

# L. Delivering the Strategy

## L.1 Introduction

The Council is looking to deliver this five-year strategy in line with the emerging “Island Plan” (LDF) and the regeneration areas identified through the Area Investment Framework (AIF).

This section therefore explains how the LTP will be delivered in synergy with the LDF and AIF and how we will use our Rights of Way Improvement Plan (ROWIP) to make the best use of our extensive rights of way network to help achieve our shared priorities.

## L.2 Supporting the Island Plan

The development of the Island Plan is continuing on target and when adopted will be by the strategic vision for the Island to 2026. This Transport Plan will be one of a number of plans and policies supporting the emerging spatial strategy and it is important that these two plans dovetail together as far as timetables allow.

The Island Plan - delivery timetable

Proposed Action	Date
Local Development Scheme	Approved by GOSE April 2005
Ryde Public Realm Strategy	Adopted July 2005
Statement of Community Involvement	Adopted October 2005
Core strategy	Adopt August 2007
Housing and employment sites	Adopt October 2009
Area Action Plans	
Medina Valley	Adopt Sept 2008
Sandown Bay	Adopt April 2008
Proposals Map	Ongoing
Minerals and Waste	Adopt Sept 2009
Development Control Policies	Adopt April 2009

### L.2.1 The LDF – Issues and opportunities

The development of the LDF core strategy has been influenced by the wide-ranging consultation process, carried out as part of the development of the Plan. The Consultation findings have indicated that:

- **Regeneration** – growth must be regeneration led.
- **Infrastructure** – growth must be linked to infrastructure needed.
- **Sustainability** – must respect the Island’s environment and minimise impact.
- **Quality** – growth must be attractive, high quality and integrated.
- **Local needs** – growth shaped to meet the Island’s diversity of needs.
- **Delivery** – public, private and community sectors focussed on implementation.

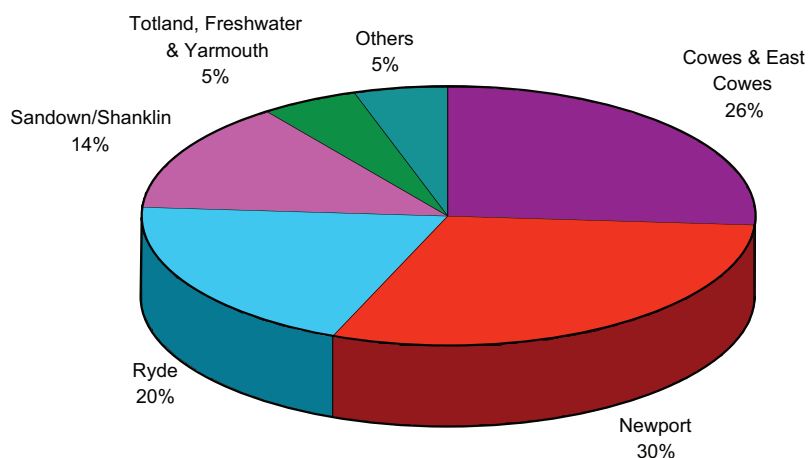
**The LDF – emerging emphasis.**

- Continued existing focus on the Medina Valley.
- Growing emphasis on Ryde and The Bay Area (Sandown, Shanklin and Lake)
- West Wight- to see new growth to sustain communities.
- Smaller communities – to grow modestly.
- Protection of the countryside, coastline and environmentally sensitive areas.

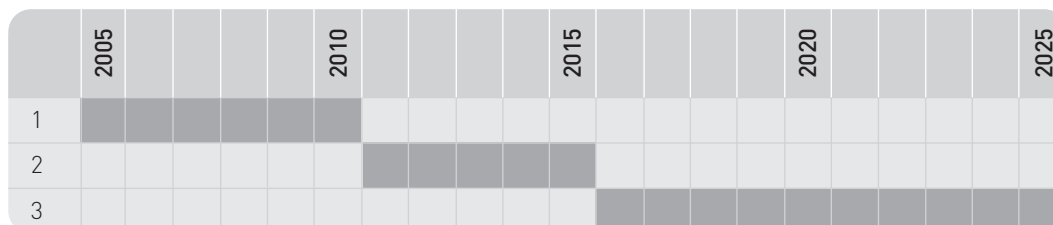
Emerging Plan focuses development on main towns with:

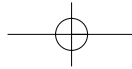
- Greatest concentration of jobs, services and facilities.
- Best opportunities for reusing brownfield sites.
- Best public transport links or where there is greatest potential for improvement.
- Low levels of environmental or heritage constraint.

**LDF: Key Diagram**



**The sequence of development**





#### 1. Medina Focus - 2006 -2011

- Complete existing regeneration in East Cowes, Cowes and Newport.
- Early policy and regeneration initiatives in the Bay Area.

#### 2. Ryde and the Bay - 2011-2015

- Housing growth and repositioning of visitor offer focussed in the Bay Area.
- Economic and housing growth in Ryde.
- Continued investment in West Wight.
- Further investment in public transport and port infrastructure.

#### 3. Rounding out - 2016 - 2025

- Slight increase in growth and investment in West Wight.
- Investment in viability of smaller communities.

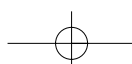
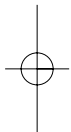
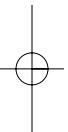
### L.3 Working with the AIF

The development of the Island is being delivered in tandem with the approach developed as part of the Area Investment Framework programme, which identifies the following areas for development:

- *Cowes Waterfront* - which includes the settlements of Cowes, East Cowes, the Medina Valley, Newport and the Quay area.
- *Pan development* - the mixed-use development, identified in the UDP.
- *Sandown Bay* - which includes the coastal resorts of Sandown, Shanklin, Lake and Ventnor.
- *Ryde* - the town of Ryde and hinterland.
- *Rural Areas* - including the central southern and western part of the Island.

### L.4 Cowes Waterfront

The Cowes Waterfront area is a holistic regeneration project, covering the Medina Valley as it stretches from Cowes and East Cowes in the north to Newport and the Quay in the south. The aim of the project is to attract investment, create jobs and bring new facilities to these communities.





The main aim of the Cowes Waterfront project is to strengthen the Island's position as a centre of excellence for the composites and specialist marine sectors. It works with land allocations identified in the UDP and seeks to build on the wealth of local technical expertise and skills and provide the resources and infrastructure that cutting edge business requires.

The project, which makes the best use of the waterfront access, was inspired by the vision to make the Solent the global centre for yacht racing technology, promoting the area as "the home of world yachting". Cowes is already home to some of the world's most prestigious sailing teams, including GBR Challenge and Offshore Challenges, hosts such events as Skandia Cowes Week and is the operational base for Ellen MacArthur.

#### L.4.1 Inward investment and regeneration

Cowes Waterfront will seek to attract new business opportunities, modern leisure and recreational facilities, including hotels, restaurants, café and the opportunity to remodel the existing Red Funnel ferry terminal and marshalling facilities. It is anticipated that this mixed-use development will bring new life and visitors to the town centres and will help support existing businesses and retailers and secure better sustainable facilities for the local communities.

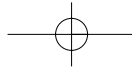
Considerable sums have already been invested by SEEDA in the Cowes Waterfront project and work is already underway purchasing and clearing key redundant sites as part of the overall project development. It is expected the £10 million pump priming money will lever in a further £40 million of private investment.

#### L.4.2 Delivering the project

The project has four key themes delivered across the four zones.

The project has four key elements are:

- *Business* - providing resources and infrastructure for business to grow and expand.
- *Communities* - creating job opportunities and enhancing community living with improved amenities.
- *Environment* - maintaining and enhancing the unique environmental resources of the Medina Valley.
- *Infrastructure* - bringing under used and derelict sites and premises back into productive use.



The framework establishes five “themed zones” for the whole Medina Valley, encompassing around 50ha of land, some of which is currently in use, vacant or derelict. Each zone focuses on a particular aspect of the “economic mix”. Improving access will be key to the success of this development.

### L.4.3 Five Zones for development

The five Zones for development are:

#### Zone 1 - Town centres leisure and events

Zone 1 covers the mouth of the river, encompassing the towns of Cowes and East Cowes. It will be the key location for yachting events and support facilities.

Improvements in this area include:

- **New mixed development including hotels, shops, homes, restaurants and cafes.**
- **New marina facilities.**

The development has specific transport implications, notably:

- **New development to strengthen East Cowes town centre - including improved roads, associated car parking, pedestrian and cycle routes developed in association with Sustrans.**
- **Creating new waterfront access.**
- **Allow for the relocation and expansion of Red Funnels terminal and associated marshalling areas.**

#### Zone 2 - Marine industries

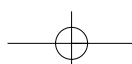
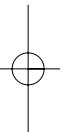
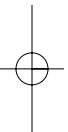
Situated upstream of the main harbour area and floating bridge. The bulk of this area is used for marine industries with important access to the water frontage.

Improvements in this area include:

- **New waterfront employment uses and marine facilities, including specialised marine business park.**
- **Restoration of the listed dry dock.**

The development has specific transport implications, notably:

- **Possible improvements to cross Medina links via a new river bus.**
- **Improved public access to the waterfront.**



### Zone 3 - Commercial shipping

The ability to transfer bulk freight to the Island by barge will help reduce the number and size of lorries on our local roads. The Project suggests maximising the efficiency of the existing wharf and dock facilities in this area.

Planned improvements in this area include:

- **Retain and improve existing aggregates and grain storage facilities.**
- **Rationalises aggregate facilities elsewhere to free up other potential development opportunities.**
- **Create additional employment opportunities.**
- **Provide land for boat storage.**

### Zone 4 - Environmental priority area

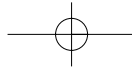
This area takes in the most of the environmentally sensitive areas of the Medina valley. It is not intended that this area be subject to significant development, but opportunities exist to enhance the environmental value and bio-diversity of the river valley and estuary.

National cycle route 23 runs along the western side of the river on the disused railway line. This route provides an easy, flat and traffic free cycle route between Newport and Cowes and the Council has recently created a new cycle route linking the main route and the residential and employment area of Northwood to the west. The opportunity exists to further improve this important national cycle route.

Plans for this area recognise the advantage of creating and improving access by river and the proposals include the possibilities of introducing a new river bus and increasing waterside access.

The opportunity to create a new cycleway on the eastern bank of the river is also under consideration. This proposal was included in the UDP and was one of the proposals agreed following consideration at the Public Inquiry into the draft plan.

Recent developments at St Cross Business Park have made the best of easy river access and the large wind turbine blades constructed at the Vestas site are loaded onto a purpose built barge, for onward shipping down river and into the Solent. This type of development places the Island at an advantage over other areas and it is likely that proposals for other similar uses will be considered during the Plan period



Improvements in this area include:

- Provision of new employment workspace at West Medina Mills, particularly for uses requiring waterfront access.
- Continued development of the successful St Cross Business park for offices, high tech manufacturing and employment facilities.
- A low cost / low intensity facility for boat maintenance, repair and storage at the SARO site on the eastern bank of the river near the Folly public house.
- Improved access to the sites via a new river bus.
- Enhancements to the environmentally sensitive areas.

### Zone 5 – Newport Harbour

Development of this area for mixed uses follows a comprehensive study, design brief and consultation process undertaken by the Council.

Improvements in this area include:

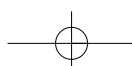
- New mixed use “quarter”, with residential, cultural and employment uses and evening uses, in an attractive high quality quayside environment.
- Additional moorings and berths.
- Improved access to the harbour via a new river bus service.

This area has the potential to provide improved waterside access as well as foot and cycle links on both sides of the river.

## L.5 Pan urban extension

The Pan Urban Extension (map ref. K-4) was allocated for housing and employment in the UDP, which was subject to extensive consultation and a Public Inquiry. The majority of the site is owned by the Council who have taken a positive lead to ensure that the development of the site demonstrates best practice in terms of:

- The process of formulating development proposals.
- The quality of design.
- The potential contribution towards a sustainable form of development.
- Integrating new development into the existing Pan estate so that it contributes to the on-going regeneration of the Pan area; and also
- Meeting the Councils housing requirement as set out in the UDP and Regional Planning Guidance.



The masterplan proposals were developed taking into consideration extensive and wide ranging consultation. A two-week local public consultation exercise was carried out at Downside Middle School, with an exhibition explaining the draft development framework with an illustrative masterplan. Comments were received and the proposals amended as appropriate.

### L.5.1 Development framework principles

The vision for Pan extension is based on creating a new area to the west of Newport, that is seen to be an integral part of the town, rather than a new unconnected estate.

### L.5.2 Establishing the vision

The proposals seek to ensure that the new development links to the existing residential area and transport links including pedestrian, cycle and bus routes will ensure easy access between the new development, the existing area and the town.

It is proposed that the new area will have a spine road that is designed to be the "main street". The proposal indicates that along this route there will be a series of open spaces and links which will make it easy for people move around and access facilities. The opportunity for crime will be reduced by design and the new buildings will be arranged to create urban spaces that are safe and naturally "policed".

The site has the capacity for approximately 800 homes, it is proposed that these will include market housing, units for rent and shared ownership. There will be a range unit sizes from small flats, to large family houses. The affordable housing will provide a range of units that will help meet local need. Details of the Pan Urban Extension and the Masterplan can be viewed at [www.iwight.com/living\\_here/planning](http://www.iwight.com/living_here/planning)

### L.5.3 Creating good transport links

It is important that good transport links are created between the two residential areas and these areas in turn are linked into the town. These issues have been identified as part of the development of this plan and the investment plan includes proposals to ensure that the best possible access is secured for all users.

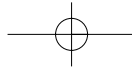
## L.6 Sandown Bay regeneration

**Sandown, Shanklin and Ventnor are important seaside resort towns on the southeastern coast of the Island (map ref. N-8). Ways in which the area can be improved have been highlighted in two recent plans.**

### L.6.1 Tourism Development Plan

The Isle of Wight Tourism Development Plan (TDP), "Working smarter towards a Sustainable future" (April 2005) recognises that " the island should be part of a global tourism market place and identifies the necessary developments required."





The TDP recognises that “currently the majority of the accommodation stock on the Island is in the Sandown Bay area, so the transport infrastructure feeding that particular part of the Island is vital and access by road, cycle, rail, air and the sea needs to be addressed in the Bay Regeneration Programme and LTP2.”

The TDP acknowledges, “the proposed bid for a PFI is intended to resolve problems with the maintenance and quality of the roads on the Island”. It recognises the importance of maintaining and improving the Island Line connection between Ryde Pier Head and Shanklin and the rail/bus connection to Ventnor. The TDP values the establishment of the Community Rail Partnership and the development of Ryde Interchange, which should support the development of the line as well as the integration of transport generally.



The TDP includes a number of short-term actions relating to transport in this area. These include:

#### Short term actions

- To support and encourage the provision for car free travel on the Island.
- To support the Councils application for a PFI bid to upgrade the road and other infrastructure on the Island.
- To support the Ryde Interchange project.
- To support rail development and promote use by visitors.
- To put in place a sustainable Tourism Brown Signing policy, process and bi-annual audit.

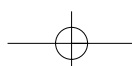
#### Medium term objectives

- Investigate access to Sandown/Shanklin by sea as part of the regeneration projects – marina/pier head development.
- To support further interchanges at gateways to the Island.
- To investigate the development of the most effective use of the Island’s airports, including the potential for a heliport at Sandown Airport.
- To investigate the concept of “route branding” for the main tourist routes around the Island.

#### Longer term 2020 vision

To have a fully integrated and viable transport system that enables visitors to travel with safety, reliability, comfort and convenience.

Further details of tourism and tourism development can be found at [www.islandbreaks.co.uk/tourism\\_services](http://www.islandbreaks.co.uk/tourism_services)



## L.6.2 The Sandown Bay Regeneration Strategy

A draft regeneration strategy to improve the "bay area" has been produced by consultants. Available at [www.iwight.com/sandownBayPlans.asp](http://www.iwight.com/sandownBayPlans.asp). The strategy focuses on the range of problems that together are unique to such a seaside conurbation and proposes a number of solutions, which will reinforce the regeneration objectives for the wider Island area.

The vision recognises the diversity of the resorts within the Bay area and identifies that regeneration will be achieved through the creation and promotion of new tourism markets and opportunities and securing quality new developments which reflect the "differing seaside character of the Bay." The strategy recognises the importance of developing a more sustainable and integrated transport system.

The strategy identifies a number of transport proposals and it is important that our transport spending supports these aims and objectives.

## L.7 Ryde regeneration

**Ryde is located on the north east coast of the Island (map ref. O-2). It has a population of 20,400, is principally residential in nature and is considered as the Island's second town in terms of shopping and commerce. Ryde has two passenger carrying cross Solent operations - Fast Cat which operates from Ryde Pier Head, and Hovercraft from Ryde to Southsea. The current transport facilities at Ryde Esplanade cater for some where in the region of 2 million passengers per year. It is a popular tourist area and has extensive leisure and recreation facilities many of which are based around the Esplanade. As with Cowes, there is a busy mainland commuter population who live in or around the area.**

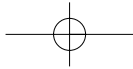
### L.7.1 Supporting economic regeneration and community involvement

Funding achieved through a successful Single Regeneration Budget Bid (SRB) for the town has assisted recent and ongoing improvements for the area.

Over the last three years considerable activity has been focussed on putting in place physical improvements, supporting economic activity and community involvement.

Over the last eighteen months the development of the Ryde Public Realm Strategy has taken place. This strategy, which will become Supplementary Planning Guidance, provides a framework for the development and refurbishment of Ryde as a whole. In addition it provides an investment framework for the private sector.

The development of this master plan has strengthened the linkages between the town's heritage, the learning, training and community involvement, the creation of new jobs and businesses and the arts festival.



### Transport and infrastructure improvements

Improving transport and the built environment has been at the heart of the improvements at Ryde. Considerable investment has been made improving the visual appearance of the whole area. New "Welcome to Ryde gateway treatments" have been put in place at key entry points areas on the outskirts of the town and improvements to the Esplanade, North Walk and the Canoe Lake area has included the creation new paved areas, seating and public facilities.

### Ryde Interchange

Money from the project was used to help fund the initial designs and reports required for the submission of the Major Bid for the funding required to replace the Interchange at Ryde Esplanade and associated Park and Ride facilities at Ryde St Johns Station. When constructed the new interchange will stand as a landmark building - a destination in its own right. It is planned to include within it, a restaurant plus facilities for recreation, leisure and possibly arts as well as the primary transport facilities, including ticketing, waiting facilities and tourist and travel information.

Our planned transport spending will continue to support work in Ryde including plans to improve public areas, seating, roads and pavements.

## L.8 Rural Areas

**The remainder of the Island is essentially very rural in nature. There are some small towns, but the general appearance is one of an area which is typically a mix of countryside and villages. The settlements are linked by a network of what are predominately minor roads with a few principal roads, most of which connect with Newport at the centre of the Island.**

This minor road network is important in terms of accessibility for those who live in these areas. But many of these roads are narrow and of a poor standard and condition.

Transport can be a particular problem for those who live in the more remote areas of the Island. For many there is little choice about the way in which they travel and the car is the main form of transport.

The most recent Census suggests that car use and ownership is higher in rural areas. Many tourists use their cars to access the Islands countryside and for those living in rural areas the car is the first choice of travel. The Island benefits from a better than average rural bus service and travel by bus is easier on the Island by comparison with other similar areas.

### L.8.1 Rural investment programme

A number of opportunities exist to improve transport and accessibility in the countryside and the Island has been successful in attracting valuable funding to support a range of rural transport initiatives.

Additional funding has been achieved through:

- The Rural Development Programme
- Leader +
- Market towns initiative.
- Small rural towns.

## L.8.2 Adding value

Some of these initiatives have now been completed and the bulk of future funding for schemes in these areas will come through AIF. It is therefore important that transport spending is targeted to support any additional funding the Island can achieve.

## L.9 Making the best of our transport infrastructure

**The Government has asked that local transport planning makes “the most effective use of the rights of way network in both urban and rural areas – particularly in delivering better networks for walkers and cyclists”<sup>1</sup>.**

The Isle of Wight has an extensive Rights of Way network, extending across the Island. These routes can help address the LGA shared priorities by offering the opportunity to access rural and urban areas as transport links, not just for recreation and leisure.

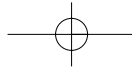
The Government have recognised the importance of maintaining and improving these important links and the Countryside and Rights of Way (CROW) Act 2000 introduced a duty that all highway authorities publish a Rights of Way Improvement Plan (ROWIP) covering their geographical area.

These plans are intended to be the prime means by which local highway authorities will identify the changes to be made, in respect of the management and improvements to their local rights of way network in order to meet the Government’s aims for better provision for walkers, cyclists, equestrians and people with mobility problems.

## L.10 Developing our rights of way improvement plan

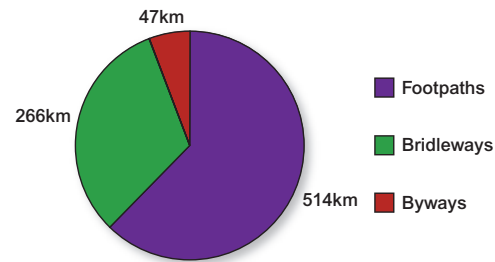
**The Government recognise that it would be unrealistic to expect authorities to fully integrate the LTP and ROWIP by March 2006, particularly as the first ROWIP do not have to be completed until November 2007. However the Council recognises the valuable role that the rights of way network can play in assisting the LTP to achieved the shared priority and the wider quality of life objectives and chose to produce a Draft ROWIP for the Island and make this available for consultation as an Annex to the PLTP. The response to this early consultation has helped shape the final ROWIP and this document.**

<sup>1</sup>Full guidance on LTPs: second Edition (section 5) available at [www.dft.gov](http://www.dft.gov)



### L.10.1 Our Public Rights of Way Network

The Isle of Wight has 827 kilometres of public rights of way recorded on the definitive map; the most concentrated network of any county in England. The extent of each of the three categories is illustrated to the right:



### L.10.2 Achieving the national target

The Isle of Wight Council has been adopting a strategic approach to rights of way development since 1994. In that year, following a complete survey of the condition of the Island's rights of way network, the Council published a 'Milestones Statement' aimed at achieving the National Target for Rights of Way within four years. This target had been defined by the Countryside Commission and challenged local authorities to bring their rights of way networks up to the standard of being "legally defined, properly maintained and well publicised by the year 2000".

### L.10.3 Building on our success

In 1998 the Isle of Wight Council was the first and to date, remains the only local authority to achieve the National Target for Rights of Way. The strategic approach to rights of way improvement having proved its worth, the Council set about drawing up a new five year strategy to maintain its rights of way network in excellent condition and develop it further for the benefit of the local population and visitors to the Island.

### L.10.4 Research and consultation

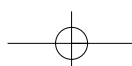
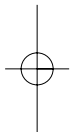
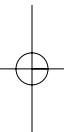
Extensive research and public consultation was funded by a European Union project, leading to the publication of the Rights of Way Strategy 2001 - 2006. This document has guided the development of the Rights of Way Network for the last four years and must now be replaced by a statutory Rights of Way Improvement plan under the Countryside and Rights of Way Act.

The Isle of Wight Walking Festival was the largest of its kind in the UK when the 2001 Strategy was being produced. It has continued to grow, drawing many visitors to the Island annually, and has retained its pre-eminent position. The consultation carried out during the Walking Festivals has helped inform the development of our ROWIP.

An earlier but still valid bridleway study showed that there was a North / South divide in the network of bridleways. Most horse riders and stables are in the northern half of the Island, while most bridleways are in the south. Access from the north to the south is relatively poor and main roads have to be negotiated by riders wanting to reach the good riding country of the central downland ridge.

### L.10.5 Making the link between transport, health and fitness

The Isle of Wight was an early popular location for mountain biking using the bridleway network and has also been identified as an ideal location for family off road cycling. This has led to an increase in use of the bridleway network for off road cycling, which is expected to continue.



Countryside recreation has grown dramatically in the last 30 years due to a more mobile population with increased leisure time and a greater general emphasis on health and fitness. This interest has been fostered by the development of the Internet. Countryside recreation is now a major industry supporting many local businesses and green tourism is likely to be an important growth area on the Isle of Wight in the immediate future, generating increasing and sometimes conflicting demands on the rights of way infrastructure.

## L.11 Background to the rights of way improvement plan

**This Plan is prepared under Sections 60 - 62 of the Countryside and Rights of Way Act 2000, which requires every Highway Authority in England to prepare and publish a plan containing the authority's assessment of:**

- The extent to which local rights of way meet present and likely future needs of the public.
- The opportunities provided by local rights of way for exercise and other forms of open-air recreation.
- The accessibility of local rights of way to blind and partially sighted persons.

Plus a statement of the action the authority proposes to take for the management of rights of way, and for securing an improved network of rights of way, with particular regard to the matters dealt with in the assessment.

## L.12 Ensuring the integration of the network

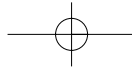
**Although the CROW Act does not require the ROWIP to be completed until 2007, the development of the Isle of Wight ROWIP is being brought forward so that it can benefit from early integration with the Local Transport Plan.**

This will ensure the Council makes the most effective use of the rights of way network in its transport planning, and that the significant contribution the Island's 520 miles of non-vehicular highways can make to sustainable transport aims is recognised. It will also ensure the rights of way network continues to be managed as an important sector of the overall highway network.



### L.12.1 Noted as best practice

The early integration of our draft ROWIP into the PLTP and the plan process was recognised as best practise by consultants who were asked to review PLTPs on behalf of DEFRA. The consultants noted the efforts we had made to integrate our ROWIP into the PLTP and how by doing that we had achieved strong links to the delivery of a number of our transport objectives in particular congestion and accessibility.



DEFRA noted that our Provisional LTP identified that the ROWIP would help to combat congestion by:

- Improved signing and maintenance of urban paths.
- Tailoring signage in towns.
- Increased promotion of the ROW network in general.
- Establishment of a strategic non - vehicular network.

With regard to accessibility DEFRA noted that our ROWIP would help increase accessibility by:

- Raising community awareness of the local network and its potential uses.
- Introduce urban signage improvement to show routes to local amenities and services.
- Put in place a project to provide local circular routes to include an assessment of path security, safety, risk of crime and inherent attraction.

### L.12.2 Improving quality of life objectives

The Rights of Way Improvement Plan is wholly concerned with improving facilities for walking and cycling of all kinds away from road traffic and will therefore assist in delivering the quality of life objectives of the LTP. Public rights of way are healthy, safe and often beautiful. While their value for leisure and the tourist economy is well recognised, the potential for combining this with functional uses, and for providing health benefits as part of daily routines, has yet to be fully exploited.

This positive approach was noted by DEFRA who commented “the Isle of Wight Council propose to provide a central trunk network of chosen routes directly linking settlements, using the best path to aid all users, as an alternative to road connections. Although its main purpose is to promote and aid tourism it will also benefit local people as they go about their business”.

## L.13 Developing our network

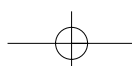
**The broad strategy of the Improvement Plan is to continue to develop public rights of way as a well-functioning network with good continuity, both on the ground and in the public mind. This development will be achieved through a combination of route improvement, signing and publicity, equally important elements in achieving this overall aim. It will build on the efficiencies in maintenance and protection delivered by the two previous strategic plans and will depend on maintaining this firm foundation.**

Three types of network have been identified for specific projects to enhance the varied character of the network as a whole and increase its capacity to cater to a wide range of user needs and purposes.

These are as follows:

### L.13.1 Strategic rights of way network

On the Island people commonly visit two or more settlements in one day as they would visit different areas of a larger town or city. The Island can be visualised as a single town with an unusually large amount of green space, with country journeys providing a respite from continuous built-up space in the daily experience.



The relative density of paths and the distribution of destinations throughout the green matrix at distances conducive to walking and cycling provides an opportunity to identify a primary non-vehicular cross-country network so that many more of these journeys can be made sustainably, healthily and enjoyably as part of a day's programme instead of by immediately taking to the road.

This geographical advantage should be exploited to a greater extent than it is at present for the double benefit to the environment and to personal physical and mental health. This can be achieved by, improving the available infrastructure and increasing its visibility at the centre of settlements where most journeys originate. This main greenline network will include existing long distance paths and cycleways.

### L.13.2 Parish networks

The country paths surrounding villages provide the opportunity for short and medium length circular routes ideal for regular leisure and health walks and for quiet exploration and enjoyment of the countryside. Conservation and enhancement of the local landscape character is the important priority for both residents and visitors.

### L.13.3 Town and village paths

The third network identified is the well-used but sometimes unlovely paths and alleys in towns and villages which provide a means of access to school and shops avoiding traffic. These networks are particularly valuable to older people and families with young children. Improvements in their condition and extent can greatly enhance the quality of everyday life and significantly contribute to our LTP targets. In rural environments public rights of way may be preferred as new paths wherever possible, as more sympathetic and less urbanising than standard footways, as well as offering greater protection from motor traffic.

These sub-networks are not mutually exclusive. They are not intended to form a hierarchy and many paths will participate in more than one aspect. This three-way approach will however draw out more effectively the structural qualities of the rich network of minor highways, largely free from motor traffic, which overlays and interconnects with the road network across the Island, and will encourage much more use of it.

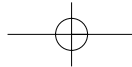
### L.13.4 Principal aims of our ROWIP

The principal aims of the Rights of Way Improvement Plan are therefore to:

- **Continue to maintain a high quality rights of way network.**
- **Develop the network to benefit as wide a range of users as possible.**
- **Identify a programme of achievable improvements.**
- **Improve access for those with mobility difficulties.**
- **Promote the network and countryside to non-users.**
- **Promote the network for health and leisure.**
- **Promote the network as an option for sustainable journeys.**

The final ROWIP is included as a Annex to this document.





## L.14 Delivering our Five Year Strategy

**The Council is looking to target its transport spending to support the delivery of the Island Plan and our core policies including regeneration.**

### Targeting our investment

The Investment Programme included in Section M of this Plan sets out in detail the proposed schemes to for delivery and the table below indicates the broad areas of spend over the Plan period, split into integrated transport and maintenance spend.

Finance	2006/07	2007/08	2008/09	2009/10	2010/11	TOTAL
Integrated Transport	2,491	2,289	2,126	1,941	1,732	<b>10,579</b>
Maintenance	2,032	2,073*	2,176*	2,285*	2,399*	<b>10,965*</b>
TOTAL	<b>4,523</b>	<b>4,362</b>	<b>4,302</b>	<b>4,226</b>	<b>4,131</b>	<b>21,544</b>

\*Indicative settlement only

### L.14.1 Addressing the reduction in funding for integrated transport schemes

The Council is enormously disappointed with the implications of the change to a formulaic method of calculating the amount of money we will achieve from Government to spend on Integrated Transport schemes. This change will severely disadvantage the Island and by the end of the Plan period will result in an almost 50% reduction in the amount of money we have to spend locally on a range of important schemes such as road safety, improving public transport, walking and cycling.

#### Increasing the stretch

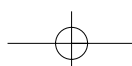
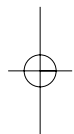
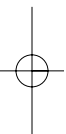
We have taken this reduction into consideration when setting the relevant targets and after discussion have chosen to retain those identified in the PLTP for delivery over the Plan period. It should therefore be recognised that the delivery of these targets, using reduced funding, will mean that we will have to work smarter to achieve these targets in effect resulting in increased "stretch" in delivery for this Council.

### L.14.2 Supporting the Island Plan and regeneration

We have chosen to target our IT spending to support the sequence of development identified in the Island Plan and the table included below illustrates how our integrated transport (IT) spend fits with the Island Plan and AIF / regeneration areas.

#### Achieving our performance indicators

Our maintenance spend will be allocated on a needs basis using our priority ranking system and new bridge maintenance ranking system. Our scrim tests are helping to identify skid resistance and we will seek to address the following Best Value performance indicators as part of the delivery of this programme - BV223, BV224A, BV224B and BV187.



### Integrated transport spend by Island Plan / Regeneration Area 2006/07

Island Plan Area	LDF Focus (Years)	Regeneration Area	LTP Spend (£000)
1 Medina Focus	2006/11	Cowes/Newport/Pan	1,049
2 Ryde and the Bay	2011/15	Ryde Area	251
		Bay Area	167
3 Rounding out	2016/25	Rural Area	520
		Islandwide	504
TOTAL			2,491

Note: Further details of the Island Plan areas and sequence of development are included earlier in this Section in L.2.2

#### L.14.3 The importance of TAMP and PFI

The Council recognises the importance of maintaining and improving our transport asset and will be using the Transport Asset Management Plan (TAMP) to identify those areas of most need and where potential efficiency savings and improvements could be made.

We are fully aware of the very poor condition of much of our highway infrastructure and will be using the TAMP to assist and inform the development of our PFI bid, which if successful will allow us to bring the condition of our roads up to an acceptable standard. This is a very important issue for the Island, not only in terms of asset management but also as fundamentally important part of the delivery of the Island Plan and regeneration. The issue is discussed further in Section K - Effective Management. The Condition of our roads and ability to hit our maintenance targets with and without our PFI bid is included in Section N - Performance Indicators.