

0. Additional Information

0.1 Developing the Plan

The LTP has been developed through a series of structured workshops, consultation and discussions. These discussions have helped shape and inform the production of the Provisional Plan, set our targets, inform and assist our accessibility planning work and shape this final document.

0.1.1 Workshops and discussions

These workshops included one with our QTP, which includes transport operators – ferry, motorcycle, bus, rail, taxi and freight, transport users, including motoring groups, cycle and bus, Transport 2000, Friends of the Earth, representatives from the Chamber of Commerce, Federation of Small Businesses, Tourism and Planning. Plus a number of other workshops involving colleagues from Health, Education, IWEF, Planning, Tourism, Job Centre+ and LA21 were also staged. We used internal workshops involving officers from Engineering Services to help establish our targets, delivery and spending programmes.

0.1.2 Accessibility planning

Our accessibility planning work has also been assisted by the use of structured workshops, to which were invited a broad range of local representatives, plus transport users, transport operators, officers, and Elected Members. We will continue using this consultative process to develop and deliver our Accessibility Action Plans.

0.1.3 Consultation and feedback

We made every effort to make the PLTP as widely available as possible. Over 300 copies of the Plan were printed and Section A of this Plan explains how these were distributed and made available for inspection at local libraries, council offices and on the Internet.

This final Plan has been revised to take account of this process, the SEA and the important feedback from Government Office, DEFRA and others.

This Section therefore includes:

- The notes from external workshops and discussions.
- Notes from internal workshops and discussions.
- Notes taken following accessibility workshop.
- Subsequent accessibility planning meetings.
- Comments made during the PLTP consultation period.
- Action taken in response to the points made in the GOSE Decision Letter.
- LTP Annex C.
- A map illustrating our traffic and cycle monitoring points.
- Jargon buster.
- Location map.

0.2 Workshop notes

0.2.1 Consultation and discussions

The provisional plan was developed through a series of structured workshops, consultation and discussions. These discussions have helped shape and inform the production of the provisional LTP submitted in July 2005.

The workshops included one with our QTP, which includes transport operators – ferry, motorcycle, bus, rail, taxi and freight, transport users, including motoring groups, cycle and bus, Transport 2000, Friends of the Earth, representatives from the Chamber of Commerce, Federation of Small Businesses, Tourism and Planning.

A number of other workshops involved colleagues from Health, Education, IWEP, Planning, Tourism, Job centre+ and LA21 were also staged. Plus internal workshops involved officers from Engineering Services; these were used to help establish targets, delivery and spending programmes.

Included below are notes taken at these workshops.

0.3 QTP workshop notes (Identified by LGA shared priority)

Accessibility

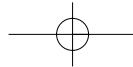
Increase accessibility by:

Walking

- **Pedestrian priority.**
- **Crossings – more convenient & friendly.**
- **Maintaining footways.**
- **Upgrading public rights of way.**
- **More information on walking – e.g. routes, in town signage, health benefits.**

Cycling

- **Shared surfaces.**
- **Incentives - e.g. assistance with bike purchase.**
- **Publicity - e.g. working with GPs to promote health benefits.**
- **Cycle signage.**
- **Racks.**



Bus

- Park and ride.
- Bus priority – e.g. junctions, bus lanes.
- Free/concessionary fares.
- Ticketing and timetables.
- Improved frequency.
- Reduced journey times – e.g. fast commuter services.
- Making bus quicker than car.
- Safety and comfort.
- In town routes - e.g. Newport.
- Improved customer service - e.g. better drivers.
- Publicity & advertising – e.g. fare information.
- Accessible vehicles - e.g. low floor buses and appropriate infrastructure.

Train

- Park and ride.
- Improved frequency (30 mins) – need Brading loop (£1/2 m).
- Establishment of a CRP.
- Improved station signage and footpaths.

Taxi and PHVs

- Promotion.
- Ability to taxi share.
- Increased use.
- Accessible vehicles.
- Regulation of voluntary sector vehicles – e.g. qualifications, CRB checks, medicals, training.

Powered Two Wheelers

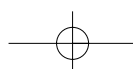
- Promotion e.g. image.
- Education and awareness.
- Appropriate parking e.g. concrete parking strips.
- PTW strategy.

Ticketing & Integration

- Better integration between modes.
- Interchanges.
- Rover tickets for use on all buses.
- SV timetable to include all operator services.

Freight

- Affected by boat times.
- Can have detrimental effect on businesses.
- Trailer park.
- Aim to reduce product miles.



Coaches

- **New tourism plan.**
- **Proposed landing charge may hit poorest tourists.**

Crime

- **Is it fear of?**
- **Increased policing.**
- **Education.**
- **Drug abuse in public places – e.g. interchanges.**
- **CCTV.**
- **Consider appropriate lighting – e.g. style of lighting, bulbs, vandal proof.**
- **Safety of public transport drivers.**

Mobility Impaired

- **Accessible vehicles.**
- **Reduced fares.**
- **Disabled bays.**
- **Kerbs - e.g. footways and for access to suitable vehicles.**
- **Need to working with health providers.**

Congestion

Address congestion by:

Travel Planning

- **Workplace travel plans – LA should take lead.**
- **School travel plans – sticks required, address parking around school gates, links to safe routes to school initiatives.**
- **Consider alternatives to motorcar – e.g. education and promotion.**

Car Sharing

- **Island car sharing database – e.g. WightRide.**
- **Promote via workplaces and schools – e.g. part of travel plans.**

Reduce Need to Travel

- **Better planning - e.g. create sustainable communities.**
- **Consider all modes transport in planning decisions.**
- **No out of town retail developments.**

Demand Solutions

- **Unsure about road pricing – could consider town charges or work place parking charging?**
- **Parking – e.g. control availability, cost, highlighting to public true cost of parking i.e. not free but subsidised, effective use of parking.**

Supply Solutions

- Existing lights – key congestion points e.g. 5 ways, Coppins Bridge, Heights at Lake.
- Co-ordination of works on the highway – timing (seasonal, off peak), advance notification of works, advertising other options (e.g. train).
- Strategic routes (freight, coaches) – need to sign from ferry.

Highway Maintenance

- Need to maintain existing – PFI?

Safety

Address safety issues by:

- Look at location & type of accidents.
- Education.

Environment

Address environment issues by:

- Need good design.
- Street furniture – appropriate to locality and well positioned.
- Signs – remove old signs, utilise posts, remove unused posts, maintenance (eg cut back vegetation).

0.4 Internal workshop notes (by Regeneration area)

Notes taken during a series of internal structured workshops involving Council staff and colleagues from a number of partner organisations including: planning, AONB, health, IW Economic Partnership and education.

Investment Programme – Workshop 1 - 21/04/2005

| Area | Problem | Solution |
|---------|---|--|
| Newport | Capacity of Coppins Bridge Accessibility – Newport Town Centre | Coppins Bridge – Traffic Flow – Study / Traffic Modelling |
| | | St Mary's Roundabout – Bus Gate |
| | | Newport Quay – Bus Link Study |
| | | Pan Bus Gate – Furrongs – Study |
| | | Park & Ride – Staplers – Pan – Study |
| | | Traffic Management (II) – Modelling |
| | | Cross Town Link |
| | | Cycling: cycleway eastern bank of River – Study signing – urban routes |
| | | Walking – Audit |
| | | Variable Message Signing On approach roads – Part of 6 |
| | | Strategic Signing – Part of 6 |
| | | River Traffic |
| | | Distribution depot – West Cowes |
| | East Cowes – Red Jet | |
| | Vehicle / Pedestrian safety | Workplace Travel Plans (WTP) |
| | | School Travel Plans (STP) |
| | | Quality Bus Partnership (QBP) – Contract, Fares, Infrastructure |
| | | Real Time Information – Buses |
| | | Strategic Transport (PPP) |
| CCTV | | |
| Cowes | Ferries – Red Jet Car Ferry – East Cowes | SEEDA – New Red Jet Terminal |
| | | Park and Ride - 5 years + |
| | | New Ferry Services (20 years) |

Investment Programme – Workshop 2 - 28/04/2005

| Area | Problem | Solution |
|------------------|---|---|
| Project Cowes | Freight | Trailer Park – Racecourse roundabout |
| | | Multi-stay parking (St Mary's Road Car Park) |
| Cowes Area | Parking: <ul style="list-style-type: none"> • Residential • Commuter • Capacity | Provision for commuters residents parking – double yellow lines over vehicular access |
| | | Designated freight route (Gordon Road) - then allowing parking on both sides down residential roads |
| | | 'Acceptable' level parking |
| | | Use of Somerton Park & Ride BAE Systems site for P & R expansion |

| Area | Problem | Solution |
|-----------------------|--|---|
| | Red Jet | 30% of passengers would prefer to use E. Cowes instead of Cowes Terminal Parking problems move to E. Cowes residents parking policy E. Cowes |
| Cowes | Employment Buses Newport busy so use (summer / peak) – Floating bridge <ul style="list-style-type: none"> • Access • Capacity | Depends on business type Study Cowes – Newport Cycleway + Fairlee to Newport Town Centre Consider need for bus priority measures in West & East Cowes SEEDA proposals (solution? problems?) Castle / Ferry – Westlands usage – peak times Medina Bridge (investigated by Arups) |
| E. Cowes Kingston | Route to E. Cowes – capacity Ferry breakdown | Investigate as part of Project Cowes Links to possible bridge site (levels?) VMS – location - Whippingham / all ferries work with operators |
| Newport | Home Zones | link East to West Roads – links to Newport Study |
| Islandwide / Rural | Speed | Draft Road Safety Plan Speed Strategy |
| Ryde | High number of pedestrians Though routes Interchange – Ryde Pier Smallbrook – railway / stadium Oakfield – access Safety – rat running | High Street / Union Street – Mike Wheeler Strategic route creation (Pellhurst Road Junctions / Green Street – High Street) Ryde Interchange – assist in vehicular movements Network has capacity Strategic Signage & Bus Priority Routes Station works – pedestrian access - footpath Home Zones? Housing Association – consult Community / Ryde Development Trust |
| Footway | Overall Strategy | Rights of Way Improvement Strategy |
| Safety | Accidents Cluster sites diminishing | Remedial Study – Routes routes basis – signage - policy |

Investment Programme – Workshop 3 - 04/05/02005

| Area | Problem | Solution |
|-------------|--|---|
| Ryde | Cycle access Lack of routes | Ryde Interchange New routes Spencer Road signing Fishbourne to Ryde routes Ryde to Seaview signing Brading to Bembridge Railway land – North to South Monkton Mead – Transport Corridor Ryde circular route |
| | Bus access for commuters | Direct routes for commuters Ryde to Newport Limited stops |
| | Information | VMS Fishbourne – Ferry / Ryde Pier Ryde Town Centre At car parks Traffic management |
| | Car parks - Vehicle / Pedestrian safety | CCTV |
| Sandown Bay | Coach parking – safety & security | Coach parks with facilities & CCTV |
| | Car Parks – waterside sites | Car Park enhancements CCTV Coach facilities Environmental Signing |
| | Traffic congestion Shanklin to Lake route | Improvements / signing / traffic lights Traffic management plan Windsor Drive – Blythe Way – Bus Gate |
| | Rail station enhancements Shanklin Sandown | St Johns Road – Brook Road – Car Route Signing |
| | Cycle access revetment Cliff Path | Open as Cycle way investigate options |
| | Water access | Hovercraft Sandown – Shanklin Water bus – Ventnor |
| | Access | Develop Bembridge airport Develop Sandown airport New airport location |
| | Bus priority Southern Shanklin – North of Shanklin | Bus priority @ junctions |

| Area | Problem | Solution |
|---|--|---|
| | Bus access Winford / Apse Heath | Maintain Optio service beyond 06 New routes to Railway stations |
| | Shanklin to Ventnor | Improved disused railway lines use tunnel route alongside road / Rew lane Cycle hire at Shanklin Shanklin Interchange |
| General Information | | |
| Strategic Freight Plan Freight Partnership Identify strategic routes Agreement / TROs Park Road | Quality Bus Partnership (QBP) Use capital Wight bus / Southern Vectis Commuter routes Travel to work | Roads Re-classification Signing Freight map Coach map |

Investment Programme - Workshop 4 - 20/05/2005

| Area | Problems | Solution |
|-------|--|---|
| Rural | Accessibility | Partnership Other vehicles Driver training |
| | Bus Network - villages, hamlets | Demand responsive - not commercial Service - cost - limited take up Shelters at stops |
| | Rural bus subsidies - now kick start | Expand Wightbus Link services to railway stations Promotion - (revenue) |
| | Cycling Lack of off road routes | Feeder service (bus & cycle) Routes 22 (+ access to) Cycle storage at bus stops |
| | Walking Footpaths (lack of) / safety Hedges (footpaths behind = crime) | Expansion of ROW network - ROWIP |
| | Traffic speed lanes & rural villages (actual or perception) | Increase visibility at rural junctions Quiet Lanes (advisory limit - success?) Safety vs Accessibility - Yafford / Porchfield |
| | Accidents - severity clusters? - all identified | Accident database - Road Safety Plan Education & Training |
| | Road stability (coastal roads) | Major bid (£5 million +) |
| | Freight / Coaches | Strategic routes - one way - road safety / stability Quality Freight Partnership Coach routes |

Additional Information

0.5 Comments received during provisional LTP consultation

Comments received during consultation on Provisional Local Transport Plan (LPTP)

| No. of Comments | Comment | Action Taken |
|---|--|---|
| Introduction | | |
| | No comments received | Updated in this final Plan |
| Transport in the Wider Context | | |
| 1 | Comment about land use on the Island. | To be dealt with as part of development of Island Plan |
| 1 | Comment about Transport Interchanges on the Island. | We are looking to improve interchange – Ryde underway, Newport through private investment. |
| 2 | Comment that there should be direct references made to the Areas of Outstanding Natural Beauty Management Plan, and more information provided about environmental areas, species and statistics. | Discussed and agreed with English Nature and others and as a result further emphasised in Sections E and I. |
| Transport Issues and Opportunities | | |
| 1 | Comment regarding the present bus network. | Bus network to be revised / improved by operator – April 06 onwards. |
| 2 | Objections to increased competition between bus providers. | New timetable and travel subsidies to be introduced April 06 onwards. |
| 1 | Comment that there should be direct references to the Tourism Development Plan. | Included in Sections B, M, N and elsewhere. |
| 1 | Comment about Timetables. | To be revised by operator April 06 onwards |
| 1 | Support for de-zoning taxis on the Island. | Noted – to be actioned see Section C |
| 2 | Comments on concessionary fares and a central control centre for taxis. | Noted and to be discussed. |
| 1 | Comment suggesting that a strategic plan is needed for Cross Solent travel. | Issue for discussion with Solent Transport. |
| 1 | Support for Work Place Travel Plans. | Support noted |
| 1 | Comment that demand responsive services are required on the Island. | To be considered as part of review of services. |
| 1 | Support for powered two wheelers as a means to reduce congestion. | Support noted – included in Section C |

| No. of Comments | Comment | Action Taken |
|---------------------------|---|--|
| Long Term Strategy | | |
| 1 | Comment about the Bus Network on the Island. | Currently being revised by operator (April 06) |
| 1 | Comment that the Island must minimise the migration of young people from the Island. | Noted. To be addressed by community and as an LDF issue. |
| 1 | Comment that through ticketing should be more readily available. | Noted. To be addressed as part of bus revisions and possible rail franchise improvements. |
| 1 | Comment on bus fares on the Island. | Travel costs to be reduced through Council support. (Island Scholars and residents 60 and over) Plans to introduce beneficial flat fare in 2007. |
| 1 | Comment that dropping off stops and more parking for coaches are required. | Noted – operational issue. |
| 1 | Comment about the achievability of the plan. | Plan seeks to set stretching but achievable targets. |
| 1 | Comment that more references should be included about the historical environment . | Discussed with County Archaeologist and included in more detail in Section I |
| Five Year Strategy | | |
| 1 | Support to improving accessibility on buses | Support noted. |
| 1 | Comment about the fares and punctuality of buses | Fares to be reduced (April 07) |
| 1 | Comment about powered two wheelers being an accessible form of transport. | Noted and recognised in Plan. |
| 1 | Support for the targets in the accessibility section. | Support noted. |
| 1 | Comment about the targets within the accessibility section. | Noted. |
| 1 | Comment regarding the role of pedestrians within the accessibility section. | Importance of travel by foot recognised in Plan. |
| 1 | Comment that better training and awareness of powered two wheelers is required. | Already noted in Plan. |
| 1 | Comment that road safety in general need to be improved. | Road safety is recognised as a high priority in Plan. |
| 1 | Comment that powered two wheelers produce lower admissions than cars. | Noted and supported. |
| 1 | Comment that more detail is required within the plan about climate change. | Now included. |
| 1 | Comment that details should be included about the statutory duties outlines in the Areas of Outstanding Natural Beauty Management Plan. | Now included in revised Section I. |

| No. of Comments | Comment | Action Taken |
|---------------------------------|---|--|
| 1 | Support for the targets within the air quality and environment section. | Support noted. |
| 1 | Comment that more references should be included about the historical environment. | Now included in revised section I. |
| 2 | Support for maintaining the Islands present air quality. | Support noted. |
| 2 | Support for Work Place Travel Plans as a means of reducing congestion. | Support noted. |
| 1 | Support for building a by-pass around Newport. | Noted – limited funding. Major bid seeks to address issues. |
| 1 | Comment that altering the road network would reduce congestion. | Noted. |
| 1 | Comment that reducing spaces and increasing costs within car parks would ease congestion. | Noted. |
| 2 | Support for the introduction of Park and Ride schemes. | Under consideration as part of Plan. See Section D. |
| 1 | Support the idea of reducing congestion on Island roads. | Support noted. |
| 1 | Comment about congestion on Island roads. | Noted. |
| 1 | Comment about the need to improve pedestrian facilities. | To be improved as part of plan process and PFI bid. |
| 1 | Comment that lower congestion targets are needed. | Plan seeks to reduce congestion – see section J. |
| 1 | Comment that increasing the number of buses on the Island would help tackle congestion. | Bus numbers and quality is improving. Fares are to be reduced. |
| 1 | Comment that decreasing the number of buses on the Island would help tackle congestion. | Noted – see above. |
| Performance Indicators | | |
| 1 | Comment that more targets should be included relating to the environment. | SEA process will help improve delivery and accountability. |
| Implementation Programme | | |
| 1 | Support for the outlined spend on cycle tracks. | Noted. We are working with CycleWight and Sustrans to focus spending on cycling. |
| 1 | Comment that spending should be reconsidered for the Ryde area. | Spending reconsidered to support Island Plan. |
| 1 | Comment that a Home Zone in Northwood should be considered. | Noted – for consideration . |
| 1 | Objection to the proposed bus gate at Nodes Road Northwood. | Noted. |

| No. of Comments | Comment | Action Taken |
|-------------------------|---|---|
| 1 | Objection to the construction of traffic calming in Baring Road, Cowes. | Noted |
| 1 | Objection to maintaining bridges to a 50 tonne loading. | Maintaining bridges will help improve freight access and regeneration and may reduce impact in rural areas. |
| 2 | Comments that more detail of the proposed schemes was required along with further consultation. | Consultation will take place as part of SEA and scheme development. |
| 1 | Comment regarding the cost of implementing the schemes within the plan. | Noted. |
| 1 | Comment regarding the relocation of Red Funnel. | Improvements to Red Funnel terminal to be carried out as part of SEEDA development at East Cowes. |
| 1 | Comment that when priority ranking schemes the historical environment should be considered. | Environmental issues to be considered as part of formal discussion / consultation process. See Sections E and I |
| 1 | Comment that street lighting is not suitable everywhere. | Noted as part of SEA process. See Section E |
| 1 | Comment that non-statutory partnerships should be considered when priority ranking schemes. | The fullest possible consideration will be undertaken as part of scheme development. |
| 1 | Comment that when priority ranking schemes air quality should be considered. | Noted – see Section I |
| Major Bids | | |
| 1 | Support for the Pan Link Road but only if it the route could be restricted to buses and residents only. | Noted – scheme removed from bid following consultation as part of PLTP |
| 22 | Objections to the Pan Link Road. | Scheme removed from bid following consultation as part of PLTP |
| 1 | Objection to Realignment of the A3055 Ventnor. | Noted – Realignment of Undercliff Drive has planning approval. |
| General Comments | | |
| 2 | Supporting the concepts and content of LTP2. | Welcomed |
| 1 | Comment looking forward to working with the council in the future. | Welcomed. |
| 1 | Comment that the annexes were all well structured. | Welcomed – Annexes further revised and improved. |

| No. of Comments | Comment | Action Taken |
|-----------------|---|--|
| 1 | Comment that references should be made to Wootton Bridge Traffic and Transport Plan | Noted |
| 1 | Comment that there was repetition within the plan. | Noted, but element of duplication required to allow each section to be read on its own. |
| 1 | Comment that there should be a new ferry service from Ryde to Southampton. | Noted and discussed in Plan and Solent Transport Annex |
| 2 | Comments that more information is needed about the usages of ferries. | Noted and updated. |
| 1 | Comment that the provisions at ports should be considered. | Now included in Plan. |
| 2 | Comments about car park charges. | Parking charges recently reviewed. See section J. |
| 2 | Comments that residents parking schemes are extended in Ryde and Cowes. | Noted and to be considered as part of ongoing review / discussions. |
| 1 | Comment that better use should be made of 106 agreement monies. | Noted and to be improved. |
| 1 | Supporting for the overall quality of the plan. | Welcomed |
| 3 | Comments regarding the cost and quality of the plan. | Noted – cost reduced in this document, by reducing print costs and numbers. More to be available on disc. |
| 1 | Comments about the use of technical language within the plan. | Council has tried to make Plan as easy to read as possible. Jargon buster included in Section O. (see below) |
| 4 | Support for the readability of the plan. | Welcomed |
| 3 | Comments regarding the readability of the plan. | See above. |
| 2 | Comment that the plan included grammatical and typographical errors. | Corrected in final Plan. |

0.6 Invitees to accessibility workshops

The Council invited the following organisations to participate in Accessibility Workshops as part of the development of our Accessibility Strategy.

- AONB Unit
- BIFFA
- British Horse Society
- Chamber of Commerce
- CycleWight
- Environment Agency
- Federation of Small Businesses
- Fire and Rescue
- Footprint Trust
- Freight Transport Association
- Friends of the Earth
- GOSE
- GOSE - Drugs Team
- Hampshire Wildlife Trust
- HMP Albany Prison
- Hovertravel Ltd
- Institute of Advanced Motorists
- Island 2000
- Island Line
- Isle of Wight Bus Users Group
- Isle of Wight Chamber of Commerce
- Isle of Wight College
- Isle of Wight Council – Coastal Unit
- Isle of Wight Council - Consumer Protection
- Isle of Wight Council - Corporate Services
- Isle of Wight Council - Countryside Section
- Isle of Wight Council - Education and Community Development
- Isle of Wight Council - Engineering Services
- Isle of Wight Council - Environmental Health
- Isle of Wight Council - Environment Services
- Isle of Wight Council - Health Scrutiny
- Isle of Wight Council – Housing
- Isle of Wight Council – Public Transport
- Isle of Wight Council – Planning Services
- Isle of Wight Council - Policy Unit
- Isle of Wight Council - Ryde Project Manager
- Isle of Wight Council - Social Services
- Isle of Wight Council - Transport Policy
- Isle of Wight Disability Action Group
- Isle of Wight Economic Partnership

- Isle of Wight Healthcare NHS Trust
- Isle of Wight Housing Association
- Isle of Wight Older Voices
- Isle of Wight Police
- Isle of Wight Taxi Proprietors Association
- Isle of Wight Tourism
- Isle of Wight Women's Refuge
- Isle of Wight Youth Trust
- Job Centre Plus
- Learning Skills Council
- LIFT - Local Initiatives for Transport
- Local Strategic Partnership – all members of the Attractive Island Theme Group
- Local Strategic Partnership – all members of the Connected Island Theme Group
- Local Strategic Partnership – all members of the Educated Island Theme Group
- Local Strategic Partnership – all members of the Executive
- Local Strategic Partnership – all members of the Healthy Island Theme Group
- Local Strategic Partnership – all members of the Leisure Island Theme Group
- Local Strategic Partnership – all members of the Safer Island Theme Group
- Motorcycle Club Training Scheme
- National Probation Service
- National Treatment Agency SE
- Newport Police Station
- NHS
- Police Authority
- Primary Care Trust
- Quality Transport Partnership
- Rail Passenger Council
- Red Funnel Ferries
- Road Haulage Association
- Rural Community Council
- Rural Transport Partnership
- Ryde Development Trust
- Ryde High School
- Safer Communities Partnership
- SEEDA
- Southern Vectis
- St Mary's Hospital
- Steve Porter Transport
- SUSTRANS
- Transport 2000
- Voluntary Sector
- Wight Leisure
- Wight Track
- Wightlink
- Youth Offending Team

0.7 Notes from accessibility workshops

0.7.1 Notes from the accessibility workshop - 24/11/2005.

| Issue | Problems | Opportunities | Barriers | Partners / Resources |
|-----------------------------------|--|---|---|---|
| Education and Young People | | | | |
| School Premises | Access to schools (particularly Carisbrooke cluster) | School Travel Plans (individual schools and clusters) Safe Routes to Schools Better use of buses Improved ticketing (eg Smart Cards) | Lack of pavements in rural areas | Head Teachers, Teachers, Governors, Parents, IW Council (including School Travel Plan Advisor, Road Safety Dept. Traffic Section, Transport Section, Education Dept, Property Services), IW Youth Trust, Police, Transport Operators |
| | The "school run" | Encourage walking, cycling or use of public transport Vehicle exclusion zones around school gates | Often part of linked trips (eg school and onto work) | |
| | Implications should the number of schools be reduced | Early discussions | Decisions may be made on educational not transport needs | |
| | Out of hours use of facilities | Dual use of facilities (eg for wider community) | Security Access to transport | |
| School Selection | Transport not always first consideration resulting in increased car use Extended & church schools | Extend school free transport eligibility to all | Cost – if funded by LA other areas may suffer? Availability of vehicles to deliver – may result in reduction of other services during peak hours | |
| | Special schools | Consider needs of users | Availability of appropriate vehicles | |
| School Hours | Schools starting at same time puts pressure on school transport and wider system | Consider altering school start/finish times | Need agreement of others | |

Additional Information

Additional Information

| Issue | Problems | Opportunities | Barriers | Partners / Resources |
|--|---|--|--|---|
| Young People | Timing of public transport | Discuss timetables with operators | Integration with onward services | |
| | Full fare at age 14 on buses | Youth Mover | Awareness and limitations | |
| | Different ages for different transport modes | Work with operators | National levels set on railway | |
| | Awareness and limitations of Youth Mover scheme | Better promotion in schools | Cost of promotion | |
| 'Aspiration' of car ownership | | Extend age range | Funding | Car ownership often linked to social status |
| | | Educate on alternatives. Links to wider Island vision | | |
| Problem accessing youth clubs and leisure facilities – cost and access to public transport | | Work with public transport operators. | - | |
| | | Youth Mover | | |
| | | Encourage walking and cycling. Provision of racks & lockers. | | |
| Employment | | | | |
| Location | Disperse or concentrate development? | Local jobs for local people | Difficult to ensure vacancies are filled by local people | IW Council (including Engineering, Planning, Education), Chamber of Commerce, Federation of Small Businesses, IW Economic Partnership, business associations, LSC, Job Centre +, transport and freight operators. |
| | | Work based travel planning – target major employers & clusters | Medina Valley – capacity for future development? | |
| | Company buses | Limited road network | | |
| | Provision of Park and Ride sites | Availability of suitable sites? | | |
| Jobs focussed in Newport and Cowes results in increased congestion | | Focus development on main corridors and increase public service provision on these routes – use of mini /midi buses? | Bus stuck in same traffic as cars | |
| | | Wight Wheels | | |
| | | Success in these areas would increase confidence for similar schemes in other areas. | Funding issues | |
| | | | - | |

| Issue | Problems | Opportunities | Barriers | Partners / Resources |
|------------------|---|---|---|----------------------|
| | Cross Solent | Good Solent links | Commuter parking (solutions: park and ride, residents parking?) Cost of travel Market forces | |
| Type | Type of employment | Locate certain types of employment in key areas | | |
| Working Patterns | Shift working | Workplace travel plans | Unpredictable working hours Lack of transport choice Availability of early/late night public transport services | |
| | | Helps alleviate peak time congestion | - | |
| | Home working | Little or no transport implications | Access to email/internet | |
| | | Increased use of email and internet | Broadband coverage in rural areas | |
| Journey Patterns | Short journeys | Opportunities for walking, cycling or public transport use | Encouraging modal shift Linked trips | |
| Wages | Low paid/ unemployed | Local aspiration to promote economic prosperity and regeneration including increasing wages | Could be long term delivery? | |
| | Cost of public transport for those on low wages | Concessionary fare schemes | Funding issues | |
| Qualifications | Qualified staff | Wight Wheels Match jobs to local skills | Difficult to ensure vacancies are filled by local people | |
| | Training | Ensure appropriate training available locally | Viable numbers | |
| Freight | Delivery vehicles increase local congestion | Co-ordinate deliveries | Timings of deliveries influenced by ferry and business opening times | |
| | Freight vehicles using inappropriate roads | Increased signing for freight vehicles | - | |
| | | Quality Freight Partnership | Agreement of all local operators | |

Additional Information

Additional Information

| Issue | Problems | Opportunities | Barriers | Partners / Resources |
|---------------------------|---|--|--|--|
| Health Location | Location of services in relation to public transport - transport often last consideration when locating services | Use data and software to inform future locations | - | NHS, PCT, Rural Community Council, Transport Operators, Patient Groups, IOW Council (including planners) |
| | St Mary's hospital inaccessible by public transport Lack of co-ordination/availability of car services Lack of local services | Perception or fact? Could only be problem of publicity? Better utilisation of vehicles RCC minibus brokerage scheme More information to patients on transport and access | Not all forms transport suitable for all Resources Publicity and resources If services too far away used less by patients | |
| Services | Specialist services not available on Island Lack of local dentists - patients stick with dentist when moving house resulting in more journeys (including mainland) | Work with Trusts/ Hospitals/transport and mainland providers Mobile dentists Dentists recruited from abroad | Cost of travelling Limited nature of transport support Current backlog - 9,000 residents without a dentist | |
| | Timing of Services Surgeries not open at convenient times Timing of appointments - particularly mainland. | Change/extension to opening times to accommodate patients Work with health providers | Resources Transport problems not necessarily considered in pre-arranged appointments Consultant appointments given on priority of need basis | |

| Issue | Problems | Opportunities | Barriers | Partners / Resources |
|--------------------------|---|---|--|--|
| Shopping Location | Local shops should be supported | Reduces transport needs Promotes sustainability Can reduce product miles | Difficult to compete with larger supermarkets and shops | Shop owners, business associations, Chamber of Commerce, Federation of Small Businesses, transport operators, IW Economic Partnership, IW Council (particularly land use planners) |
| | Retail focussed on Newport | Increased choice Discourages people from shopping on mainland | Can be to detriment of local shops | |
| | Traffic congestion in Newport | Park and Ride Use of public transport, walking or cycling | - | |
| | Mainland shopping | Increased choice Good cross Solent links | Carrying shopping | |
| | | | Takes money off Island Expensive ferry fares Access to ferry terminals (including parking) | |
| Large Supermarkets | All shopping done at one location | Reduces travel | Reduces choice Impact on local economy Demise of specialist shops | |
| Internet / Home Delivery | Delivery/freight vehicles using unsuitable roads | Increased signage Reduces need to travel for customers | - Impact on local economy Availability of internet and broadband | |
| Necessity or Hobby? | Shopping has become a hobby rather than necessity, resulting in increased trips | Central shopping locations Encourage use of public transport, walking or cycling | Detriment of local shops Carrying shopping | |

Additional Information

Additional Information

| Issue | Problems | Opportunities | Barriers | Partners / Resources |
|-------------------------------|--|--|---|---|
| Leisure and Recreation | | | | |
| Location | <p>"Honey pot" sites attract multiple visitors but don't always benefit from good public transport links resulting in increased car trips and full car parks</p> <p>Driving to countryside</p> <p>Drive & walk / drive & cycle</p> <p>Often only car access considered</p> | <p>Tourism and leisure major part of Island's economy</p> <p>Site travel plans</p> <p>Ensure future developments can be accessed by public transport, walking and cycling</p> <p>So much available on doorstep</p> <p>Encourage walking and cycling from home</p> <p>Improve safety and new routes</p> <p>Encourage access by public transport, walking & cycling</p> <p>Event travel plans – condition of use? (IW Act)</p> | <p>Often only seasonal and weather dependant (eg beaches)</p> <p>Resources</p> <p>-</p> <p>Lack of information and signposting regarding walking/cycling from home to countryside (ie urban to rural)</p> <p>Need to consider early in planning process</p> | <p>IW Tourism and tourism industry, IW Council, Rights of Way Improvement Plan, Transport Operators</p> |
| Countryside | | | | |
| Major Events | | | | |
| Others | | | | |
| Public Transport | <p>Cost of public transport</p> <p>Affordability for people on low wages</p> <p>(Perceived?) cost of public transport vs cost of running a car</p> <p>Lack of operator choice</p> | <p>Introduction of a smart card system</p> <p>Promotion/introduction of concessionary fare schemes eg youth mover, free pensioner travel, £1 flat fare</p> <p>Increased publicity on "real" costs of motoring</p> <p>Work with current operators to improve service</p> | <p>Resources</p> <p>Limited number of operators equals limited competition</p> | <p>Transport Operators, User Groups, IW Council, Rural Community Council</p> |

| Issue | Problems | Opportunities | Barriers | Partners / Resources |
|---------------------------|--|--|--|---|
| | <p>Access to up to date travel information (routes and timetables)</p> <p>Direct connections to destinations/integration/links to other modes</p> | <p>Traveline</p> <p>Traveline mobile text option</p> <p>Internet</p> <p>Introduction of real time information</p> <p>Only a few operators, all know each other</p> | <p>Needs more promotion</p> <p>Older people less likely to use/have access to technology</p> <p>Cost</p> <p>Congestion – particularly in Newport</p> | |
| Access to Newport | <p>Congestion in Newport - particularly at peak times</p> | <p>Introduction of car sharing schemes (community & businesses)</p> <p>Encourage walking and cycling including infrastructure improvements</p> <p>Improve bus services – frequency, ticketing, timing.</p> <p>Better use of existing roads and junctions (including Coppins Bridge)</p> <p>Build a ring road</p> | <p>Resources</p> <p>Bus held up in car traffic</p> <p>Vehicle availability at school times</p> <p>Infrastructure already at capacity at peak times?</p> <p>Resources</p> <p>Land ownership</p> <p>Environmental issues</p> <p>Could be to detriment of other areas</p> | <p>IW Council, business associations, Chamber of Commerce, Federation of Small Businesses, transport operators, Isle of Wight Economic Partnership, Rural Community Council, Rights of Way Improvement Plan, Cyclewright, SUSTANS</p> <p>Transport Operators,</p> |
| Increase in Car Ownership | <p>Major services all located in Newport (eg shopping, college, 2 high schools, hospital, employment).</p> <p>More households owning a car/multiple cars</p> | <p>Opportunity to prioritise one key destination</p> <p>Encourage development in other locations eg via Local Development Framework, working with key partners</p> <p>Not car ownership but car use</p> | <p>More long term aim</p> <p>Could create other accessibility problems</p> <p>Difficulty in encouraging modal shift and changing journey patterns</p> | <p>IW Council, business associations, Chamber of</p> |

Additional Information

Additional Information

| Issue | Problems | Opportunities | Barriers | Partners / Resources |
|------------------------------|----------------|---|---|--|
| Access for mobility impaired | Infrastructure | Education | Resources | Commerce, Federation of Small Businesses, transport Operators, Islw of Wight Economic Partnership, Rural Community Council |
| | | Introduction of car sharing schemes (community & businesses) Cost of driving | Needs more publicity | |
| | | Town centre audits Provision of dropped crossings, parking spaces, bays and appropriate infrastructure Working in partnership with others | Possible visual impact of infrastructure – particularly in conservation areas | IW Council, IW Society for Blind, IW Disability Action Group, Mothers Union |

0.8 Notes from Accessibility Workshop - Carisbrooke Park Estate

Introduction

The Council's full Local Transport Plan 2 (LTP2) needs to be submitted to Government by the end of March 2006 and must include at least one Local Accessibility Action Plan (LAAP). It has been suggested that a LAAP could be developed around the Carisbrooke Park Estate area.

Issues

The Council has had several discussions with the Local Member, Councillor Whittaker, and various members of the public concerning accessibility related problems in the area. Need to identify key problems and distinguish facts from perceptions. It is anticipated that any consultation will identify different issues for different times of the days including:

| Problem | Possible Action? |
|---|--|
| Impact of school traffic | School Travel Plans Safe Routes to School scheme(s) |
| Parking | Change double yellow to build outs Enforcement – introduction of decrim parking may assist |
| Rat running | Origin & destination survey to determine actual or perception Introduction of one way roads |
| Speeding traffic – particularly Fieldfare Rd as result of change to traffic calming | Speed surveys 20 mph zone - signs designed by local children? |
| Impact of new and future developments | Links to planning to map any future sites and ensure adequate walking & cycling provision Safeguarding of approximate NCN route 22 – ensure included in future LDF Securing and use of Section 106 money Consider impact of new road adj Kitbridge Middle School? |
| Accidents | Obtain & analyse accident data Upgrading of zebra to pelican – probably no benefit Infrequent bus service |
| Infrequent bus service | S Vectis currently considering timetable improvements – particularly in light of free over 60 travel. |
| Bus stops | Upgrade existing stops to make disabled friendly |
| Public transport awareness | Marketing – leafleting in partnership with S Vectis? Personalised travel planning |

It is likely that any improvements will be phased.

Schools

There are 6 schools in the area, all at different stages with their School Travel Plans. Of the 6 schools, 5 have been identified for possible Safe Routes to School (SRTS) schemes.

| School | Travel Plan | Level* | Identified for SRTS |
|----------------------------|---|--------|-------------------------------|
| | Stage | | |
| Carisbrooke High | Actively working with | 4 | Yes |
| ABK Middle | Unable to make progress as currently no headteacher | 0 | Yes |
| Trinity Middle | Actively working with | 3 | Yes |
| Carisbrooke C of E Primary | No response to date | 0 | Yes |
| St Thomas of Canterbury | Actively working with but currently no head teacher | 4 | Yes |
| Newport C of E Primary | STP expected later in year | 2 | No – scheme already completed |

1 = full plan; 2 = draft plan; 3 = pupil survey done, in consultation;
4 = setting up working group; 5 = had info pack

The Council's Cycling Officer has made good links with Carisbrooke High Deputy Head. School has also achieved Sports College Status and provide cycling as part of school curriculum. School would therefore support on road cycle improvements.

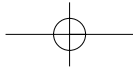
ABK and St Thomas currently do not have Headteachers and therefore may be difficult to gain firm commitments at this time.

Potential for Modal Shift

- **Carisbrooke** - not much potential most bus/walk already.
- **St Thomas** and **Carisbrooke C of E** probably have most potential for modal shift as pupils brought by car but live reasonably close.
- **Trinity** and **ABK** may have potential but being denominational schools will maintain high bus usage.

Safe Routes to School (SRTS)

Consideration has been given to progressing all 5 SRTS in tandem during 2006/07 including public consultation at one of the schools during May half-term and implementation during summer holidays (to minimise disruption). Important to tie SRTS schemes in with any other accessibility work (especially School Travel Plans) which may result in delays to this timetable.



Project Team

Essential that we develop a Project Team to work to deliver the project suggestions include:

- Local Members
- Home to School Transport
- Southern Vectis
- Wightbus
- Healthy Schools Co-ordinator
- Cycle Wight
- Quality Transport Partnership
- Planning
- Carisbrooke Forum representative
- Newport Forum representative
- Sustrans
- Representative from each of the Emergency Services
- Legal Representative
- School Governors
- Head Teachers

It would not be feasible to meet all at the same time and may be more appropriate to bring in representatives when required. Could develop a number of sub groups eg schools, public transport, residents?

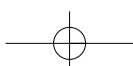
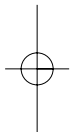
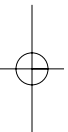
Next steps

Need to look at information currently available including:

- Accidents;
- Traffic flow data;
- Traffic speed data;
- Junction turning movement surveys;
- Bus stops and frequency;
- Journey times to Newport;
- Future development sites;
- Approximate NCN route 22 location.

In addition might want to consider additional data including:

- Origin and destination surveys;
- Foot fall;
- Resident perception studies;
- Bus ridership;
- School travel data.



Actions

1. Compile and circulate notes of meeting.
2. Locate and map current data.
3. Identify outstanding data and arrange surveys.
4. Meet with Local Members.
5. Meet with Southern Vectis and Wightbus to discuss bus provision.
6. Follow up work with schools on School Travel Plans.
7. Continue to work on cycling initiatives including NCN route 22.
8. Arrange meeting of Project Group(s) to discuss best way to progress project.

0.9 Action taken in response to the points made in the 2005 settlement letter

The following table explains how we have responded to the comments made in the December 2005 settlement letter from the Government Office for the South East.

| Criteria | Comment | Response / Action |
|--|--|--|
| Criteria 1 : Context | | |
| The consistency of a plan's objectives, targets and programmes with the wider policy and planning context. | More clarity on how the various components of the plan link together. In particular how the programme will help deliver the strategy and contribute to the achievement of targets. | Plan revised to improve linkages between sections so as to show Plan in context and illustrate delivery against targets. |
| | More detail on the influence the LTP will have on land use planning and the development of the LDF. | Emerging LDF "Island Plan" now embedded in Plan - process and delivery |
| | Sharpening the regeneration focus. | Plan revised to show importance of regeneration as key local and corporate aim. |
| Criteria 2 : Analysis | | |
| The Plan is built on a sound analysis of local transport problems and opportunities. | More consideration of the data included in the plan to ensure it is all relevant and that relevant issues are followed through. | Plan revised to ensure synergy. |
| | More reference to experiences from LTP1 | Included in Exec Summary and throughout the Plan. |
| | More detail on the case for majors schemes including some consideration of alternative solutions and a do minimum scenario. | Included in Section E.3.6 as part of SEA process, plus Section J.7. (Congestion) and M.2.2. (Investment Programme) |
| | Evidence that assumptions for majors have taken account of the new Regional Funding Allocations arrangements. | Discussed in Sections M.4, M.11.1. |

| Criteria | Comment | Response / Action |
|--|--|--|
| | Strengthening of the environment strategy. | Sections E and I have been rewritten in partnership with English Nature and others to take account of SEA process and comments received. |
| | Detail on how SEA process has impacted on the Plan. | Fully detailed throughout the Plan – notably Section E and as separate report produced by consultants. |
| Criteria 3 : Maximising Value from Resources | | |
| The Plan will deliver the best possible results, given the likely availability of public funds and the current state of infrastructure and transport services. | Possible expansion of Priority Ranking Form to include a cost/VFM element. | Discussed with GOSE and others. Difficult to quantify and achieve. Considered in Section N – Table in N.23. |
| | Evidence of considerations of VFM and alternative solutions for major bids. | Explored in M.14.5 and M.15.10 |
| | Further work on TAMP as promised. | Work on TAMP progressing well. Required as essential element of this Plan to help identify possible efficiency savings and for development of PFI bid. Update included in Section K.7. – Effective Management. |
| | Consideration of the role of parking in managing demand. | Parking charging policy recently reviewed and charges for occasional parking increased as a result. Decriminalised parking to be introduced. See Section J -J 4.4 for details. |
| | More consideration of the role of revenue and the Island approach to budgeting and cost control. | More details included in Section M. |
| Criteria 4 : Involvement | | |
| The effectiveness of consultation and involvement of stakeholders in local transport. | Build on this strong start by showing how these internal and external structures have influenced the development of the full plan. | Further discussions have strengthened and improved the Plan and processes. Revised Section E explains outcome of partnership discussions regarding environment. Reference to emerging LDF included in Sections B.8.1. B.8.6 and D.15, D.16, D17 and elsewhere. |

| Criteria | Comment | Response / Action |
|---|--|--|
| | Show how the consultation responses to the provisional plan have helped shape the full plan. | Final Plan shaped by ongoing consultation and discussions. Over 300 PLTPs made available, plus press coverage and web presence. Responses to formal consultation process included elsewhere in this Section. |
| Criteria 5 : Performance Management | | |
| The robustness and quality of the process for setting and monitoring local targets and trajectories | Consideration of whether local target relating to the Regeneration and VFM aspect of the strategy are appropriate. | Section N revised and improved. Table included in Section N to discuss and evaluate potential rerevisions. |
| | Robust justification for the levels and trajectories of targets for the full plan particularly for train punctuality & reliability, cycling, traffic growth and maintenance. | Section N revised to more robustly justify targets and trajectories. |
| Criteria 6 : Priorities | | |
| The extent to which the identified shared priorities, and the identified quality of life issues, have driven the development of the LTP delivery programme, objectives and targets. | Further development of the Accessibility Strategy for the full plan. | Revised Section F includes full details of Accessibility Strategy and Accessibility Action Plan. |
| | Further consideration of the role parking charges policy included (ie parking restraint and charging). | Details of recently revised in Section J. |
| | Strengthening the consideration of environmental issues in the plan (ie landscape, biodiversity, public spaces and climate change). | Sections E and I completely revised in partnership with English Nature and others to highlight importance of environment and SEA process. |

0.10 LTP Assessment (Annex c checklist)

Government criteria for assessing Local Transport Plans.

| Criteria | Comments |
|--|---|
| The Plan reflects the long-term vision of local authorities serving the plan area, and a long-term local transport strategy consistent with that vision. | Section D sets out our long-term strategy and transport vision for 5 years and beyond. |
| The delivery programme, and LTP objectives and targets, are consistent with the full range of local policy aims and objective and the outputs of the wider local corporate planning framework (e.g. corporate plans, community strategies and Best Value performance plans). | Sections B sets transport in the wider context. Section D explains our local policy, aims and objectives. The LTP targets set out in Section N are consistent with and support these aims. |
| The Plan will influence, and will therefore be broadly consistent with, other decisions of local authorities in the area covered by the LTP - for example, in housing, planning, economic development, education and social services. | The Plan is based on Community Strategy and is being developed at the same time as the emerging LDF - "Island Plan". Both plans share common areas including Accessibility Planning and SEA. Issues of accessibility are being developed with partners. See Sections B, C, D & F. |
| The Plan is broadly consistent with, and will influence the development of, spatial planning and economic development strategies produced at the regional level. | The Plan is being developed alongside the emerging LDF and shares common areas of development work. The LDF core transport policies are now included in Section D - D17 |
| The Plan is consistent with relevant national-level policies - in particular as they relates to strategic transport networks and their users, the environment, sustainable communities, and economic development. | Section B sets out how the LTP fits with other relevant national plans and policies. Section D explains how the LTP fits with and will help deliver the LDF and develop sustainable communities and help reduce the impact on the environment. Section K illustrates how this plan will support our local economy. |
| The Plan contains appropriate analysis relating not only to existing local transport problems, but also to possible emerging problems, and the opportunities to deliver a better quality of life to local communities. | Section C explains our transport problems and opportunities that exist to help solve them. Whilst Section D sets out the long-term strategy and how we will deal with these issues over the longer term. The table at the end of Section D - D18 shows how the five-year strategy fits within our longer-term aspirations. Sections E - L then sets out in detail our five-year strategy. |

| Criteria | Comments |
|--|--|
| The Plan's analysis of problems and opportunities is fully informed by the existing evidence base, including the past experience of the Plan authorities and others. | Section B, sets transport in the wider context and Section C explains the current situation, including population, employment, travel patterns etc. The Performance indicators included in Section N are based on past trends & current performance. |
| The Plan's analysis avoids making assumptions that are not necessarily supported by evidence. | See above. The Plan is evidence based and apart from the delivery of the PFI bid and major schemes only includes fully funded schemes and projects. |
| The Plan analysis is informed by consideration of the full range of people, communities, public services and businesses affected by the Plan. | The Plan is soundly based on the Community Strategy and was developed using structured workshops, with the QTP and others based around the shared priorities and accessibility planning. We have used the consultation carried out on the PLTP, emerging LDF, discussions with the LSP, Solent Transport, SECSIG, adjoining Authorities, local business groups and Hampshire Economic Partnership to help shape the final Plan. See Section A.3. |
| The Plan addresses problems and opportunities across the full range of transport modes used in the area - including car travel, walking, cycling, public transport, taxis and private hire travel, distribution of freight, the use of public service vehicles, coach travel, motorcycling, wheelchair use and horse riding. | The Plan seeks to improve transport for all modes and has been developed in partnership with the QTP, which includes transport operators and users and Section C considers how travel by these modes can be improved. We are looking to make the most of our extensive rights of way network and the appended Rights of Way Improvement Plan sets out how the ROW network can fit with and support our highway network. |
| The Plan demonstrates that the environmental impact of Plan schemes and policies has been fully considered and that the LTP will take opportunities to improve the environment (e.g. through the inclusion of selected analysis produced in support of a Strategic Environmental Assessment.) | LTP and emerging LDF share common elements including SEA and accessibility modelling. The environment is one of the Island's most important assets and Section I has been extensively revised in partnership with English Nature and others to better reflect the importance of the environment and how transport can impact on it. Section E explains how the development of the SEA has helped shape the Plan and the SEA is included as an Annex to the document. |
| The Plan analysis has sought to identify and prioritise the local transport policies and schemes that would deliver the best possible value for money. | The LTP prioritises policies and schemes and our priority ranking system ensures compliance with the AIF and will ensure best value for money. The SEA has helped identify value for money solutions and once completed, the TAMP will further help this process by identifying possible efficiency savings. |

| Criteria | Comments |
|---|--|
| Every opportunity will be taken to make the best use of existing assets, both to avoid the need for new or upgraded infrastructure and to maximise the benefits of new or upgraded infrastructure. | The LTP seeks to make the best use of existing infrastructure and put in place improvements by working in partnership with others through QTP and other partnerships. See Sections C.13 and K. 2 |
| The Plan would maintain assets in a cost-effective way, and that asset maintenance will be informed by LTP objectives and targets. | Section K gives details of progress towards completing our Transport Asset Management Plan. The TAMP will help us understand better the condition and value of our highway asset and will be key to the development of our PFI bid, the expression of interest for which is to be submitted by 10 Sept 2006. See Section K.9. for details. |
| The Plan adequately considers (in the context of local circumstances) a range of potential options for delivering congestion, pollution and road safety benefits through managing demand for travel by road and influencing travel behaviour. | Section C examines transport problems and opportunities and how we can influence travel behaviour. Section H explains how we can improve road safety and health. Section J sets out methods by which we will help reduce congestion. And Section I explains how we can improve Air Quality and the Environment. |
| The Plan demonstrates how the Network Management duty will be implemented in a way that will maximise the value of existing transport networks. | With a limited road network it is essential that we efficiently and effectively manage our network. Section K.2.6. in "Effective Management" sets out how we are doing this and Section J.4 shows how we hope to tackle congestion |
| The Plan is not just a capital investment plan, but demonstrates how opportunities will be taken to improve transport outcomes through the effective use of revenue budgets. | The Plan recognises the importance of making the best use of finances available and paragraph M.3.2. Section M.4. identifies our planned spend and M.8. indicates revenue support. Paragraph M.8.1 includes a revenue support table. |
| The Plan is framed in a way that is consistent with a realistic view of funding from all sources - including the 'planning guidelines' provided by the Department - and does not contain unfunded aspirations. | Delivery is based on the funding allocated. Para K.2.7 (and elsewhere) discusses the local disappointment following reduction of IT block. The Plan does not include any unfunded aspirations but does include the outline of two major bids in Section M, whilst Section K – K.9. details our important PFI bid. |
| The Plan will implement a robust and effective approach to budgeting, the control of costs, and the securing of partnership funding from non-LTP sources. | Section K "Effective Management" recognises the importance of delivering on time and on budget and explains progress towards developing a PFI bid. Sections M.3.2. illustrates other forms of funding whilst M.8 indicates how will will use revenue support. |

| Criteria | Comments |
|---|---|
| The Plan has been developed with the full and active participation of all relevant tiers of local government and all relevant departments or divisions within local authorities. | All tiers of LA have been involved in preparation of LTP, including active participation of Strategic Director at workshop meetings. The Plan has been discussed at the LSP and Island Futures Support Group. Accession has been developed through discussions, including Senior Managers and Assistant Directors. Section A.3. sets out the consultation process. Section O includes notes from our workshops. |
| The Plan has been developed in a way that fully addresses local transport needs and opportunities across administrative boundaries. | The Plan takes fully into consideration cross boundary issues identified and discussed with Solent Transport Partners at fortnightly meetings, established to help and inform Plan preparation. Council is also member of South East Counties Service Improvement Group, which includes Hampshire, West and East Sussex, Bucks and Kent. We are looking to improve access to mainland healthcare in partnership with Southampton City Council and others, see Section F - Accessibility Action Plan |
| The Plan has been developed with the active involvement of a wide range of interested local stakeholders - including companies delivering transport services, other local businesses, local public services, local communities and special interest groups - and where possible makes use of existing consultative and planning bodies (e.g. Local Strategic Partnerships, Rural Transport Partnerships). | The Plan has been developed using workshop approach involving QTP – transport operators and users, LSP, local interest groups and associations. See Section A.3. and workshop notes contained in Section O. |
| The Plan's policies and schemes with impacts on strategic transport networks have been developed with the other responsible agencies (e.g. the Highways Agency, other DfT delivery agencies, rail industry bodies, freight operators, operators of coach services). | Our QTP includes transport operators including ferry, rail and freight. Internal transport operations have limited impact on strategic road network. See Section B for context. |

| Criteria | Comments |
|--|--|
| The Plan targets have been set in a way that reflects the transport aims and objectives of the local authority or authorities involved, and the wider policy and planning context, instead of (for example) a predetermined transport investment programme. | Our delivery programme will now take account of emerging LDF – See Section L.2. The targets included in Section N and implementation programme included in Section M have been developed using workshop approach and reflects the transport aims and objectives set out in the Community Strategy and emerging LDF. |
| Development of the Plan has brought about a robust system for reviewing LTP targets to ensure they are, and will remain, realistic and challenging. | Section K sets out how we will ensure effective management” and Sections M and N include a robust system of reviewing targets and delivery. |
| The Plan targets will measure outcomes directly, or measure outputs demonstrably related to outcomes. | Section N sets out our performance indicators and outcomes. |
| The Plan will include all relevant mandatory targets and indicators. | Section N includes all mandatory indicators, plus local indicators to reflect local circumstances. |
| The Plan targets will be accompanied where possible by year by year trajectories, and a robust process will be in place for setting these trajectories and monitoring performance against those trajectories. | Section N sets out performance indicators, outcomes and illustrates year by year trajectories. |
| The Plan targets identify how the targets will be achieved, the key risks to the achievement of the targets, and how those risks will be managed. | Section N includes supporting text explaining the methodology, risks and risk management. |
| The Plan contains evidence that the developing accessibility strategy will deliver accessibility objectives, and will ensure those strategies and objectives are addressed by the wider local policy and planning agenda. | Section F gives details of our accessibility planning work and shows how our planned accessibility action plans will fit with and help deliver the wider local policy and planning agenda. This programme has been developed with partners from planning, health, education, Job centre+, NHS and Youth MP. |
| The Plan convincingly addresses current and emerging congestion problems using a range of policy tools (or provides convincing evidence that there are no such problems), and ensures that the need to address congestion levels is addressed by the wider local policy and planning agenda. | Although not of national significance, congestion is nevertheless an important local issue. Section J illustrates how the limited nature of our road network emphasises the importance of maintaining our effective management. Our Major bid for Newport included in Section M seeks to address congestion and accessibility problems in our county town. |

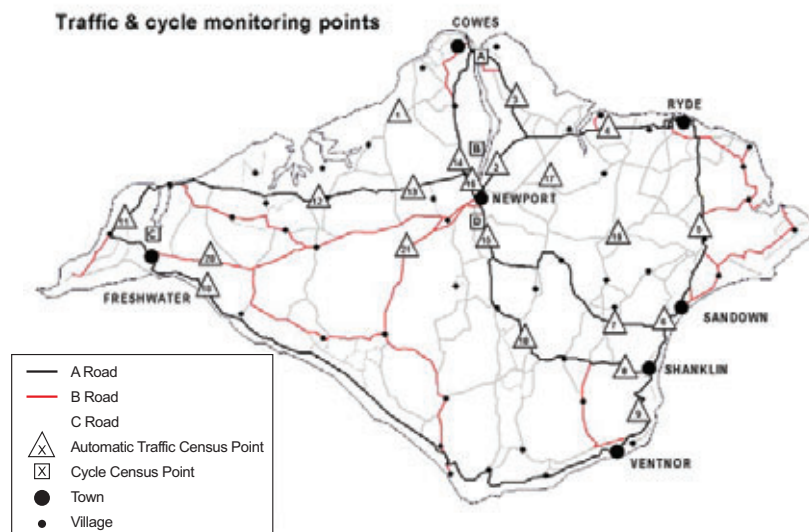
| Criteria | Comments |
|---|--|
| <p>The Plan convincingly addresses current and emerging air quality problems - especially those in Air Quality Management Areas - that are related to local transport (or provides evidence that there are no such problems), and ensures that local transport related air quality problems are addressed by the wider local policy and planning agenda.</p> | <p>The Island has no AQMAs and the Plan includes policies and strategies and target to maintain situation. Section I includes how we will improve the local air quality and environment. The location of new development will have impact on air quality and LTP is working with emerging LDF and SEA process to ensure impact is reduced.</p> |
| <p>The Plan will convincingly deliver better road safety outcomes, especially for vulnerable road users, through a range of policy tools, and ensures that the road safety objectives are addressed by the wider local policy and planning agenda.</p> | <p>Section H sets out our five-year strategy on road safety and health. The Council has revised its Road Safety Strategy and copy of the Road Safety Plan is included as an Annex to this Plan.</p> |
| <p>The Plan policies and schemes will demonstrably take all reasonable opportunities to deliver:</p> <ul style="list-style-type: none"> ● sustainable and prosperous communities. ● enhanced, 'people-friendly' public spaces. ● protection and enhancement of landscapes and biodiversity. ● enhanced personal security. ● healthier communities. ● fewer transport-related noise problems. ● progress towards climate change objectives. | <p>The future of the Island is based upon core policies established in Community Plan and reflected in our own Aim High Change Management Plan and LAA. Local improvements are to be delivered through the LDF and our five-year strategy to help support local regeneration is included in Section G - "Economic Prosperity and Regeneration".</p> <p>Section 5 "Air quality and the Environment" recognises the importance of maintaining the built and natural environment, climate change and issues relating to noise. Our delivery programme seeks to deliver the aims and objectives contained in the Community Plan and will be put in place alongside the LAA and LDF and AIF priority areas.</p> <p>Issues relating to personal health and security are covered in Section I – Improving Road Safety and Health.</p> |

0.11 Jargon Buster

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| ACCESSION | Computer software used to measure geographic accessibility. www.mva-group.com |
| AIF | Area Investment Framework www.seeda.co.uk |
| AONB | Area of Outstanding Natural Beauty www.countryside.go.uk |
| APR | (LTP) Annual Progress Report www.iwight.co.uk/transport |
| AQMA | Air Quality Management Area www.defra.gov.uk |
| BAP | Biodiversity Action Plan www.iwight.com |
| BVPI | Best Value Performance Indicator www.bvpi.gov.uk |
| CEP | Comprehensive Equality Plan www.iwight.com |
| CROW | Countryside and Rights of Way Act www.defra.gov.uk |
| CRP | Community Rail Partnership www.acorp.uk |
| DEFRA | Department for Environment and Rural Affairs |
| DfT | Department for Transport www.dft.gov.uk |
| Ecological Footprint | Two studies carried out looking at the impact on the environment made by residents and visitors www.bestfootforward.com |
| Experian Report | Study of Isle of Wight economy carried out by Experian in Oct for IWEP www.iwep.co.uk |
| GOSE | Government Office for the South East www.gose.gov.uk |
| HEAP | Historic Area Action Plan – IW Council www.iow.gov.uk |
| HCC | Hampshire County Council www.hants.gov.uk |
| IW | Isle of Wight www.iwight.gov.uk |
| IWC | Isle of Wight Council www.iwight.gov.uk |
| IFSG | Island Futures Support Group. – Community Plan www.iow.gov.uk |
| ITN | Issue of Invitation to Negotiate |
| IWEP | Isle of Wight Economic Partnership www.iwep.co.uk |
| KSI | Killed or Seriously Injured |
| LA | Local Authority www.iow.gov.uk |
| LA21 | Local Agenda 21 www.iow.gov.uk |
| LAA | Local Area Agreement www.islandfutures.com |
| LAAP | Local Accessibility Action Plan – see Accessibility Section |
| LDF | Local Development Framework www.iwight.com |
| LGA | Local Government Association |
| LLTI | Limiting Long Term Illness |
| LPSA | Local Public Service Agreement – agreement between local and Central Government |
| LSC | Learning Skills Council www.lsc.gov.uk |
| LSP | Local Strategic Partnership - Community Plan www.iow.gov.uk |
| LTA | Local Transport Authority |
| LTP | Local Transport Plan www.iwight.com/transport |
| LTP1 | First LTP 2002-06 www.iwight.com/transport |

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|----------|---|
| LTP2 | Second LTP, 2006-2011 www.iow.gov.uk/transport |
| NATA | New approach to appraisal – method of appraising major bids and other schemes. www.webtag.org.uk |
| NHS | National Health Service (Trust) |
| OBC | Outline Business Case |
| ODPM | Office of the Deputy Prime Minister www.odpm.gov.uk |
| PCC | Portsmouth City Council www.portsmouth.gov.uk |
| PCT | Primary Care Trust www.iow.nhs.uk |
| PHV | Private Hire Vehicle |
| PI | Performance Indicator – See also BVPI |
| PIP | Punctuality Improvement Partnership |
| PLTP | Provisional Local Transport Plan – submitted in July 2005 www.iwight.gov.uk |
| PPG13 | Planning Policy Guidance Note 13 – Transport www.odpm.gov.uk |
| PQQ | Pre Qualification Questionnaire |
| PTW | Powered Two Wheeler |
| QBP | Quality Bus Partnership - between operator and Council |
| QTP | Quality Transport Partnership www.iwight.com/transport |
| RCC | Rural Community Council. |
| ROWIP | Rights of Way Improvement Plan – included as an Annex to this Plan |
| RSP | Road Safety Plan - included as an Annex to LTP |
| RTB | Regional Transport Board – organised by SEERA www.southeast-ra.gov.uk |
| SCC | Southampton City Council www.southampton.gov.uk |
| SEA | Strategic Environmental Assessment www.odpm.gov.uk |
| SECSIG | South East Counties Service Improvement Group |
| SEEDA | South East England Development Agency www.seeda.co.uk |
| SEERA | South East England Regional Assembly www.southeast-ra.gov.uk |
| SINC | Site of International Nature Conservation – See Air Quality and Environment Section. www.iow.gov.uk |
| SRA | Strategic Rail Authority www.sra.gov.uk |
| SRB | Single Regeneration Budget – defunct SEEDA funding mechanism. |
| SSSI | Site of Special Scientific Interest www.english-nature.org.uk |
| STP | School Travel Plan - Policy included as Annex to this Plan. |
| SUSTRANS | Sustainable Transport (Organisation) www.sustrans.org |
| SV | Southern Vectis www.islandbuses.info |
| TAMP | Transport Asset Management Plan |
| TDP | Tourism Development Plan www.islandbreaks.co.uk |
| TOC | Train Operating Company www.island-line.co.uk |
| UDP | Unitary Development Plan www.iwight.com |
| WTP | Workplace Travel Plan |

0.12 Traffic and Cycle Monitoring Points



| Counter Number | Location |
|----------------|-------------------------------------|
| 1 | Rolls Hill, Thorness |
| 2 | Fairlee Road, Newport |
| 3 | Whippingham Road, East Cowes |
| 4 | Eleanors Grove, Wootton |
| 5 | Brading Road, Rowborough |
| 6 | Lake Hill, Lake |
| 7 | Newport Road, Apse Heath |
| 8 | Victoria Avenue, Shanklin |
| 9 | Bonchurch Road, Luccombe |
| 10 | Military Road, Freshwater |
| 11 | Colwell Road, Totland |
| 12 | Yarmouth Road, Shalfleet |
| 13 | Forest Road, Newport |
| 14 | Horsebridge Hill, Newport |
| 15 | Blackwater Road, Newport |
| 16 | Medina Way, Newport |
| 17 | Briddlesford Road, Wootton |
| 18 | Newport Road, Godshill |
| 19 | Ashey Downs Road, Ashey |
| 20 | Newport Road, Afton |
| 21 | Bowcombe Road, Bowcombe |
| Counter Letter | Location |
| A | Cowes to East Cowes floating bridge |
| B | Newport to Cowes cycle track |
| C | Freshwater to Yarmouth cycle track |
| D | Newport to Sandown cycle track |

Additional Information

