanes and the application of our cycle parking policy included in the UDP have helped increase travel choice. The introduction of free travel for those aged 60 and over and the “student rider” scheme, where scholars can travel on local public transport for 50p has also helped increase transport choice.</p> <p>The zonal approach has helped to clearly identify at what level the parking guidance is applied and using a sliding scale based on PPG13 (1) Zones 1-4 set out</p>	<p>Section 106 money (developer contributions) have been used to support transport by other means.</p> <p>Problems have occurred where some developments have put unwanted pressure on street parking and consideration has had to be made of implications in terms of local amenity and other issues.</p> <p>PPG 13 was revised in March 2001. Like its predecessor it sought to promote integration between planning and transport and to encourage sustainable location of development and promote increased transport choice.</p> <p>As a result the UDP parking guidance is at variance with the latest guidance and we can use our experiences during the plan period to bring about local improvements.</p> <p>The Council would wish to ensure that our local parking policy is appropriate for all locations and the development of the LDF “Island Plan” will give us the opportunity to review the existing policy and look at ways in which our approach can be improved further.</p> <p>The development of residents parking zones and establishment of decriminalised parking currently under development, will no doubt form part of</p>

Strategy or Programme Area	What was planned to be done (April 2001 to March 2006)	Annex D	What has been done (April 2001 to March 2006)	Explanations for changes to what was planned
	<p>retail facilities, location of conservation areas, traffic quiet schemes, availability of existing off street parking facilities, and the provision of public transport.</p> <p>The policy and its guidelines were challenged at the Public Inquiry into the Plan. The Inspector noted in his report dated August 2000 that “in my view the policies and guidelines reflect the approach to parking in PPG13 and the method of calculating spaces has been based on the DETR publication Parking Standards in the South East. Parking policy is an essential part of the Plan and should not be deleted”. He concluded, “the Council’s policy follows this advice and at the same time introduces a realistic zonal approach and a flexible sliding scale.”</p> <p>The LTP also recognised the importance of increasing travel choice and encouraging sustainable travel to work.</p> <p>The Plan included a target for the number of Workplace Travel Plans to be developed during the Plan period. A number of WTP’s have been delivered during the plan period, however the Council has not been able to meet its own expectation with regard to the delivery of its own Plan or join with the Hospital on the production their policy as originally hoped.</p>		<p>requirements in the following way:</p> <ul style="list-style-type: none"> • Zone 1 - Town Centre. (No on site parking required) • Zone 2 Edge of centre (0 – 50% of maximum) • Zone 3 – Remainder within Dev Envelope Boundary, plus main bus corridors (0-75%). • Zone 4 - Rural Areas and smaller settlements (0 –100%). <p>The application of the zonal approach has given applicants certainty regarding the amount of parking required and reflects the needs of those outside town centre locations or away from main bus corridors who may not have access to public transport or not be in a position to walk of cycle.</p>	<p>the discussions.</p>

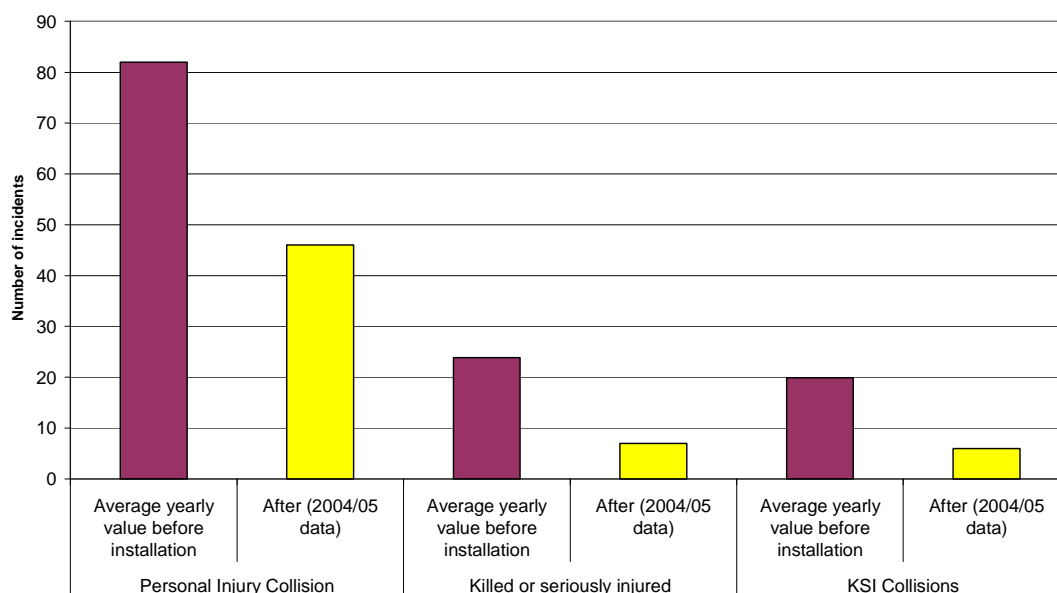
E.3.1 Additional information (Proforma B)

Our approach to accident reduction has sought to save lives and in doing so help reduce the wider financial implications. Using our data led approach we have been able to target accident black spots and in April 2006 were able to report to DfT a potential saving (2005/06) of 5 lives and in the region of £382,000 in terms of the estimated value of safety benefits.

The introduction of the Safety Camera Partnership has also helped reduce local accidents and over the last 2 years and compared to the three year baseline figures, there were 27% fewer injury collisions along our camera routes and 65% fewer or serious injury accidents.

The graph included below illustrates the reduction in the number of accidents on our local safety camera routes.

ACCIDENT TOTALS BEFORE AND AFTER SAFETY CAMERA INSTALLATION



E.4 ILLUSTRATING OUR SPENDING

The following section illustrates the level of funding that has been achieved to help improve transport on the Island. It explains from what sources the money was achieved and how the money was spent.

The funding can be achieved through a number of sources. These are basically as follows:

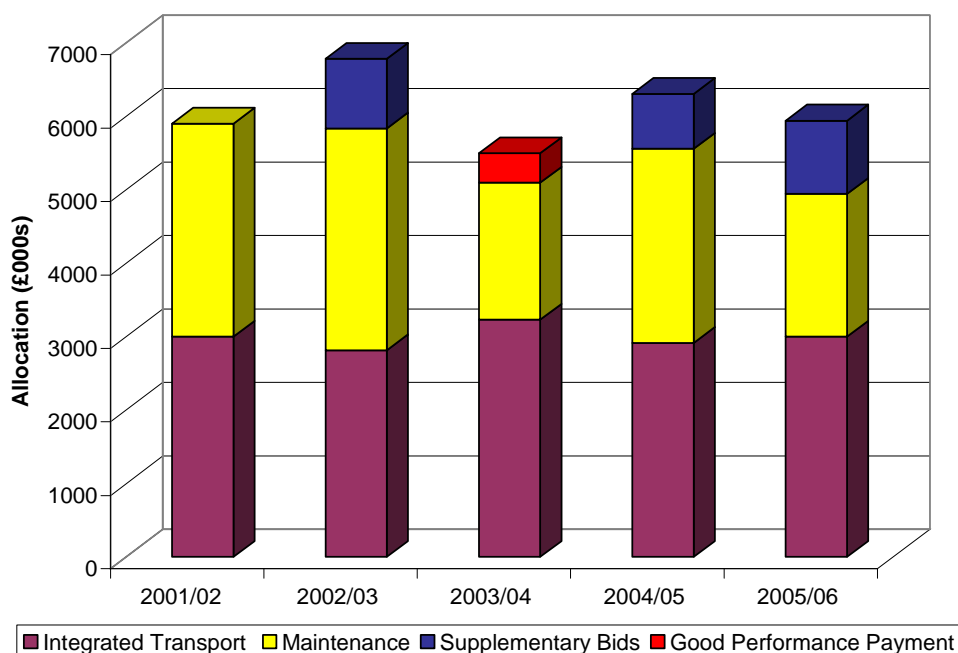
- Capital settlements - funding achieved from Government as part of LTP process.
- Revenue – funding from Council Tax.
- Section 106 – developer contributions agreed as part planning process.
- Grants or payments from external sources.

E.4.1 Capital settlements

Over the plan period nearly £52m+ was achieved through the LTP process. Of this £30m+ was achieved through LTP capital settlements and additional money was achieved or approved subject final confirmation for a number of specific schemes.

The graph reproduced below illustrates the capital settlements for each year broken down into the broad areas of spend. On top of this additional funds were achieved for the reconstruction of Military Road, plus further funding for the implementation of two Major Bid schemes - Ryde Interchange and Undercliff Drive, subject to statutory approvals.

CAPITAL SETTLEMENTS OVER LTP 1 PERIOD

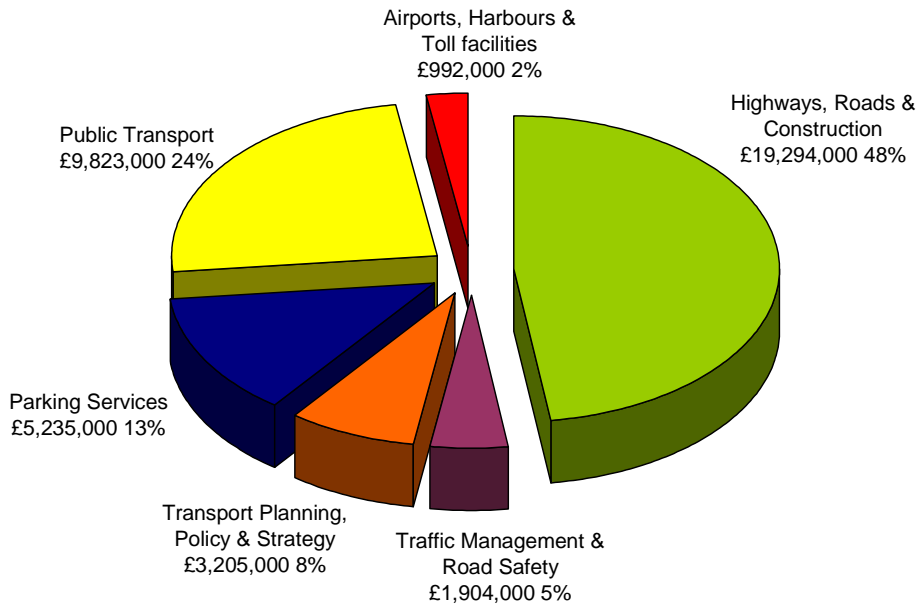


E.4.2 Revenue expenditure

The Council has sought to use all available funding to support our transport improvements and the diagrams included below illustrate the revenue expenditure over the LTP period, plus an indication of the range of external contributions to capital schemes.

The bulk of revenue expenditure (48%) was used to support our highways and road construction programme with 24% used to support public transport initiatives. 13% was used to support our parking services, which itself brings in additional funds and some 8% was used to support the development, monitoring and implementation of the LTP process and preparation of our essential PFI bid.

REVENUE EXPENDITURE OVER LTP1 PERIOD

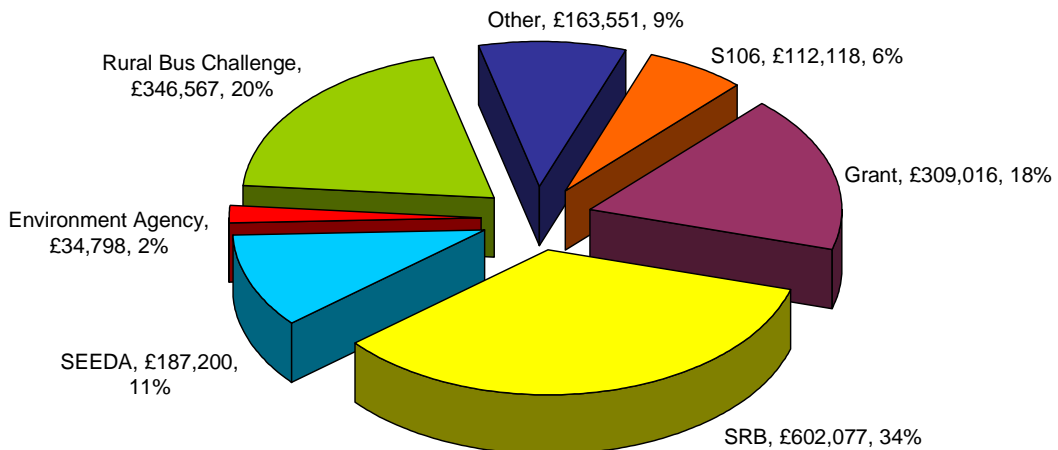


E.4.3 Maximising external investment

We were able to attract a range of additional contributions from external sources including, Rural Bus Challenge, funding as part of our successful Single Regeneration Budget Bid process, support from SEEDA and other funding agencies and initiatives. The Council is aware of the benefits of working with our investment partners and recognises the added value that developer contributions can make to local transport and infrastructure improvements. Steps are already in place to ensure that these benefits are maximised locally.

CONTRIBUTIONS TO CAPITAL SCHEMES

Sources of grant funding over LTP1 period



E.4.4 Capital expenditure by theme

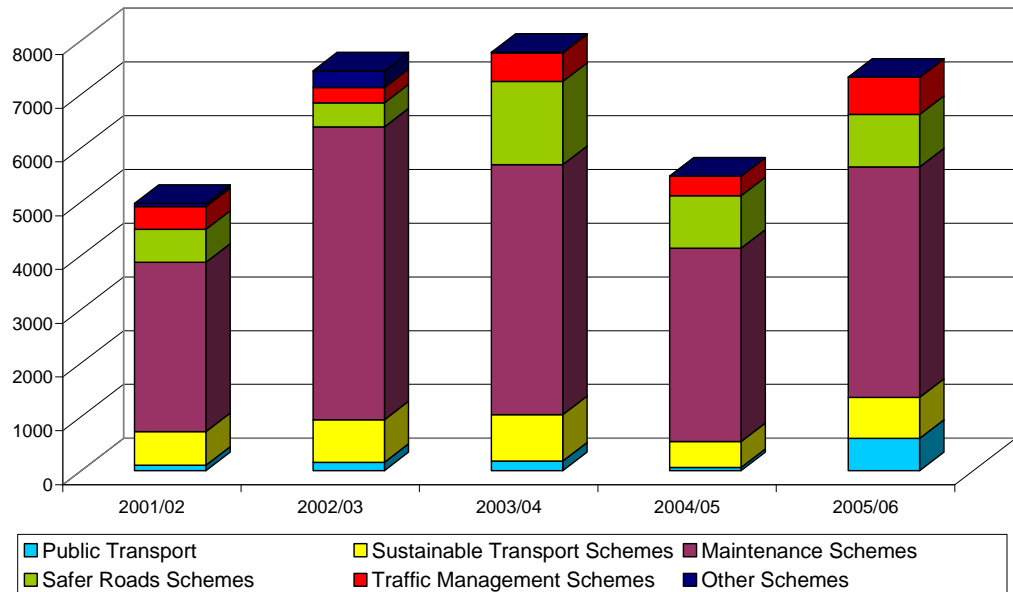
The two diagrams included below illustrate the way in which our capital allocations have been used to improve the local transport infrastructure. The groupings used are as follows:

- Public transport - Bus Priority and infrastructure schemes
Public Transport Interchange
Park and ride schemes.
- Sustainable travel - Walking schemes
Cycling schemes
- Safer Roads - Local safety schemes
Traffic management
Local road schemes
- Maintenance - Highway maintenance
- Other - Other transport improvements

Capital expenditure 2001 - 2006

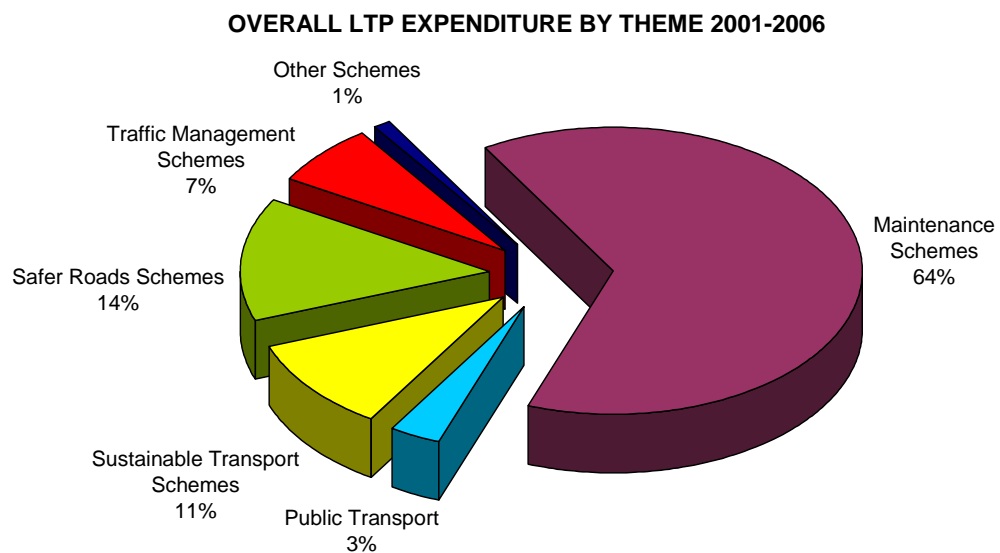
The diagram included below sets out the capital expenditure by theme for each year 2001- 2006.

LTP EXPENDITURE BY YEAR 2001-2006



Overall Capital expenditure

The chart below illustrates the overall capital expenditure for the whole LTP period (2001-2006)



E.5 LTP F1: SUMMARY OF ACTURAL, ESTIMATED OUTTURN AND PROJECTED LOCAL TRANSPORT CAPITAL EXPENDITURE

Authority Name:	Isle of Wight Council	Settlement Year:	200708
Contact Name:	Susan Ward	Authority No:	130
Telephone Number (with extension):	(01983) 821000	Version No:	1
		exten	5781

	All figures in £000					
	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
(LTP-F3) Maintenance of principal and non-principle highways (MM1, MM3, MM5)	2,979	2,252	1,348	1,573	1,672	1,750
(LTP-F3) Maintenance, assessment, strengthening of bridges and other structures (MM7,MM8)	508	1,869	340	426	430	457
(LTP-F3) Maintenance other (including street lighting) (MM9)	110	166	83	74	74	78
(LTP-F2) Individual schemes costing £5 million or more	0	0	470	13,059	5,553	0
(LTP-F3) Other Individual schemes costing less than £5 million or groups of related schemes (Block)	1,879	3,034	2,752	2,289	2,126	1,941
Total	5,476	7,321	4,993	17,421	9,855	4,226

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 recorded in rows 1, 2 and 3 for maintenance schemes and in row 5 for all other scheme

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 highway maintenance schemes.
9. For new schemes, the local authority priority (DfT Ref/Pry1,2,3...etc) must not have equal rankings.

LTPF3

10. Use LTPF3 for all schemes not included in LTPF2.

LTPF4

Refer to the LTP Technical Guidance.

E.6 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	Joint	Start of Main Works	End of Main Works	All figured in £000							
						Gross Total	Net Total	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
TOTAL LTPF2 -ALL PAGES						19,089	19,082	0	0	470	13,059	5,553	0
Ryde Public Transport Interchange	IN5	10083		01 MAR 07	28 FEB 08	6,209	6,202	0	0	470	5,559	173	0
Ventnor Undercliff Realignment	RD9	10175		01 SEP 07	31 MAR 09	12,880	12,880	0	0	0	7,500	5,380	0

E.7 LTP-F3: ACTUAL, ESTIMATED OUTFURN AND PROJECTED 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	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
TOTAL LTPF3 – ALL PAGES		33,232	31,855	5,476	7,321	4,523	4,362	4,302	4,226
New Bus Stop	BI1	47	27	0	27	0	0	0	0
Improvements to Existing Bus Stops	BI3	598	598	54	94	120	120	110	100
Other Bus Infrastructure Scheme	BI4	285	285	0	21	76	65	61	62
Busways / Bus Lanes	BL3	0	0	0	0	0	0	0	0
Other Bus Priority Schemes	BL7	620	620	0	0	180	160	150	130
Cycle Tracks	CY1	610	401	70	86	66	62	60	57
Cycle Lanes	CY3	1	1	0	1	0	0	0	0
New Advanced Stop Lines	CY5	0	0	0	0	0	0	0	0
New Cycle Parking Facilities	CY6	146	146	7	110	10	7	6	6
Other Cycling Schemes	CY7	152	152	0	0	44	42	36	30
Single Mode Interchange (Improvements)	IN2	15	15	0	15	0	0	0	0
Schools Implementing First 'Safe Routes' Schemes	LS1	1,256	1,224	372	113	208	191	178	162
Schemes which Include New CCTV Cameras	LS3	0	0	0	0	0	0	0	0
Schemes which Include New Street Lighting	LS4	216	203	8	2	115	0	40	38
Other Safety Schemes	LS5	3,420	3,373	304	585	663	684	595	542
Footway Maintenance Schemes	MM1	932	916	216	160	130	130	130	150
Maintenance of Non Principle Highways	MM3	3,651	3,600	1,218	1,512	183	216	231	240
Maintenance of Principal Highways	MM3	6,946	6,929	1,454	542	1,035	1,227	1,311	1,360
Strengthening to Carry 40 Tonne Vehicular Loading	MM7	2,061	2,057	0	1,152	160	271	274	200
Structural Maintenance & Enhancements of Existing Highway Structure	MM8	2,002	1,973	508	717	180	155	156	257
Other Schemes (using LTP Capital Maint Funding)	MM9	586	585	110	166	83	74	74	78
Other Schemes (using LTP Integrated Transport Block Funding)	OS1	155	0	0	0	0	0	0	0
Park & Ride (Bus/Road Related)	PR1	0	0	0	0	0	0	0	0

Scheme Name	Type	All figures in £000							
		Gross Total	Net Total	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
Park & Ride (Bus/Road Related) Extensions to Existing Schemes	PR2	0	0	0	0	0	0	0	0
Park & Ride (Rail Related)	PR3	6	6	6	0	0	0	0	0
Park & Ride (Rail Related) Extensions to Existing	PR4	60	58	0	58	0	0	0	0
Toucan or Puffin Crossing	RC1	24	24	0	24	0	0	0	0
Other Signalled Crossings	RC2	277	275	54	148	0	26	27	20
Other Unsignalled Crossings	RC3	314	314	95	63	68	32	26	30
Road Realignment Schemes	RD9	188	187	90	97	0	0	0	0
New Junction or Junction Improvement Schemes	RD11	426	418	203	184	31	0	0	0
Urban Traffic Control (Installations)	TM1	50	50	0	50	0	0	0	0
Signalling/Signal Upgrading (Outstations)	TM2	886	824	31	77	110	120	290	196
Other Traffic Management Schemes	TM3	2,230	1,594	131	253	340	388	210	230
Urban 20mph zones	TM7	99	99	0	0	0	30	0	30
Other Urban Traffic Calming Schemes	TM9	243	243	50	78	115	0	0	0
New or Improved Footways	WA1	2,048	1,982	306	418	336	332	302	288
New or Improved Pedestrian/Cycle Bridge	WA5	45	45	15	15	0	0	15	0
Other Walking Schemes	WA6	326	320	81	129	40	30	20	20
Newport Pedestrianisation / Traffic Management	TM3	0	0	0	0	0	0	0	0
Brading Traffic Plan	TM7	0	0	0	0	0	0	0	0
Military Road	MM3	480	480	91	38	0	0	0	0
Military Road	MM9	87	87	0	0	0	0	0	0
Military Road	RD9	0	0	0	0	0	0	0	0
North Walk, Ryde	MM1	11	11	0	0	0	0	0	0
Ventnor Undercliff Realignment Prep Costs	RM9	1,297	1,297	2	0	230	0	0	0
Ryde Public Transport Interchange	IN5	436	436	0	386	0	0	0	0

E.8 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 2005/06 as per Local Transport Plans, Technical Guidance April 2006 – para 4.5 (www.dft.gov.uk)

Scheme Type		Code	Unit of Data	2004/05	2005/06	2006/07
Bus Priority Schemes (excluding signalling)						
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	
Guided Bus Schemes						
New guided bus schemes		BG1	Number	0	0	
		BG2	km	0	0	
Bus Infrastructure Schemes (excluding interchanges)						
New bus stop		B11	Number	0	7	
Bus stops with travel information		B12	Number	0	0	
Improvements to existing bus stops		B13	Number	5	27	
Other bus infrastructure scheme		B14	Number	0	1	
Light Rail (including tram and other rapid transit systems; excluding interchanges)						
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	
Public Transport Interchanges						
Single mode interchanges	(new)	IN1	Number	0	0	
	(improvement)	IN2	Number	0	1	
Public transport interchanges at airports	(new)	IN3	Number	0	0	
	(improvement)	IN4	Number	0	0	
Multi-model interchanges	(new)	IN5	Number	0	0	
	(improvement)	IN6	Number	0	0	
New dynamic information systems at interchanges		IN7	Number	0	0	
Park and Ride						
Park and ride (bus/road related)	New schemes	PR1	Number	0	0	
	Extensions to	PR2	Number	0	0	

Scheme Type		Code	Unit of Data	2004/05	2005/06	2006/07
	existing schemes					
Park and ride (rail related)	New schemes	PR3	Number	0	0	
	Extensions to existing schemes	PR4	Number	0	1	
Cycling Schemes						
Cycle tracks		CY1	Number	1	1	
		CY2	km	1	1	
Cycle lanes		CY3	Number	0	1	
		CY4	km	0	1	
New advanced stop lines		CY5	Number	0	0	
New cycle parking facilities		CY6	Number	24	15	
Other cycling schemes		CY7	Number	0	0	
Walking Schemes						
New or improved footways		WA1	Number	44	52	
		WA2	Metres	1472	3376	
Pedestrianisation		WA3	Number	0	0	
		WA4	Metres	0	0	
New or improved pedestrian/cycle bridge		WA5	Number	1	1	
Other walking schemes		WA6	Number	4	9	
Travel Plans						
Local highway authority site travel plans		TP1	Number	0	0	
Shire district travel plans		TP2	Number	0	0	
School travel plans		TP3	Number	2	16	
Further/higher education establishment travel plans		TP4	Number	0	0	
Hospital travel plans		TP5	Number	0	0	
Employer travel plans		TP6	Number	1	0	
Local Safety Schemes						
School implementing first safe routes scheme		LS1	Number	12	8	
Other sites implementing first 'safe routes' scheme		LS2	Number	0	0	
Schemes which include CCTV cameras		LS3	Number	0	0	
Schemes which include new street lighting		LS4	Number	6	2	
Other safety schemes		LS5	Number	8	33	
Road Crossings						
Toucan or puffin crossings		RC1	Number	0	1	
Other signalled crossings		RC2	Number	6	16	
Other unsignalled crossings		RC3	Number	76	117	
Underpass replacement		RC4	Number	0	0	
Traffic Management and Traffic Calming (excluding CCTV cameras)						
Urban Traffic Control (instations)		TM1	Number	0	2	
Signalling/signal upgrading		TM2	Number	2	10	

Scheme Type		Code	Unit of Data	2004/05	2005/06	2006/07
(outstations)						
Other traffic management schemes		TM3	Number	4	5	
Home zones		TM4	Number	0	0	
Quiet lanes		TM5	Number	0	0	
Clear zones / low emission zones		TM6	Number	0	0	
Urban 20mph zones		TM7	Number	0	0	
Rural 20mph zones		TM8	Number	0	0	
Other urban traffic calming schemes (excluding home zones)		TM9	Number	1	4	
Other rural traffic calming schemes (excluding quiet lanes)		TM10	Number	0	0	
Local Road Schemes (excluding trunk roads)						
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	1	8	
		RD10	Metres	550	848	
New junction or junction improvement schemes		RD11	Number	17	25	
Other local road schemes		RD12	Number	0	0	
Miscellaneous						
Other schemes (using LTP Integrated Transport Block funding)		OS1	Number	0	0	
Maintenance Schemes						
Footway maintenance schemes		MM1	Number	15	43	
		MM2	Metres	2970	5063	
Carriageway maintenance schemes		MM3	Number	39	48	
		MM4	Km	25	24	
Noise reducing road schemes		MM5	Number	0	0	
		MM6	Km	0	0	
Strengthening to carry 40 tonne vehicular loading		MM7	Number	0	4	
Structural maintenance and enhancement of existing highway structures		MM8	Number	28	27	

Scheme Type		Code	Unit of Data	2004/05	2005/06	2006/07
Other schemes (using LTP capital maintenance funding)		MM9	Number	9	14	