Bembridge, Brading and St Helens LCWIP

Version 1.1

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Prepared by People Powered CIC for Bembridge Parish Council, Brading Town Council and St Helens Parish Council

PEOPLE POWERED

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1. Introduction

1.1. Creating new, high-quality walking and cycling routes, and improving those that already exist, is essential if we are to encourage more people to embrace active travel modes. Evidence shows that many people would like to make walking and cycling a (more) regular part of their lives, but that they will only do so if they are provided with safe, direct and comfortable routes. This means infrastructure that prioritises their needs, recognises their vulnerability to motorised traffic and allows them to enjoy the experience of walking or cycling as part of their daily routine.

1.2. The health benefits of active travel are well documented and by encouraging more people to walk and cycle as an alternative to taking the car, we can help reduce air pollution and lower the carbon emissions of the transport sector which is responsible for 27% of the nation's greenhouse gas emissions.[1]

> "It is recommended that people are active every day… walking, wheeling or cycling for daily travel is often the easiest way to get physically active."
> (UK Chief Medical Officers' Physical Activity Guidelines, 2019)

1.3. The Government recognises the very positive role that walking and cycling can play in improving the nation's health and environment. In 2017 it published its Cycling and Walking Investment Strategy, which set out ambitious targets for increasing walking and cycling levels and adopted the goal of making "cycling and walking the natural choices for shorter journeys, or as part of a longer journey". This was followed in 2020 by the Gear Change strategy, which aims to bring about a "step change in walking and cycling" and pledged at least £2 billion for active travel between 2020 and 2025. These plans, along with the issuing of new design guidance for cycle infrastructure and changes to the highway code that give greater priority to walkers and cyclists on the highway, make it clear that active travel is now being taken seriously as a transport mode.

1.4. The Government also identified the need for a new approach to planning for active travel infrastructure at a local level and, as part of the Cycling and Walking Investment Strategy, introduced Local Cycling and Walking Infrastructure Plans (LCWIPs).

1.5. In March 2022, People Powered CIC (PPCIC) were contracted by Bembridge Parish Council, Brading Town Council and St Helens Parish Council to assist in the production of a joint LCWIP for the East Wight area.

What is an LCWIP?

1.1. An LCWIP is a long-term (10 year minimum) strategic plan that sets out local priorities for improvements to walking and cycling infrastructure. In consultation with local residents and stakeholders, it identifies key routes and zones within a town or group of settlements where new infrastructure and the implementation of more walking and cycling-friendly policies will provide high quality, safer environments for people to get around on foot, wheelchair, mobility scooter and bike.

1.2. LCWIPs should be ambitious documents, reflective of the latest policies and design guidance that emphasise the need for excellent connectivity and high-quality infrastructure along whole routes and throughout entire zones. Tokenistic, disjointed schemes that have so often been a feature of the past are explicitly rejected. Proposals should embody the

[1] Department for Transport. Transport and environment statistics: Autumn 2021.

principles of Manual for Streets 1 and 2, and cycling design guidance contained in LTN 1/20, that recognise the community function of streets, promote design based on pedestrian and cyclist desire lines, and encourage permeability for active travel modes in our built environment.

1.3. With this level of ambition comes the need for substantial investment and LCWIPs are a key mechanism for leveraging funding, be that from central or local government, developer contributions or other sources. While it is not mandatory for local authorities to produce an LCWIP, those that do so are better placed to access funding.

LCWIPs on the Isle of Wight

1.6. In 2020 the Isle of Wight Council (IWC) published the Island's first LCWIP, which focused on the towns of Newport and Ryde. More recently, some of the IW Council's sustainable transport funding has been allocated to help parish and town councils to produce their own LCWIPs, which will function as equivalent documents to that produced for Newport and Ryde. LCWIPs for the Cowes/Gurnard/Northwood area and East Cowes and Whippingham area were completed in 2022 and are expected to be adopted by the Isle of Wight Council in 2023.

1.7. LCWIPs integrate with other key island plans, including the upcoming Island Planning Strategy and Local Transport Plan and will form a key part of the planning process and will help guide sustainable transport infrastructure investment requirements for new developments. They are expected to be increasingly useful for ensuring developer contributions towards sustainable transport are secured and well utilised.

1.8. This LCWIP has been designed to complement the existing Isle of Wight Council LCWIP (Newport & Ryde) and to minimise repetition of that document's content. For wider Isle of Wight transport and travel context, as well as the relationship of local LCWIPs to national policy and guidance, please refer to the Isle of Wight Council LCWIP. It should be noted that a new government vision for walking and cycling, in the form of Gear Change, and new guidance on cycling infrastructure, in the form of LTN 1/20, has been issued since the Isle of Wight Council LCWIP was developed. The Bembridge, Brading and St Helens LCWIP has been developed in line with the principles of Gear Change and LTN 1/20.

2. The LCWIP 5-stage process

2.1. The LCWIP technical guidance, issued by the Dept for Transport, sets out a recommended approach to planning networks of walking and cycling routes. The guidance outlines 5 stages in the process of developing an LCWIP.

2.2. Between March 2022 and September 2022, these 5 stages were followed by People Powered CIC in conjunction with representatives from the parish councils, the Isle of Wight Council and a range of other local stakeholders.

Determining scope

2.3. An initial meeting was held with PPCIC, the parish councils and the IWC to determine the geographical extent of the work, and reporting and governance arrangements.

2.4. It was agreed that the East Wight-area LCWIP should follow the boundaries of the three civil parishes of Bembridge, Brading and St Helens. The area is shown in Figure 1.

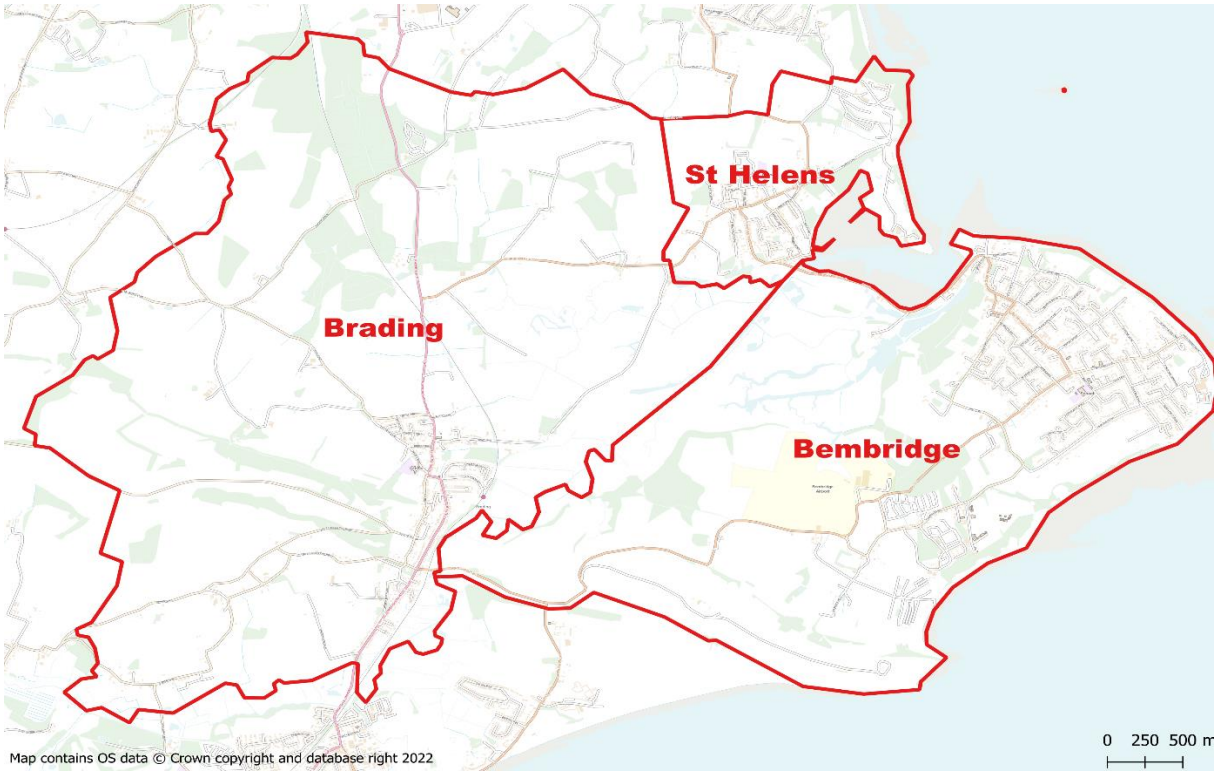


Figure 1 - Area covered by this LCWIP

Gathering Information

2.5. The cycling and walking network plans that are developed in an LCWIP are informed by a range of information sources and by the feedback received as part of consultation with the local community.

2.6. People Powered evaluated existing walking and cycling patterns and identified barriers to active travel in the area. The Propensity to Cycle Tool was used to examine existing commuter cycling patterns and Strava Metro data was used to evaluate broader existing cycling patterns.

2.7. An online community engagement tool was set up using the Placechangers digital planning toolkit. The platform enabled members of the public to submit their thoughts about walking and cycling infrastructure in the area and to comment on submissions left by others. The

platform was live for 5 weeks with 185 ideas/issues posted and a similar number of comments made on ideas other people had posted. 102 people participated.

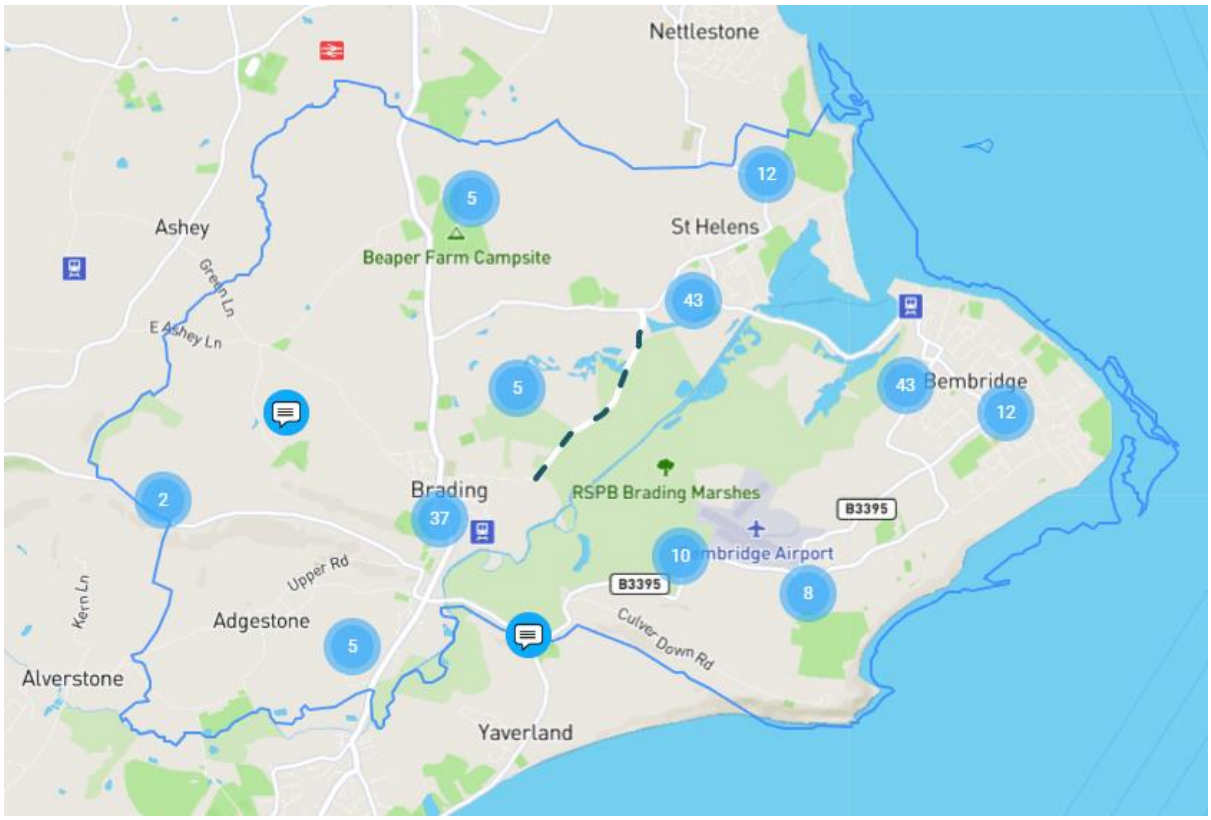


Figure 2 - Some of the responses received on the Placechangers platform

2.8. In addition to the web-based consultation, three community engagement workshops (one for each parish) were held at local community halls. Blank maps of the area were available for people to submit their comments and People Powered representatives were present to field questions.

Community engagement workshops

2.9. Both the online engagement tool and the public meetings were extensively publicised through press releases, social media, posters, fliers, emails circulars, school newsletters, adverts on local buses and via various stakeholder networks.

2.10. Various issues were raised, and ideas suggested by the local community. These informed survey work and development of routes and priority improvements. In some cases, a single comment highlighted an important issue which was followed up while in other areas repeated comments highlighted the significance of particular areas. A summary of the main issues raised can be found in Appendix 1.

Network Planning for Cycling and Walking

2.11. Key trip generators and travel origin/destination points were identified. Trip generators are places such as schools, places of work, doctors' surgeries, retail areas etc that generate travel demand and play a major part in shaping the journey patterns in the community. An analysis of existing flows was undertaken where data was available.

2.12. Travel data and analysis was synthesised with information gathered from the community engagement exercises and then draft network plans and draft core walking zones were produced for the area. Appendices 2 and 3 give a more comprehensive description of the process.

2.13. The draft plans were reviewed at a community engagement workshop attended by representatives from the three parish councils, the Isle of Wight Council and a range of

stakeholder groups, along with individual members of the local community. Feedback from this workshop informed further amendments to the network and core walking zone plans.

2.14. Subsequently, all draft walking and cycling routes, and each street in the core walking zones, were audited on foot and bicycle by People Powered staff. The audit utilised the Cycling Route Selection Tool and Walking Route Assessment Tool provided as part of the DfT technical guidance, supplemented with a locally developed audit methodology which identifies and maps specific issues, such as crossing information, traffic conditions and footway widths. This approach mirrors that used on the Isle of Wight (Ryde and Newport) LCWIP and the Cowes/Gurnard/Northwood LCWIP.

2.15. Existing provision was evaluated, and recommendations have been made regarding the types of improvements and new infrastructure that are required to create high quality routes and core walking zones.

2.16. These recommendations are laid out in the Proposed Improvements section starting on page 18 with an annotated map of each route. Cycle routes also show the output of the Route Selection Tool analysis. Schedules showing proposed interventions, with indicative cost estimates for each, can be found in appendices 4 and 5. Walking Route Assessment Tool scores can be found in appendix 3.

Prioritising the delivery of improvements

2.17. Looking to the delivery of new walking and cycling routes, prioritisation of whole routes vis a vis one another was not deemed helpful. In many cases routes can be created in stages more effectively, and individual parts may be more deliverable or higher priority than other sections of the same route.

2.18. In terms of walking, almost all of the individual interventions (such as a new crossing or a length of footway widening) have been ranked as stand-alone schemes. This is because when considering improvements to the walking environment, the implementation of a single scheme can bring benefit in its own right, without necessarily being part of a whole suite of measures (though the latter is, of course, preferable).

2.19. Deliverability rankings are shown in the schedules listing interventions for each route or core walking zone (appendices 4 and 5). Measures were ranked as deliverable in the short term (within 1-3 years), medium term (within 4-6 years) and long term (7-10 years). The factors considered when assessing deliverability were the following:

- technical issues surrounding schemes and levels of design complexity
- legal and landownership/access issues, such as where private land is required to enable the scheme
- prospects for future housing or commercial developments in the LCWIP area
- timeframes required for appropriate community and stakeholder consultation

2.20. In some cases, one of a set of interventions could be more readily delivered but would achieve little or no benefit without the surrounding measures being delivered as well. As such, these interdependent interventions have been given a common ranking, based on the deliverability of the package as a whole.

2.21. The availability of funding or political support for schemes were not criteria used to determine deliverability: the assumption has been made that these are in ready supply. This seemed like a sensible approach given that, without either of these, no schemes would ever be delivered and

making predictions about the availability of funding or the political climate in the future is impossible.

Integration and application

2.22. A review of opportunities to integrate the LCWIP into local policies and plans was undertaken, along with an assessment of potential delivery mechanisms. It is important that the LCWIP is integrated into the local policy approach and informs policy delivery and local planning decisions. The Implementing the LCWIP section on page 55 sets out recommendations in this area.

3. Existing walking and cycling levels in the local area

3.1. Cycling commuting levels vary notably across the three settlements, with 2% of adults in Bembridge cycling to work compared with 1.4% in St Helens and only 0.5% in Brading (LCWIP area 1.4%, IOW 1.8%, England 1.9%). Looking at only those who travel for a commute (i.e. excluding people not in employment or who work from home), the figures rise to 4% in Bembridge, 2.5% in St Helens and 1% in Brading (LCWIP area 2.8%, IOW 3.3%, England 3.1%) of commuters travelling by bicycle.

3.2. Commuting only accounts for a relatively small proportion of overall trips per person (15.1% in 2021[2]). Other activities, such as shopping and leisure, generate more trips per person than commuting and it is important that these types of trips are facilitated by the bicycle network provided. In 2020/21 14.7% of Isle of Wight residents cycled at least once per month (England 13.1%).[3]

3.3. Walking commuting levels also vary notably across the three settlements. 9.8% of adults in Bembridge walked to work compared with 7.15% in St Helens and 3.6% in Brading (LCWIP area 7.4%, IOW 10.5%, England 6.9%). Looking at only those who travel for a commute (i.e. excluding people not in employment or who work from home), the figures rise to 19.4% in Bembridge, 13.1% in St Helens and 6.7% in Brading (LCWIP area 14.2%, IOW 18.8%, England 11.3%) of commuters travelling on foot. [2]

3.4. Across the Isle of Wight, in 2021 23.6% of adults walked for travel (for at least 10 minutes) once per week or more, down from 32.9% in 2020 and 35.3% in 2019. This compares with 67.6% walking for leisure at least once per week (59.8% in 2020, 63.3% in 2019) suggesting significant opportunities for growth in walking for transport.[3] Monitoring of travel to work at the Isle of Wight Council (one of the Island's largest employers) has shown increases of around 4 percentage points in both walking and cycling between 2018 and 2020, suggesting there is already an increasing move towards active modes for commuting.[4]

3.5. Education journeys (including education escort journeys) make up around 13% of trips per person in England. This figure rises to 37% of trips for under 16s; the trip to and from school providing a large part of young people's transport experience.[5] Most students live a short distance from the school (see Table 1), which would be easily walkable or cyclable for most people if the conditions are right.

3.6. Between 2017 and 2020 monitoring of travel patterns (as part of Access Fund work to increase sustainable travel to school) among 33 primary schools on the Isle of Wight showed a marked drop in travel to school by car (down 6.8 percentage points) along with small decreases in bus and cycling (less than 1 percentage point drop each) and scooting & skating (1.8 percentage point drop) while the modal share for walking increase by 10.2 percentage points. Comparison with the 2011 school census indicates a long-term increase in active travel modes of 8 percentage points between 2011 and 2019/20. Data suggests that primary school children on the Island have a mode share for active travel which is now +18pp higher than the average for England.[5]

[2] Department for Transport, National Travel Survey 2021

[3] Department for Transport, Active Travel Statistics

[4] The Smarter Choice Consultancy Ltd/Lorax Environmental Associates, Transforming Travel on the Isle of Wight: Transition to Transformation, Access Fund Programme Evaluation 2019/20, November 2020.

[5] Department for Transport, National Travel Survey 2019

3.7. Across the Island, 61% of children travelled to school by active modes. [6] In the LCWIP area 82% of children attending the three schools live within 3 miles of school,[7] highlighting the potential for trips to school to be made by active modes.

School Attended	**<1miles**	**<2Miles**	**<3Miles**	**>3Miles**
Bembridge CofE Primary	62.4	11.2	10.7	15.7
Brading CofE Primary	41.3	24.4	14.5	19.8
St Helens Primary	45.7	19.1	16.0	19.1
Average Isle of Wight Primary	**67.1**	**14**	**6.7**	**12.2**

Table 1 - Children living within various distances of school, as the crow flies (%)[7]

[6] Isle of Wight Council, data collected between March 2021 and May 2022.

[7] Isle of Wight Council, Autumn 2020-21 School Census

4. Approach to the development of this LCWIP

Facilitating practical transport by active travel

4.1. Government guidance sets out that LCWIPs should develop "networks of walking and cycling routes that connect places that people need to get to, whether for work, education, shopping or for other reasons".[8] LCWIPs are focused primarily on walking and cycling as transport, rather than as leisure activities. Many of the changes recommended in this LCWIP will bring significant benefits for recreational use of the networks as well, including boosting the local tourism offer, but this is a secondary benefit rather than an objective which should shape the LCWIP's priorities.

Aspirational but deliverable

4.2. This document seeks to be an aspirational but deliverable plan. LCWIP guidance specifically urges local communities to be ambitious in developing walking and cycling plans and latest design guidance emphasises the importance of creating safe, direct and convenient routes.

4.3. Current government funding levels have not been used as a determinant of how far-reaching the plan should be, rather it has been developed based on what is needed to deliver a high-quality walking and cycling network. The pace at which the network can be delivered will be highly dependent on future funding decisions at both a local and national level.

4.4. Proposed interventions must be reasonably deliverable within current systems, legal structures and with competing pressures for street space from other modes. The necessity to acquire, or reach access agreements over private land has not been viewed as a barrier to potential delivery. Some schemes may require third party land to proceed, others may be deliverable in a different form if access to private land could not be obtained. **The inclusion of a route in this plan does not indicate that any agreement has been reached over access; access discussions would form a part of individual route feasibility assessments and design processes undertaken at a later stage.**

4.5. For one of the proposed cycling routes in the plan (EWC2), even a notional alignment of the route is impossible to determine at this stage. Where space on the existing highway network is not sufficient for roadside infrastructure and where multiple off road route options and variables exist, a dotted line has been drawn to indicate the desirability of a route as expressed by the local community during the consultation process. Were such a route to be taken forward to feasibility stage, a clearer picture would emerge of the most feasible alignment.

4.6. The route and intervention proposals in the LCWIP are bold and, if implemented, would represent a major step change in provision. They have not, however, gone so far as to recommend entirely new traffic management approaches, such as road or lane closures or one-way systems. It was felt that such measures went beyond the scope of this process. But it does not mean that such measures could not be considered at a later date, either as part of a broader local transport strategy or in the course of the more detailed development of any of the proposed routes in the LCWIP.

Adapting to a rural context

4.7. LCWIP guidance tends to be focused more on urban than rural areas. For this LCWIP, which encompasses substantial rural areas, a pragmatic approach to the application of the guidance is needed. Rural areas have some specific issues which may require different approaches. In

[8] Department for Transport, Local Cycling and Walking Infrastructure Plans: Technical Guidance, April 2017

some cases, infrastructure is required to ensure settlements are linked by safe, usable routes, even though overall numbers using these routes will be well below what would be expected on typical urban infrastructure.

4.8. The feedback received from the consultation on this LCWIP indicated that there is a strong local desire to see the development of walking and cycling routes that not only provide improved connectivity *within* the three settlements of Bembridge, Brading and St Helens, but also *between* the three settlements. As a result, many of the proposed routes involve lengthy rural sections that link the communities. In addition, the local rights of way network is seen as providing travel opportunities to neighbouring communities and trip attractors, as well as being a trip attractor in its own right and the proposed network in this document endeavours to create linkages to it where possible.

Limits to the scope of the LCWIP

4.9. As important trip attractors, all school sites in the LCWIP have been taken into account when designing the proposed walking and cycling networks, but it should be noted that the LCWIP does not fully address all of the requirements of safe routes to school and further work is required to achieve this end.

4.10. Behaviour change measures are also important and are most effective when high-quality infrastructure exists. The LCWIP does not address specific behaviour change interventions, but it is important these are considered alongside infrastructure delivery.

4.11. Good maintenance of walking and cycling infrastructure is vital. General maintenance is covered by the Isle of Wight Council's existing PFI and so existing surfacing defects and similar issues have not been specifically addressed in the LCWIP proposals, which focus on upgrades and new infrastructure. However, there does appear to be a need for higher priority within the PFI contract for walking and cycling infrastructure, or better enforcement of the contract requirements, as in some areas maintenance of existing infrastructure falls below what is required to ensure a high-quality walking and cycling environment.

4.12. Enforcement issues were raised by various respondents to the consultation. While this is outside the scope of the LCWIP, the best infrastructure can be rendered useless by illegal behaviour, and if not well enforced poor behaviour can quickly become normalised. Effective enforcement of parking and traffic offences should form a key part of an integrated package of measures to enable active travel.

4.13. Some consultation feedback related to issues outside of the LCWIP scope. Where appropriate this feedback has been passed on to the bodies responsible for the issues in question.

5. Key design principles in the LCWIP proposals

5.1. The Government's latest design guidance for cycle infrastructure states that networks and routes should be:

- Coherent
- Direct
- Safe
- Comfortable
- Attractive

5.2. These attributes are as valid for walking as they are for cycling and the proposals included in this LCWIP aim to deliver infrastructure that meets these standards.

5.3. In terms of cycling infrastructure, recommendations in this plan fall into two broad categories:

- **Mixed traffic.** Where motor vehicle volumes and speeds are low (or can be made low), cycling on-carriageway is often acceptable. Quiet residential streets are often already suitable for all-ability cycling, but in some cases measures will be needed to slow motor vehicles or reduce the number of motor vehicles using a street.
- **Shared use.** In certain circumstances it is acceptable to provide infrastructure shared by pedestrians and cyclists. Shared use facilities should not simply be redesignated footways (as has been common practice in previous decades) but designed to meet the needs of cycle traffic - including its width, alignment and treatment at side roads and other junctions. Some of the situations where shared use may be appropriate, if well-designed and implemented, are listed below (adapted from LTN 1/20):
    - Alongside interurban and arterial roads where there are few pedestrians
    - At and around junctions where cyclists are generally moving at a slow speed
    - In situations where a length of shared use may be acceptable to achieve continuity of a cycle route
    - In situations where high cycle and high pedestrian flows occur at different times
    - On off-road routes where pedestrian volumes are low, particularly in rural areas

5.4. No recommendations for new cycle-only infrastructure (i.e. walking and cycling each having their own dedicated infrastructure) are included in this plan, despite the separation of modes often being seen as the most desirable arrangement in active travel infrastructure design. Large sections of the proposed cycle network are in rural or semi-rural areas where both pedestrian and cycle volumes will be lower than typically found in urban areas and infrastructure created primarily for cycling will also prove useful for walking. In such circumstances, building and maintaining separate provision is not justified. In the more built-up locations within the LCWIP area, there is not the street space to enable the creation of cycle-only infrastructure and high-quality pedestrian infrastructure while also accommodating vehicular traffic. For this reason, there has been a strong emphasis on the creation of Quietway routes and shared space environments on many of the routes serving built-up areas covered by this plan.

5.5. Desire lines have been paramount in the decisions about many of the proposed measures in the LCWIP, particularly in the case of pedestrian movements at junctions. For many years the orthodoxy of junction design has led to layouts that force pedestrians and cyclists to deviate substantially from their desire line to allow the unimpeded flow of motor traffic, rendering active modes a less attractive and convenient travel choice. This LCWIP proposes the inclusion

of numerous design features, such as continuous footways and raised tables, that give priority to vulnerable road users over motor traffic, slow traffic speeds and promote directness of travel for walkers and cyclists. The general principle adopted is that along the identified main walking routes pedestrians should have an uninterrupted direct route, with continuous footways over minor side streets (so vehicles have to cross the footway rather than pedestrians crossing the road) and raised tables over more heavily trafficked side streets. These treatments provide visual reinforcement of the pedestrian priority recently clarified in rule H2 of the Highway Code[9]. They also ensure pedestrians do not have to make continual level changes, which will particularly benefit those with restricted mobility.

5.6. Junction designs that reduce crossing distances and slow turning vehicles are favoured. In many cases this will require reducing corner radii. In some circumstances this will make access for larger vehicles more awkward, but it is important that local streets are not designed primarily around occasional large vehicle access at the expense of pedestrians and cyclists who use the streets with greater regularity and in far greater numbers.

5.7. There is an emphasis on the removal of street clutter which narrows footways, impedes use by many disabled people and reduces the ability to follow desire lines. This includes some features which have historically been used in an attempt to create a safer environment, such as guard rail, where better alternatives exist for improving safety without creating a hostile environment for pedestrians.

5.8. Where new or upgraded walking and cycling infrastructure is proposed, the assumption is that the surface be, in the words of LTN 1/20, “hard, smooth, level, durable, permeable, and safe in all weathers.”

5.9. In many cases improvements to local streets can create whole areas which afford greater priority to people walking and cycling, with low volumes and speeds of traffic. The route treatments suggested will often help create gateways from main roads into residential areas, helping change driver behaviour as they enter these areas and reducing use of local streets by through traffic. In some cases, further improvements might be made alongside the routes to create quieter streets between main walking/cycling routes.

5.10. To create good conditions for walking and cycling it is essential that motor vehicle speeds are kept low. On local streets 20mph should be the norm, both in terms of street design and designated speed limit. Speed limits should not be greater than 20mph on urban streets where cycles and motor vehicles mix. Where Quietways are suggested in the intervention section of this plan it should be assumed all of these will be subject to a 20mph limit. On streets with higher speed limits or high volumes of traffic segregated cycle infrastructure and more frequent controlled crossings should be implemented where possible.

5.11. Local scheme design needs to take an up-to-date approach using modern techniques, current guidance and applying the user hierarchy with pedestrians and cyclists at the top. Embracing new (in a UK context) design developments and products in walking and cycling infrastructure, such as Dutch entrance kerbs and continental-style roundabout design, will help ensure the quality of new walking and cycling infrastructure is of a much higher standard than has been delivered in previous years.

[9] Department for Transport, The Highway Code, updated 25th March 2022

5.12. The glossary on page 58 provides information on some of the key terminology used for infrastructure improvements, including those suggested in this plan.

6. Proposed improvements

6.1. Changes are needed to both walking and cycling infrastructure to create good-quality walking and cycling routes. In some cases, this involves upgrades of existing routes, while in others completely new sections of route are required. This section shows the changes proposed in outline form, with full details of individual proposals, scheme by scheme, listed in appendices 4 and 5.

Routes are indicative

6.2. None of the routes have undergone comprehensive feasibility assessment work. Their inclusion is based on an initial outline assessment of their potential deliverability. Some routes will need to utilise third-party land, requiring some form of access agreement or land acquisition. In general, no discussions with landowners have taken place and this would need to form part of future feasibility work.

Alternative approaches

6.3. There will often be multiple ways to achieve the same end. Specific proposed improvements are included to demonstrate how a route could be delivered rather than a suggestion it is the only, or best way. Further technical assessment, design and community engagement work will be required before delivering many of the proposed interventions.

Accepting limited compromises

6.4. While the design principles set out in Section 5 of this document should be the basis for any proposed improvements, it may be that space constraints or other obstacles to the implementation of ideal design solutions necessitate some limited compromise. Where the completion of a route or scheme can be achieved by the use of a short section of infrastructure that doesn't quite meet the high standards of LTN 1/20 or Manual for Streets/MfS2, such a compromise should not get in the way of the overall goal of improving connectivity and safety.

Area wide approach to speed

6.5. The schedules of proposed walking and cycling improvements (see appendices 4 and 5) contain a number of references to the implementation of 20mph speed limits on certain routes and in core walking zones. These are recommended in specific locations where pedestrians or cyclists are mixed with motor vehicles or in very close proximity, however the introduction of 20mph limits throughout each of the built-up areas would simplify the approach and provide wider benefit beyond the specific routes. The opportunity should be taken when improving routes to introduce these broader 20mph limits or zones across each of the three settlements. Unless otherwise specified in appendices 4 and 5, costings for 20mph limits have been based on the introduction of signage-only schemes rather than the introduction of physical traffic calming measures.

Traffic reduction measures

6.6. The recommendations in appendices 4 and 5 contain numerous references to the implementation of Quietway schemes or shared space treatments. These have been proposed in locations where, with the appropriate street design techniques being applied, conditions could be suitable for active travel modes to mix, unsegregated, with motor traffic. The key conditions that need to be achieved are low traffic speeds and volumes. In some locations, methods to limit or remove through traffic, such as modal filters, bus gates, or one way only schemes, should be considered as part of future feasibility studies. Examples of such locations

are the northern section of The Mall in Brading (Bullys Hill to the High St), Latimer Rd/Lower Green Rd in St Helens, and Howgate Rd and Hillway Rd in Bembridge.

Costing approach

6.7. Costings provided are based on a range of sources of baseline information on costs of various types of improvements. This should only be seen as providing an approximate guide to the scale of investment needed. Actual costs could vary substantially based on the specific circumstances, inflation rates, changes in material availability and availability of contractors.

6.8. Pricing of interventions has been undertaken separately for each mode. In cases where a cycling and walking route could be delivered together, there will be economies in doing so. In addition, individual interventions are separately costed, and delivering a package of measures together is likely to reduce costs.

6.9. Cost estimates do not include the possible costs of land acquisition or securing access agreements.

6.10. Costs for major schemes are much more speculative than for small and tightly defined interventions. With major schemes there is much more scope for variation in design and as a result, pricing can differ widely between different approaches.

6.11. In many locations existing dropped kerb crossings are not flush, too narrow, have incorrect tactile paving or include steep gradients. When walking routes are improved these crossings should be upgraded at the same time. This work has not been specifically included in the indicative route costs and assessment of which crossings need attention should form part of route feasibility work.

7. Proposed walking network

The proposed routes and core walking zones for improvement are shown in the three maps below.

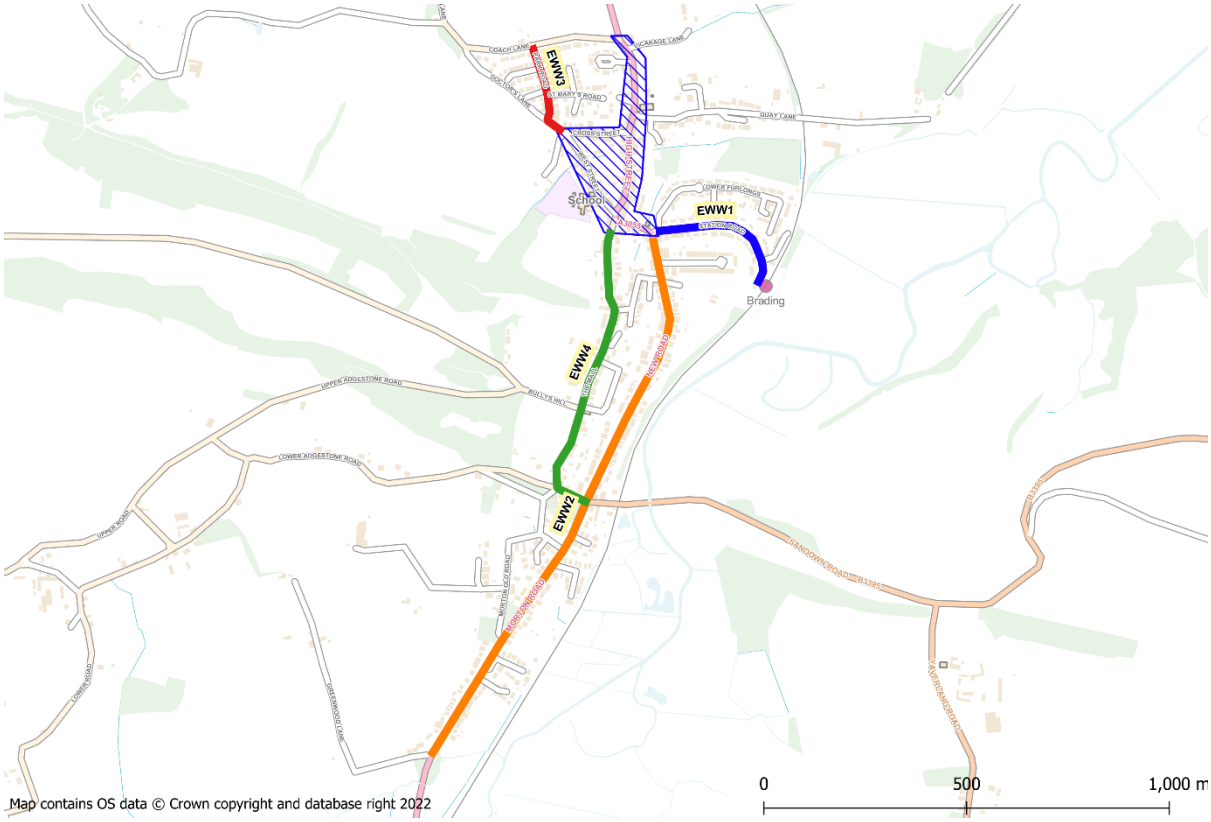


Figure 3 - Proposed Walking Network, Brading

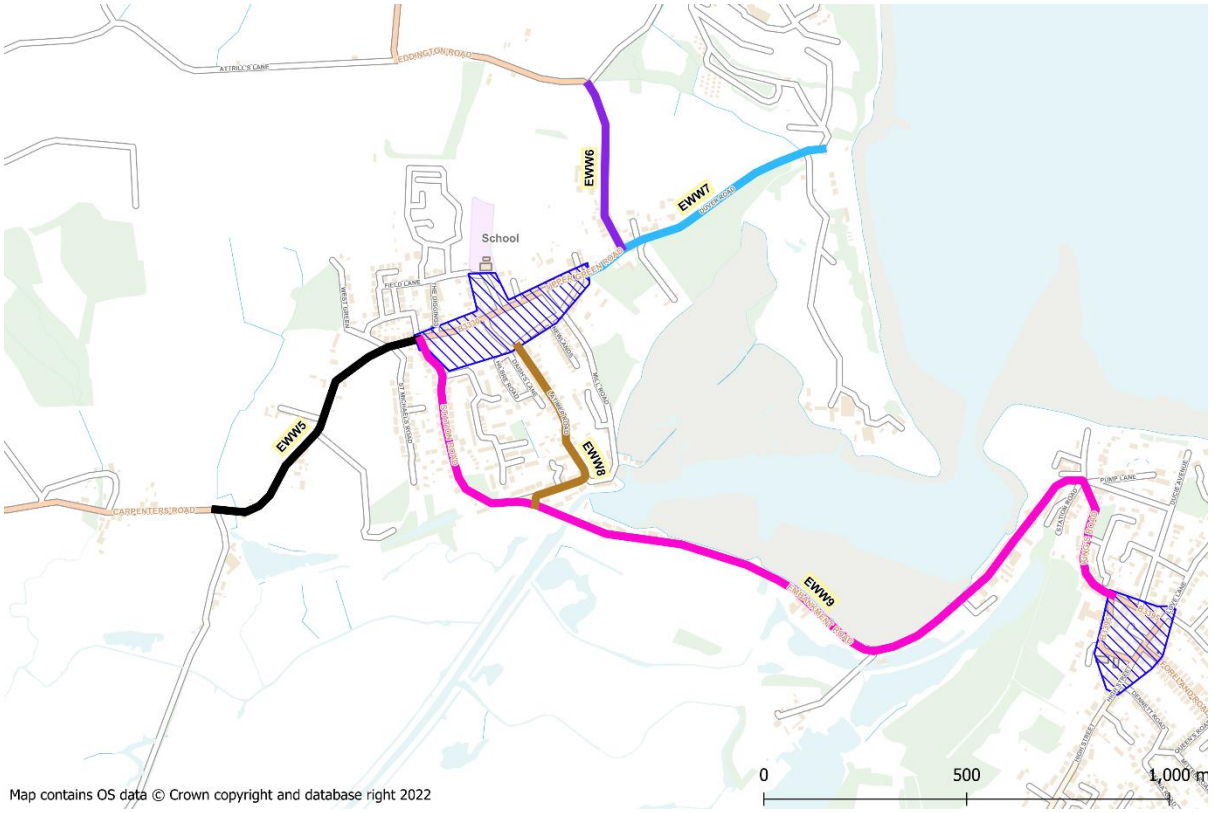


Figure 4 - Proposed Walking Network, St Helens

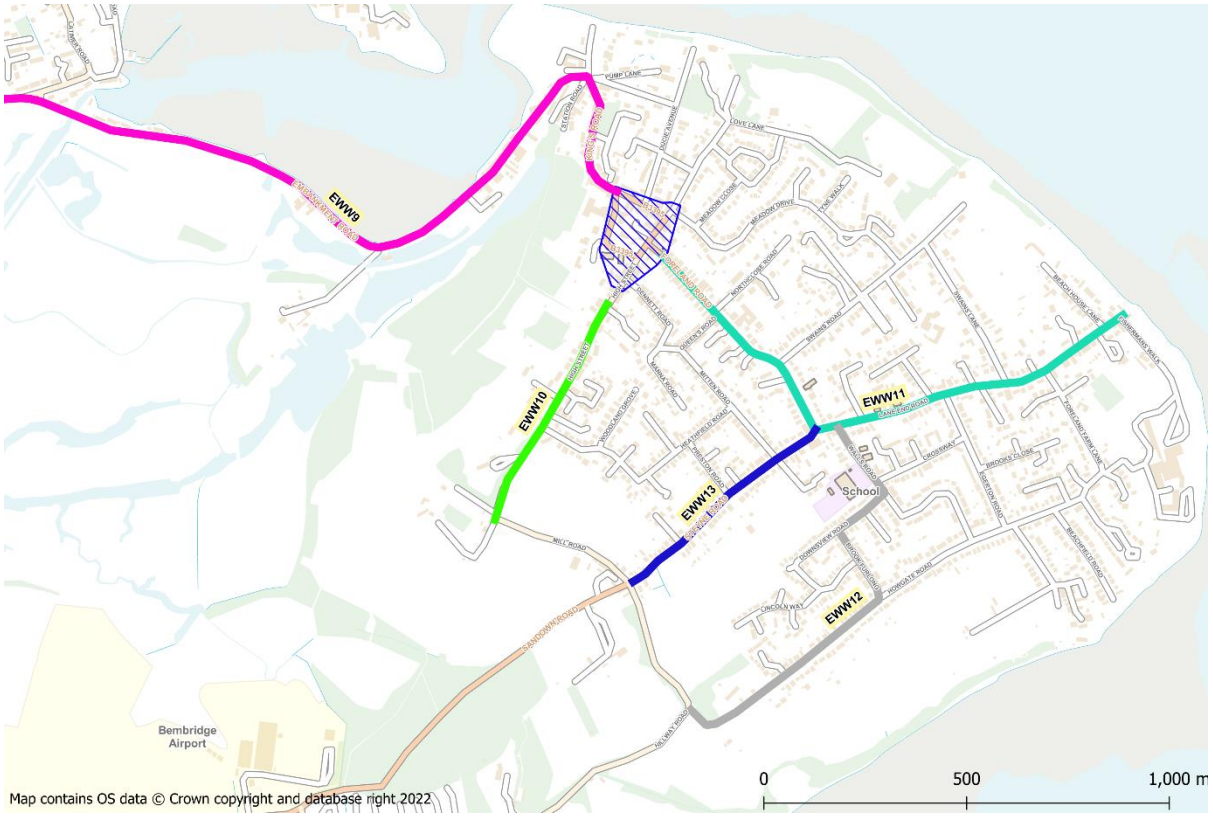


Figure 5 - Proposed Walking Network, Bembridge

Walking route descriptions

7.1. Many of the individual walking routes being proposed could function as useful standalone routes in their own right, but the development of a comprehensive network of interconnected routes is the best way to achieve substantial growth in walking levels.

7.2. The indicative cost given below is simply the sum of the all the estimated costs of each individual scheme (see appendix 4). Substantial economies could be achieved by delivering a series of schemes together.

7.3. The maps shown below illustrate some of the key recommendations; a comprehensive set of interventions for each route/zone is contained in appendix 4.

Route number: EWW1

Working name: Brading rail station to Brading town centre
Route length: 360m
Indicative cost: £135,300
Route description: This route is the main route between Brading town centre and the rail station. It is the route along which the majority of people travelling to/from the rail station from residential areas of Brading and Brading rail station will travel. At its western end it leads into the Brading Core Walking Zone.

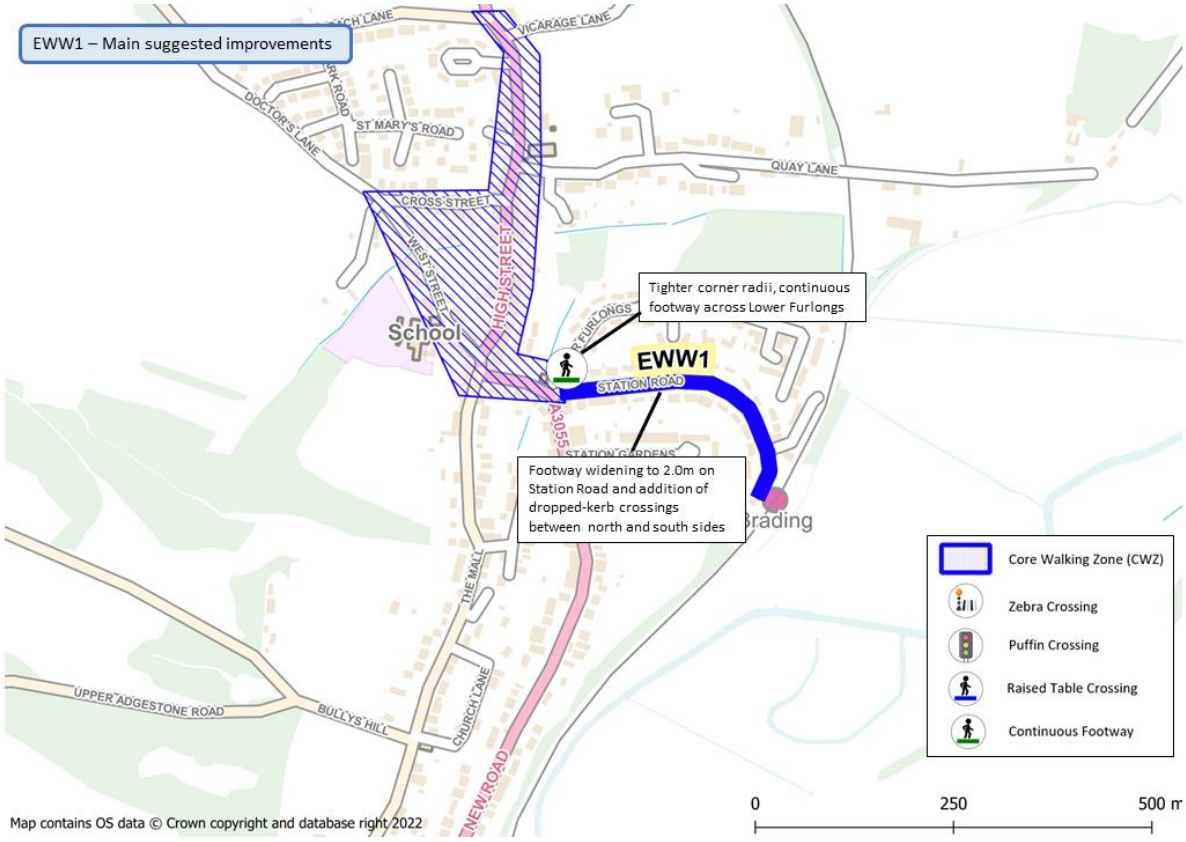


Figure 6 - Main suggested improvements EWW1

Route number: EWW2

Working name: Greenwood Lane to Brading town centre
Route length: 1450m
Indicative cost: £599,950
Route overview: This route links Brading town centre (including trip attractors such as the primary school, community centres, town council, shops, pubs and restaurants) with residential areas to the south of the town. It is the main north – south alignment and also serves numerous bus stops. Vehicular traffic is high along this route and in places there are space constraints for improvements to the pedestrian environment.

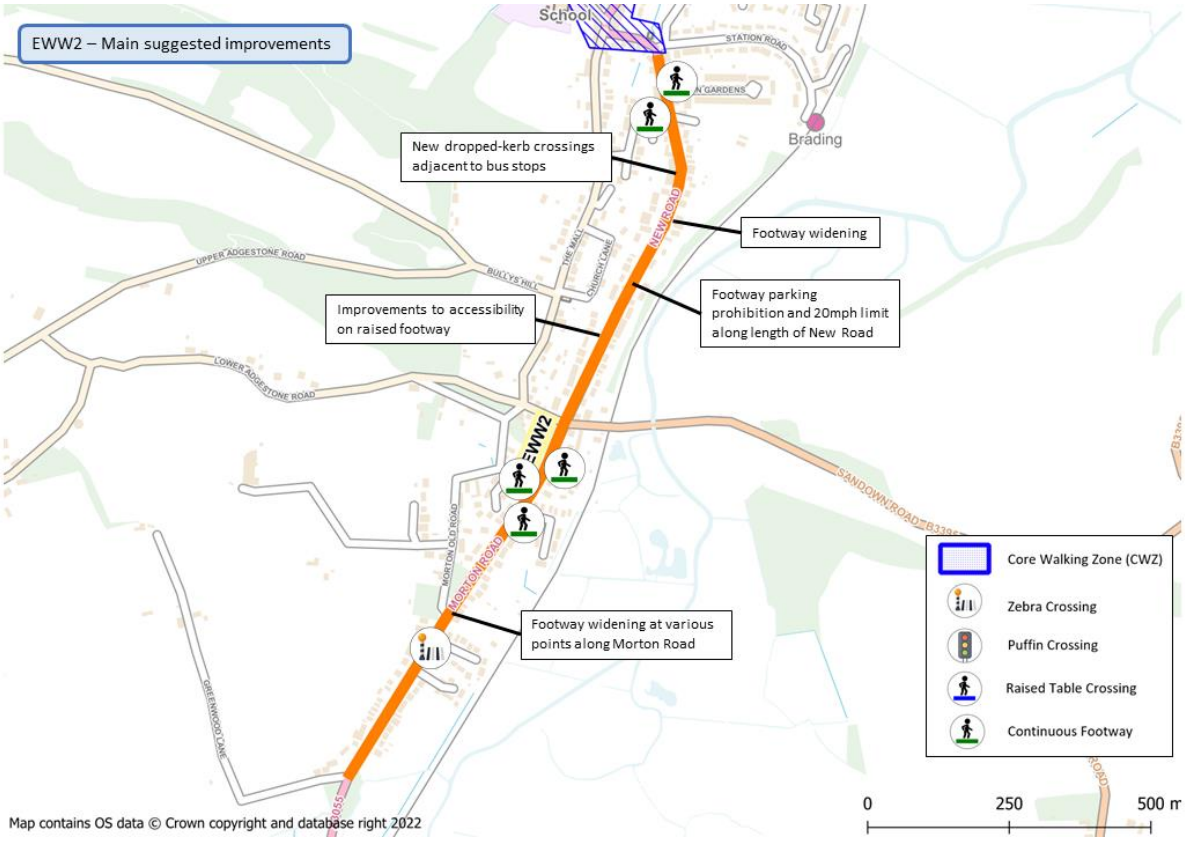


Figure 7 - Main suggested improvements EWW2

Route number: EWW3

Working name: Park Rd to West St, Brading
Route length: 255m
Indicative cost: £85,000
Route overview: Route EWW3 serves the main residential area of Brading in the north of the town, linking it to the town centre and the various services and amenities there (including trip attractors such as the primary school, community centres, town council, shops, pubs and restaurants). By connecting with the core walking zone and then route EWW1, it also provides this residential area with a quality pedestrian route through to the rail station.

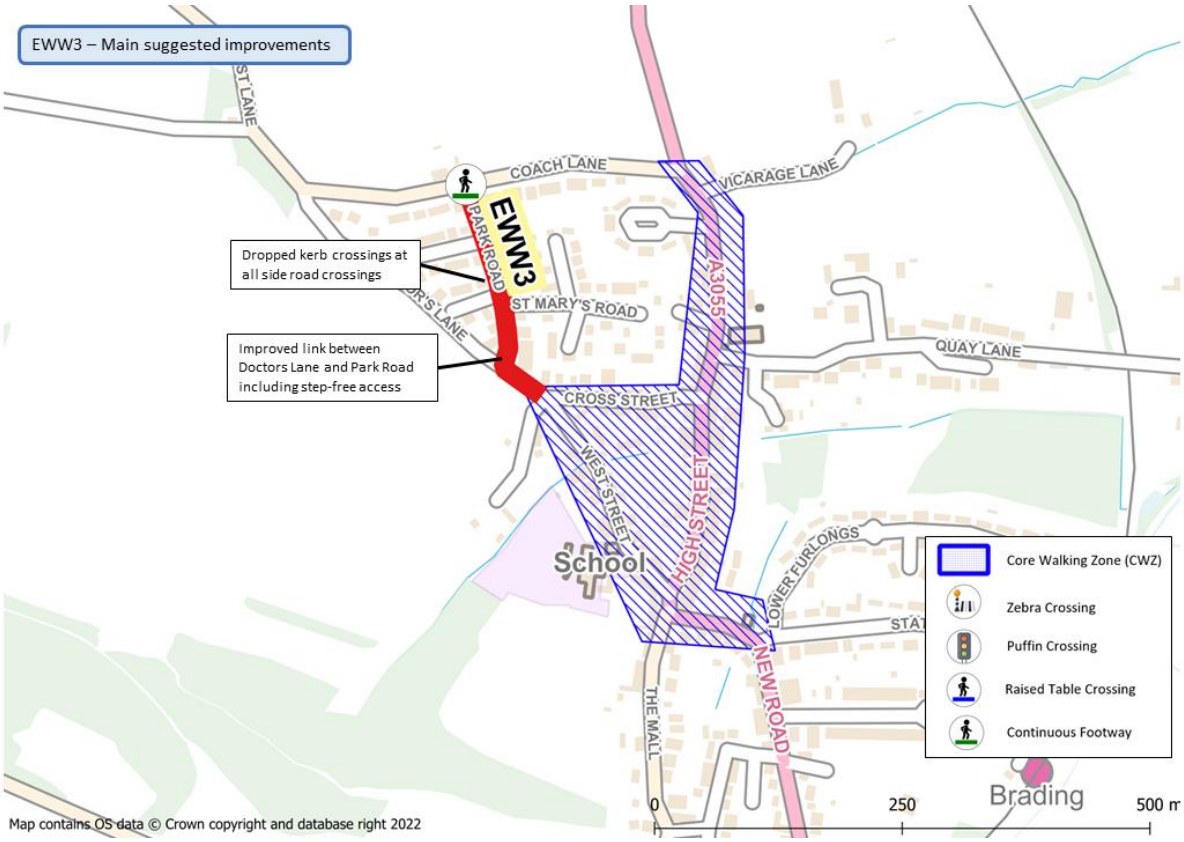


Figure 8 - Main suggested improvements EWW3

Route number: EWW4

Working name: Yarbridge Cross to Brading town centre via The Mall
Route length: 760m
Indicative cost: £144,315
Route overview: Route EWW4 serves residential areas on either side of The Mall in Brading, linking them to the town centre. Despite the proposed route EWW2 route running relatively close and parallel to it along New Rd, there is a lack of pedestrian connectivity between The Mall and New Rd and so because EWW2 would not provide connectivity to the town centre for residents living along The Mall, EWW4 has been included in order to do so. The current pedestrian environment is poor, with a lack of footways and places where pedestrians are forced to walk in the carriageway without any measures to ensure the safe coexistence of pedestrians and vehicles.

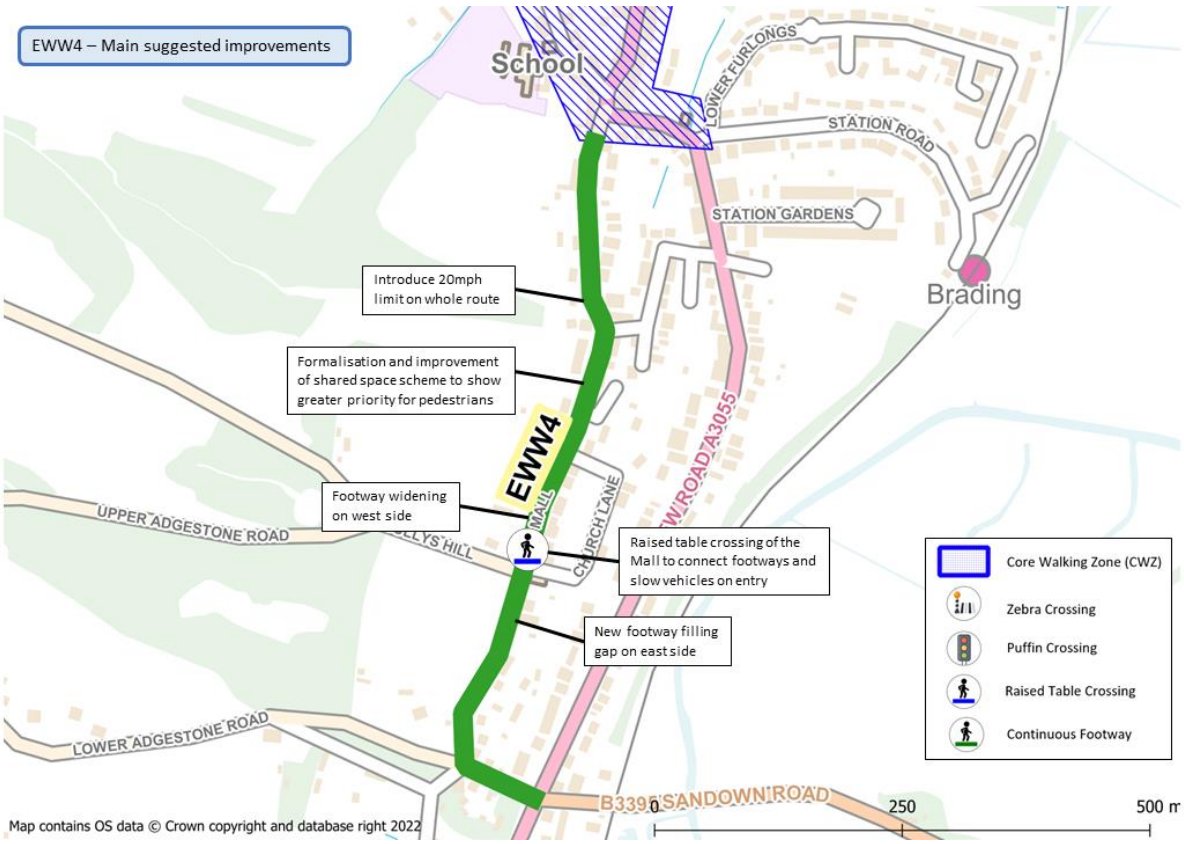


Figure 9 - Main suggested improvements EWW4

Route number: EWW5

Working name: Carpenters Rd (Laundry Lane junction) to Station Rd (St Helens)
Route length: 720m
Indicative cost: £305,700
Route overview: The primary rationale for route EWW5 is to provide the missing link in the walking route between Brading and St Helens, a priority that was highlighted by many respondents to the consultation process. Key to this is the creation of a new footway on Carpenters Rd where the current option involves walking in the carriageway of a busy road with fast moving traffic.

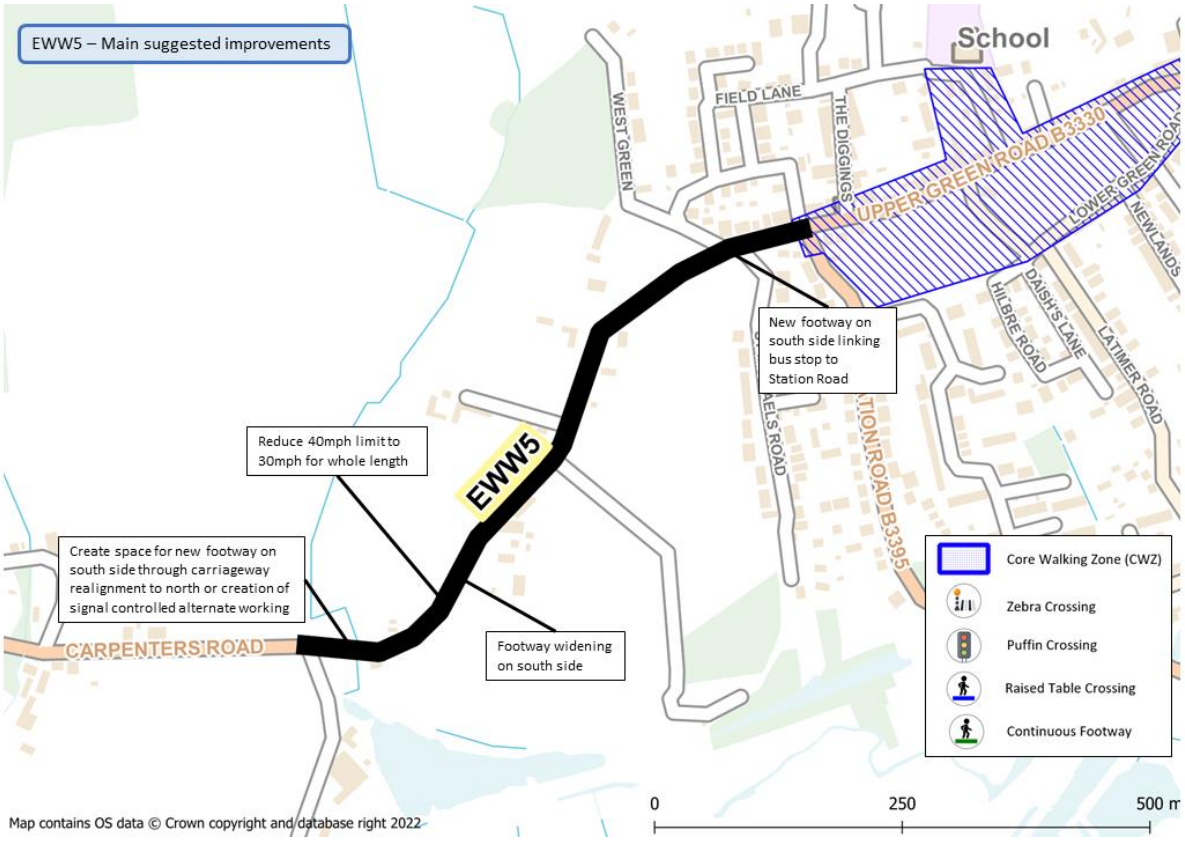


Figure 10 - Main suggested improvements EWW5

Route number: EWW6

Working name: Eddington Rd (from entrance to Nodes Point to Duver Rd junction)
Route length: 430m
Indicative cost: £133,750
Route overview: Route EWW6 links St Helens village with the large Nodes Point holiday park and Priory Bay beyond. In the summer months the holiday park is a substantial trip generator and current pedestrian access into St Helens is non-existent (involving walking in the carriageway of a busy road). Results from the consultation also suggested that there was strong demand for this route from St Helens residents wishing to access the coast and beach around Priory Bay. An additional attractor along the route is the Fakenham Farm campsite and shop. Key to this route is the creation of a completely new footway along much of its length.

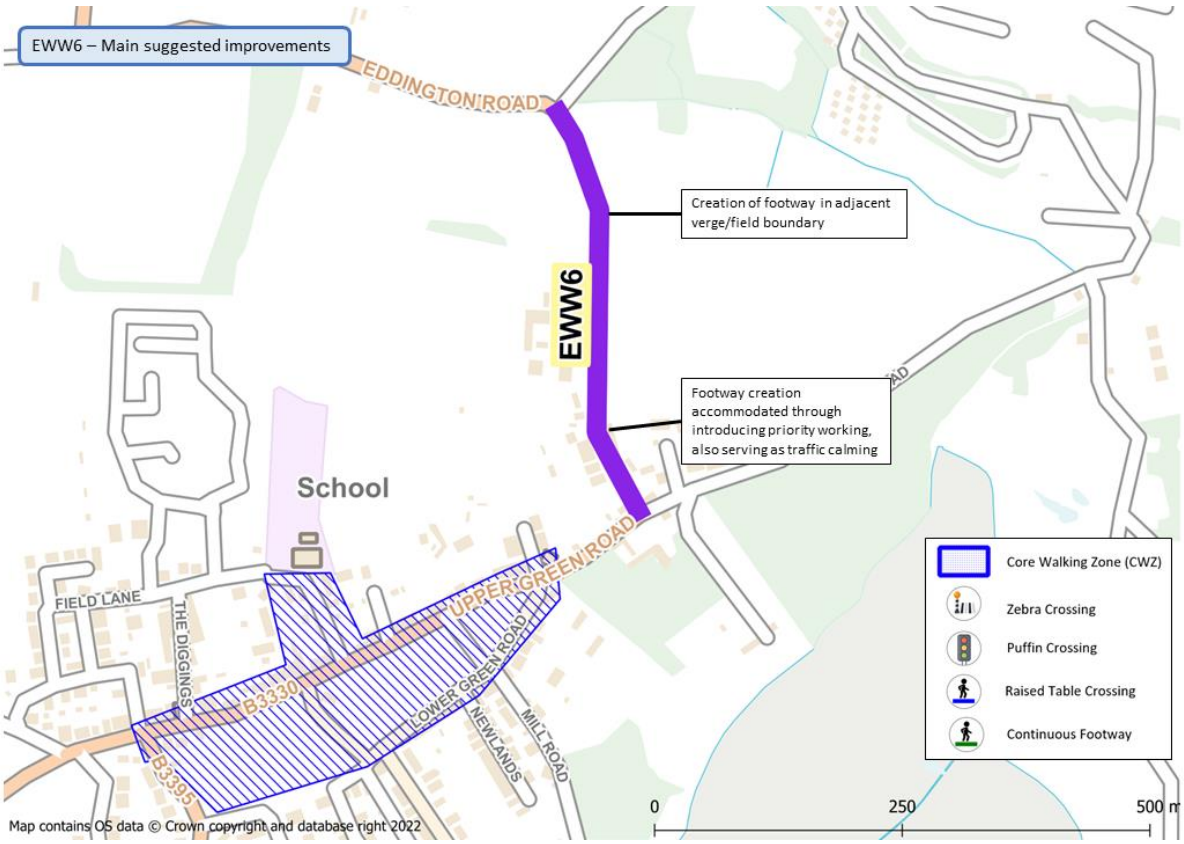


Figure 11 - Main suggested improvements EWW6

Route number: EWW7

Working name: Duver Rd (from Duver car park to St Helens village)
Route length: 690m
Indicative cost: £240,125
Route overview: The beach and café at The Duver is a substantial trip attractor for residents and visitors to St Helens. The local rights of way network does not provide a direct link and the current pedestrian route is poor, involving walking in the carriageway along much of the length of Duver Rd. Proposed interventions include new footway provision and creative measures to enable traffic and pedestrians to mix safely at the western end of Duver Rd where space limitations prohibit new footway.

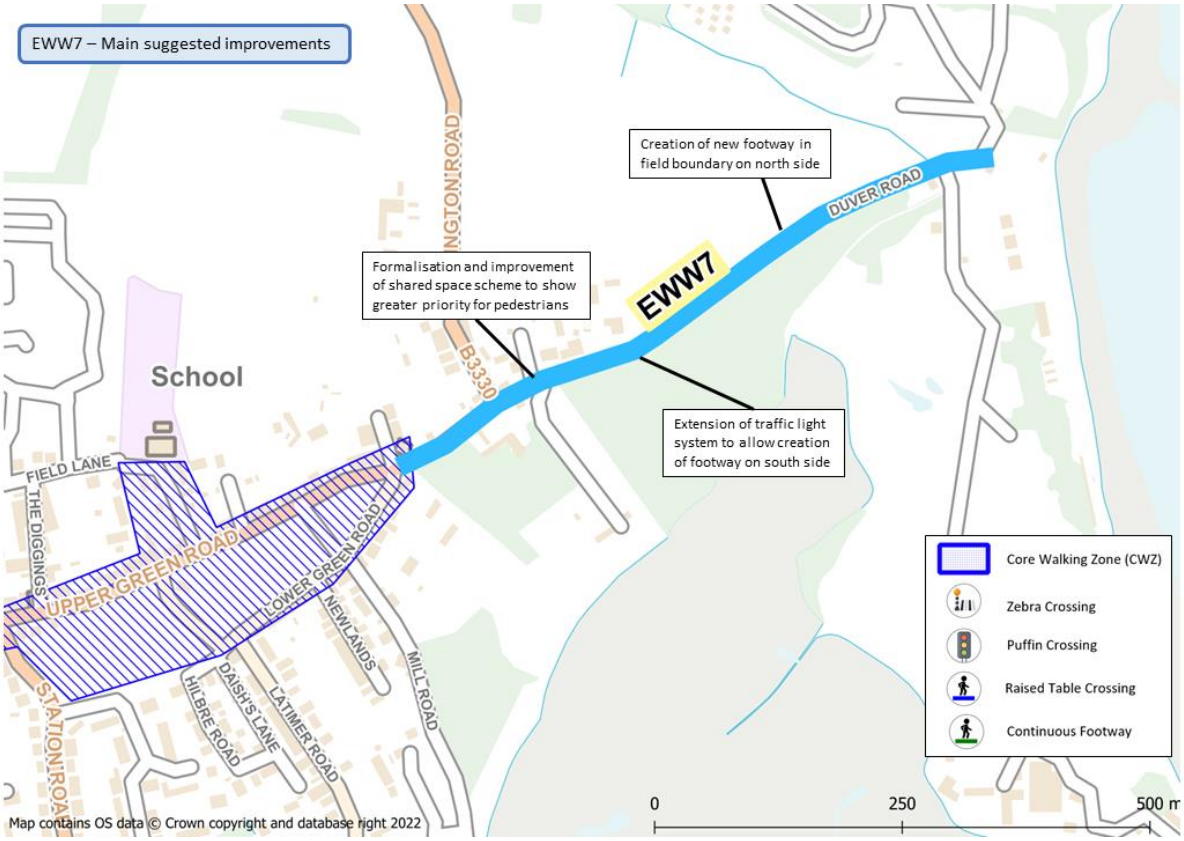


Figure 12 - Main suggested improvements EWW7

Route number: EWW8

Working name: Latimer Rd (St Helens)
Route length: 545m
Indicative cost: £241,550
Route overview: EWW8 follows the whole length of Latimer Rd. It provides a link with the St Helens village centre to Bembridge pedestrian route, as well as rights of way connections onto The Duver and residential housing along Latimer Rd.

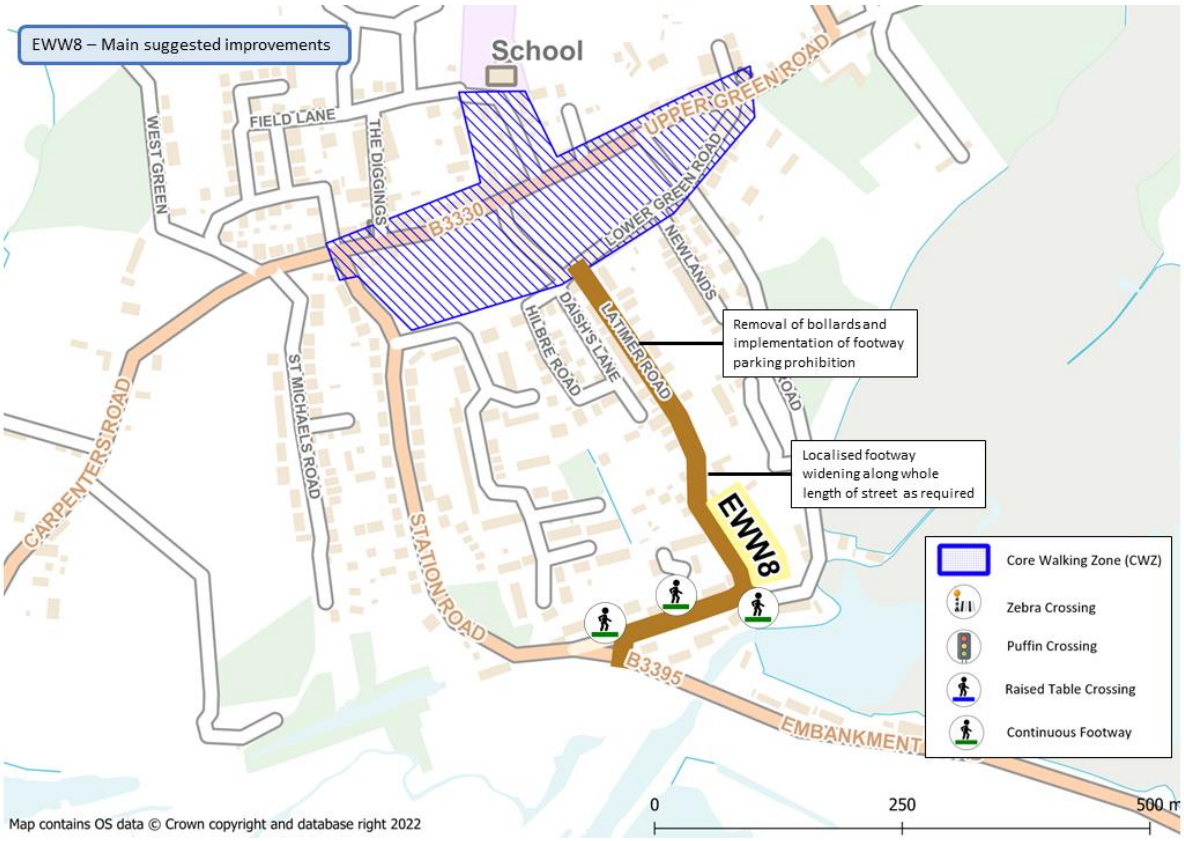


Figure 13 - Main suggested improvements EWW8

Route number: EWW9

Working name: Station Rd (St Helens) to Bembridge village centre
Route length: 2530m
Indicative cost: £585,550
Route overview: Route EWW9 connects the villages of St Helens and Bembridge. This is a well-walked corridor, used by both local residents and the many visitors to this tourism-focused area. Current pedestrian provision is poor, with very narrow footways next to fast moving vehicles along substantial sections of the route and in places, no footway at all. As well as the two village centres and residential areas, the route serves three sailing clubs/marinas and a series of bus stops.

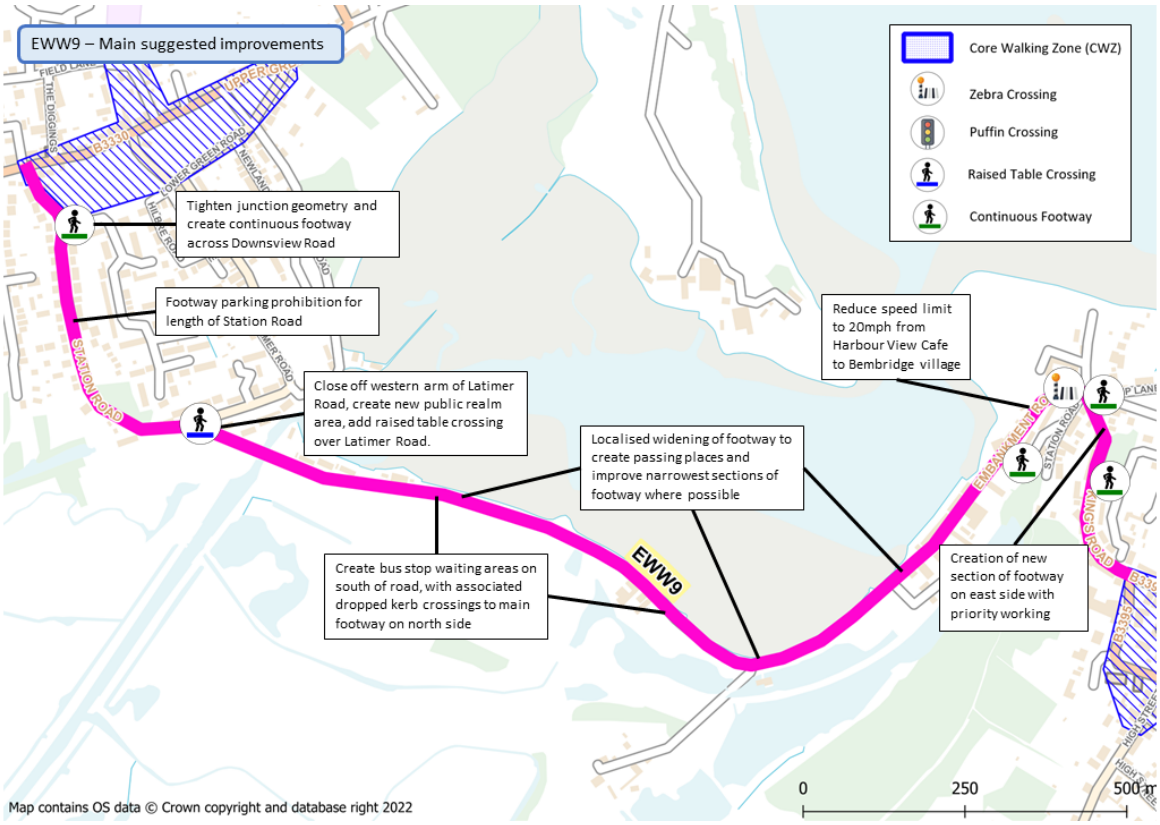


Figure 14 - Main suggested improvements EWW9

Route number: EWW10

Working name: Bembridge High St (Mill Rd to the Village Inn)
Route length: 645m
Indicative cost: £222,900
Route overview: Route EWW10 connects the residential areas in the south west of the village with the village centre and all the amenities located there. It also extends beyond the current housing area to provide a link to the popular National Trust site at Bembridge Windmill and the rights of way network. Currently pedestrian provision is very poor in places, with substantial stretches without any footway and, especially at the windmill end, exposure to fast moving traffic.

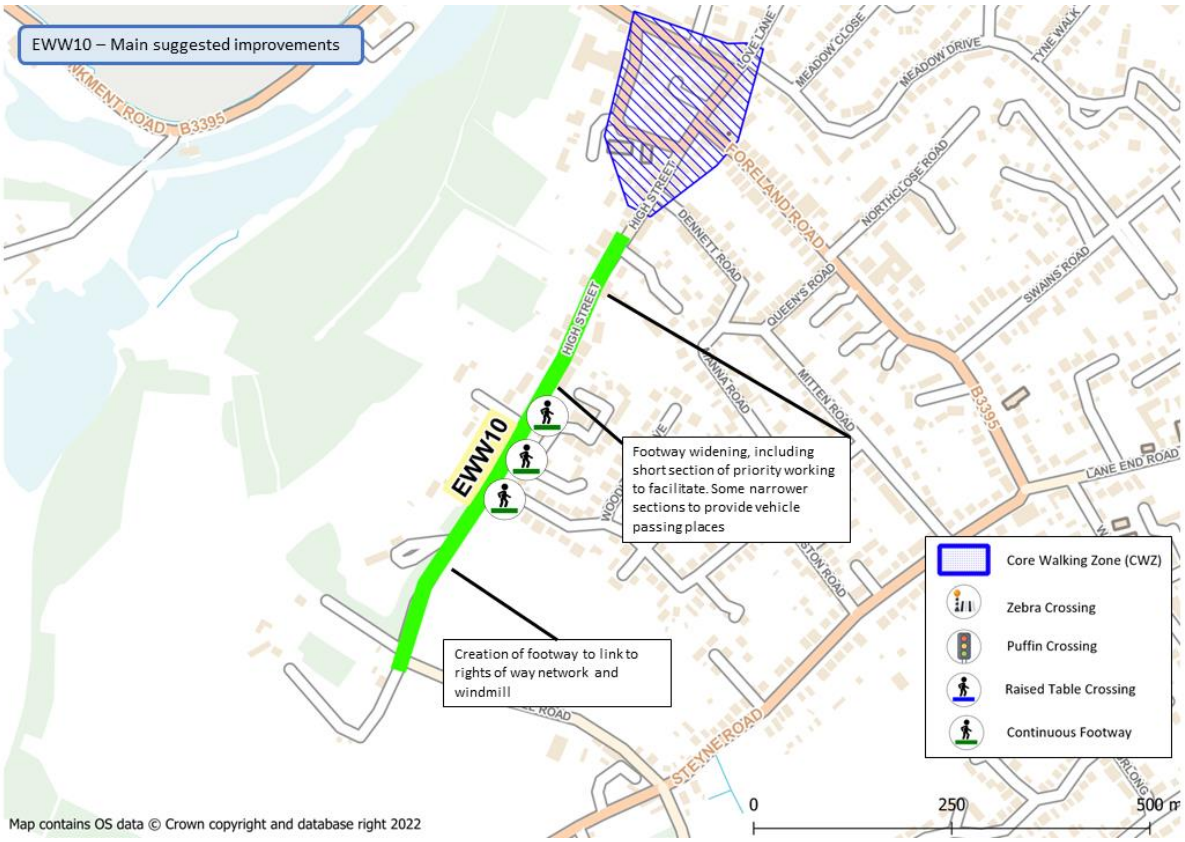


Figure 15 - Main suggested improvements EWW10

Route number: EWW11

Working name: Foreland Road and Lane End Road, Bembridge
Route length: 1460m
Indicative cost: £624,135
Route overview: Route EWW11 follows two of the principal streets in Bembridge, connecting up the village centre with a network of residential streets and a series of trip attractors, such as the local primary school, Lane End Rd shops, churches/community centres, pubs and the lifeboat station/beach area popular for recreation. Foreland Rd and, to a lesser extent, Lane End Rd are busy vehicular thoroughfares and currently lack a sense of pedestrian priority, have poor footway provision in places and a deficit of safe crossing points.

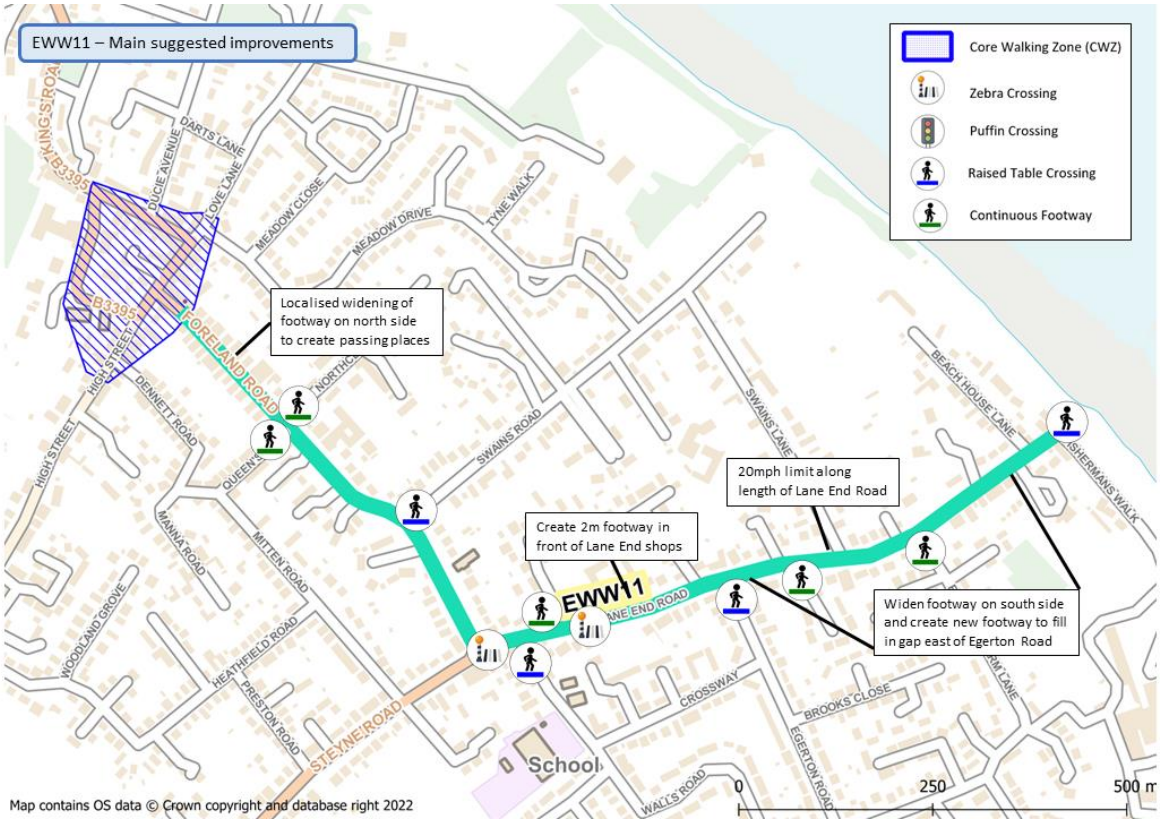


Figure 16 - Main suggested improvements EWW11

Route number: EWW12

Working name: Howgate Rd to Walls Rd
Route length: 1130m
Indicative cost: £282,800
Route overview: Route EWW12 is designed to tie in the housing area and primary school to the south of Lane End Rd with the "spine route" of route EWW11 at Lane End Rd, ensuring connectivity to the village centre, Lane End Rd shops and other local amenities. Extending EWW12 along the length of Howgate Rd creates connectivity to the local rights of way network and popular coast path route.

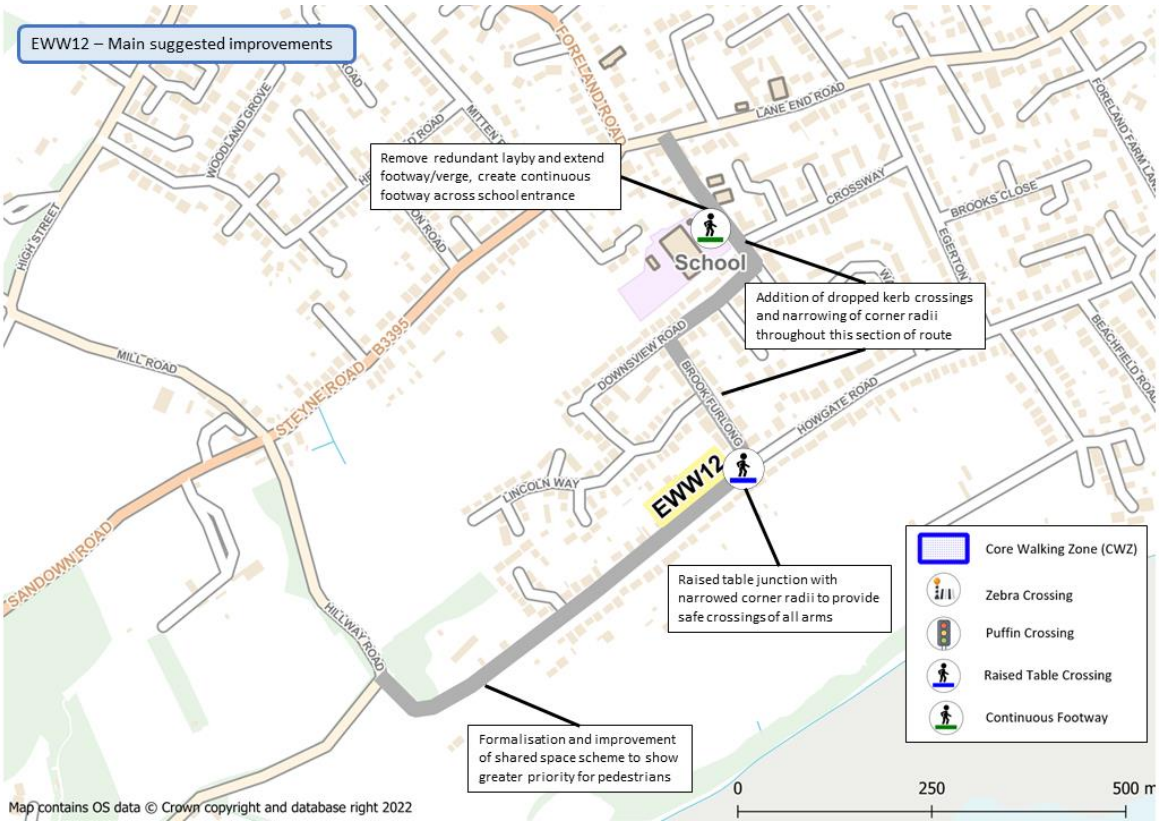


Figure 17 - Main suggested improvements EWW12

Route number: EWW13

Working name: Steyne Rd
Route length: 595m
Indicative cost: £182,460
Route overview: Route EWW13 along Steyne Rd completes the network of walking routes in Bembridge. Like Foreland Rd and Lane End Rd, it is a busy vehicular route that also acts as a funnel route for pedestrian activity to local destinations such as the school, recreation ground/play area, Lane End Rd shops and the village centre. Wider footways and safe crossing points are needed to enhance the pedestrian environment.

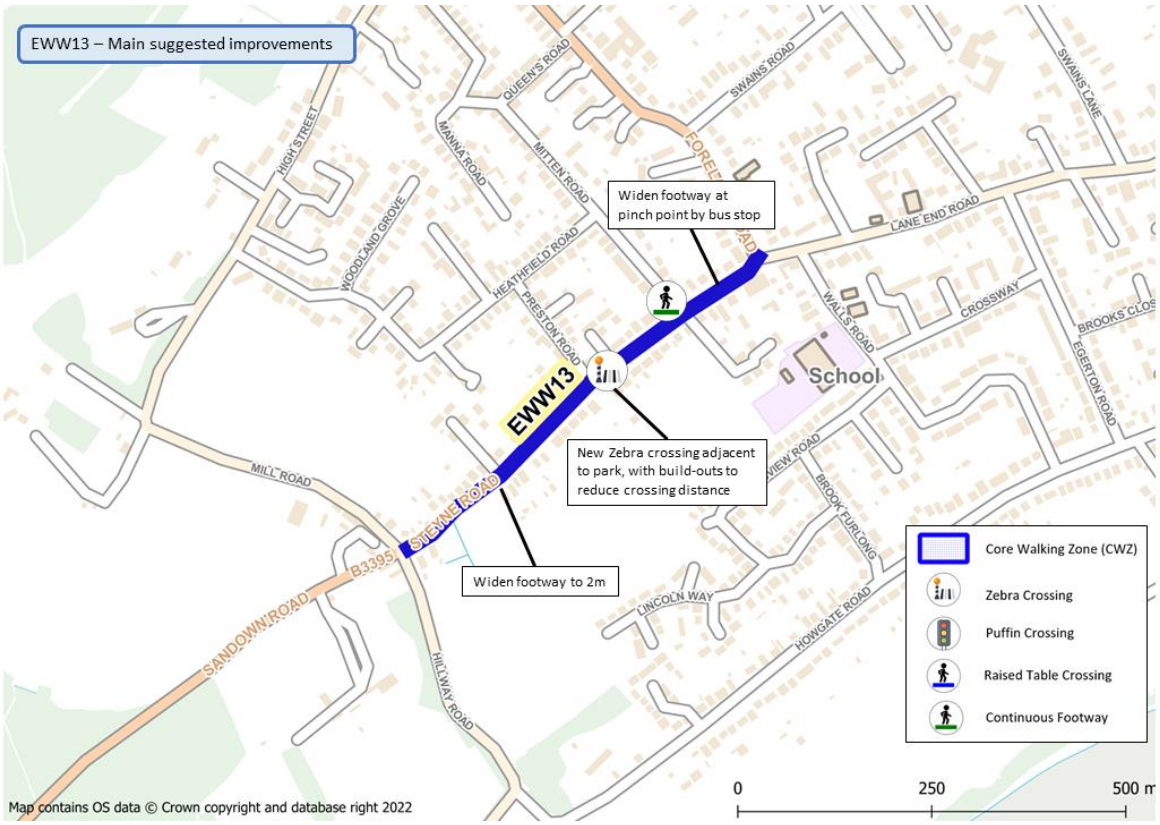


Figure 18 - Main suggested improvements EWW13

Core Walking Zones (CWZs)

Unlike proposals for improved routes in the LCWIP, recommendations for the Core Walking Zones involve whole area treatments in which all streets in the zone are brought up to the highest standards for walking. This is in recognition of the high volumes of travel activity and multiple connections and routes that are used in a concentrated area.

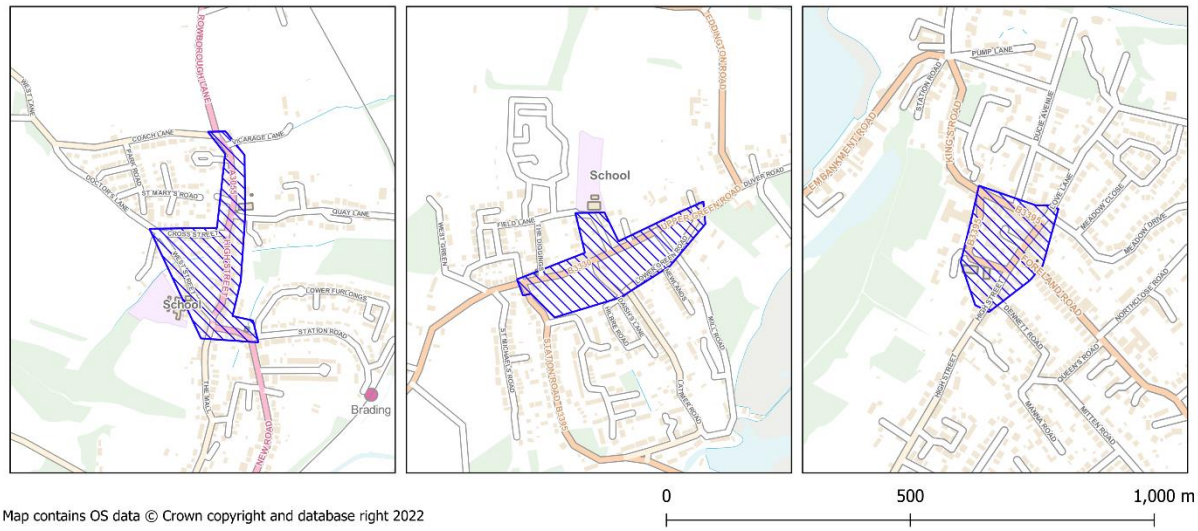


Figure 19 - Brading, St Helens and Bembridge Core Walking Zone extents

Brading CWZ

Indicative cost: £365,295

Overview: Brading's Core Walking Zone encompasses the High St/northern end of New Rd where shops, a pub, restaurant, church, office space, bus stops and large car park are located; West St where the local primary school, town council and community centre are located; and Cross St, which provides a funnel route for pedestrians into the High Street from the northern residential areas.

The town centre is dominated by high volumes of through traffic along the A3055/High St and there is a pressing need to slow traffic and, as far as is possible with the large volumes of vehicles that pass close to pedestrians on the narrow footways, create a safer and more welcoming pedestrian environment. Other parts of the core walking zone suffer from poor or non-existent footway provision and street design that strongly favours motorised traffic. The measures shown on the map below are designed to alleviate these issues and include extending 20mph limits that currently exist in the Core Walking Zone to the whole of the CWZ area, plus tougher enforcement of the existing 20mph limit on the High St.

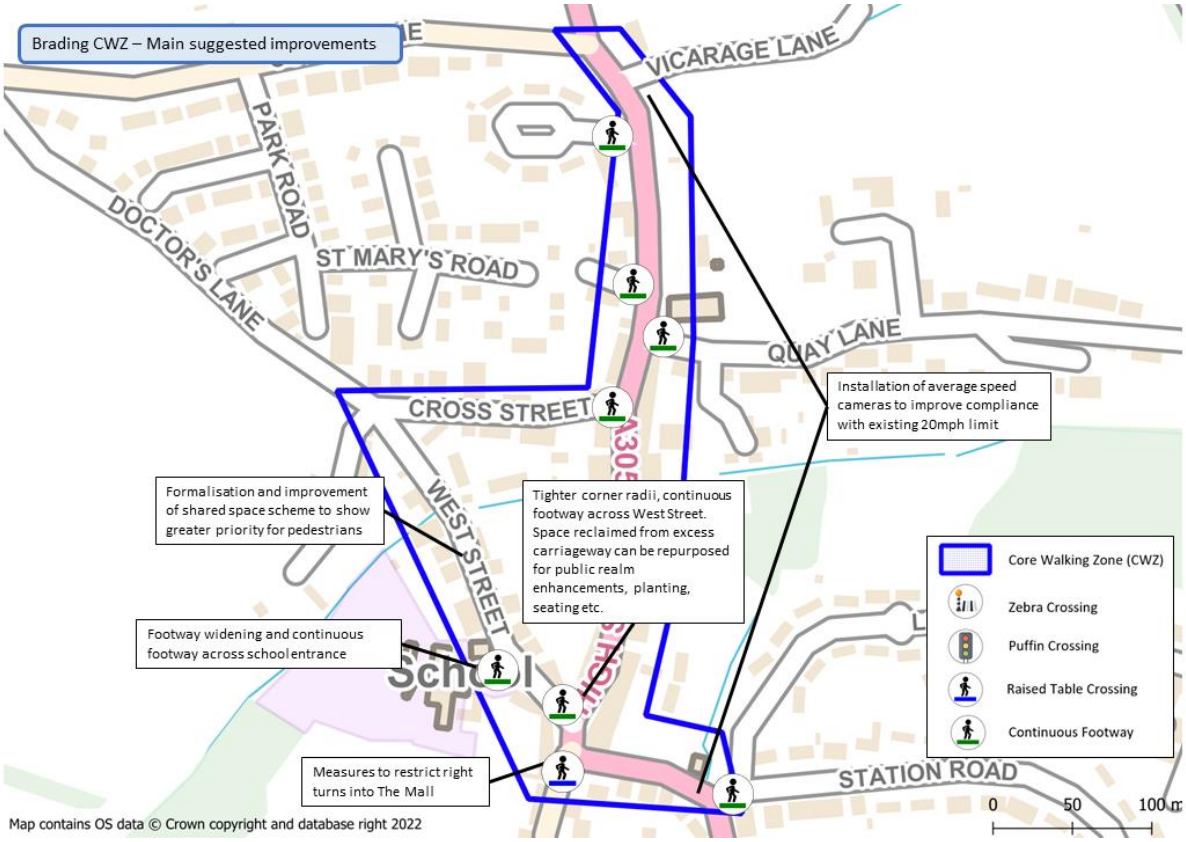


Figure 20 - Main suggested improvements, Brading CWZ

St Helens CWZ

Indicative cost: £398,350

Overview: The St Helens Core Walking Zone bounds the historic centre and focal point of the settlement, the village green. It takes in the few shops in the village, the community centre, pub, sports club, recreation ground, village car park and bus stops. A short spur of the CWZ includes the village primary school.

Much of the CWZ street network is dominated by through traffic, large numbers of parked cars, narrow/missing footways and inadequate pedestrian crossing facilities. The latter is particularly an issue in regards to school pupils crossing Upper Green Rd, for which there is currently no controlled crossing. A key recommendation of this plan is that the streets covered by the Core Walking Zone should all have a 20mph speed limit.

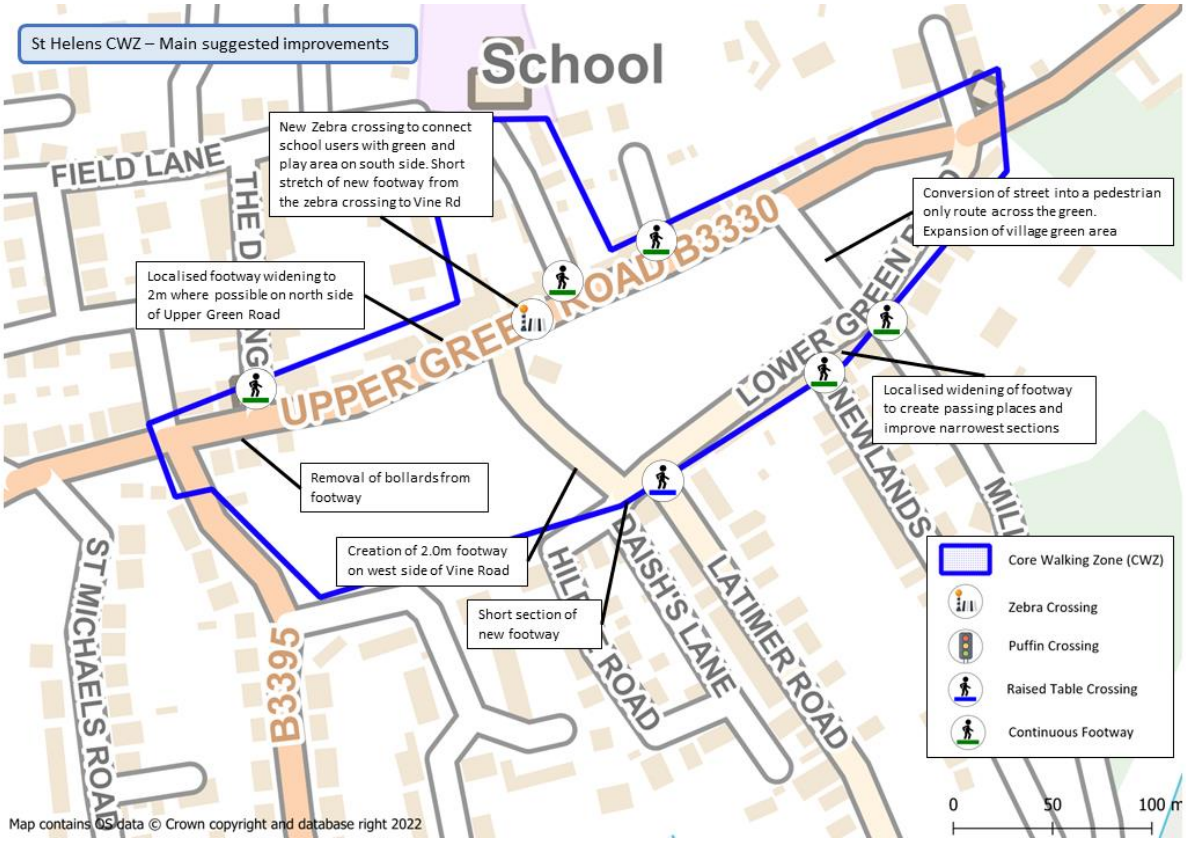


Figure 21 - Main suggested improvements, St Helens CWZ

Bembridge CWZ

Indicative cost: £516,050

Overview: The Bembridge Core Walking Zone broadly mirrors the "quadrangle" of streets at the centre of the village. That is: Church Rd, Sherbourne Street and the High St and the junctions of the streets leading into them. This is the focal point of Bembridge with shops, restaurants, library, businesses, church, village hall etc. A short spur of the CWZ has been added for 100m or so westward along the High St to include the shops and pub located there.

The village centre is busy with traffic, especially in the holiday season. Vehicular traffic levels, both from people stopping in the village and through traffic, can be high and the current pedestrian provision and street design does little to mitigate the impact of vehicles or create a welcoming and safe environment for those on foot. Proposed measures include some major changes to the design of key junctions in the CWZ, as well as extensive improvements to footways and crossings. A key recommendation of this plan is also that the streets covered by the Core Walking Zone should all have a 20mph speed limit.

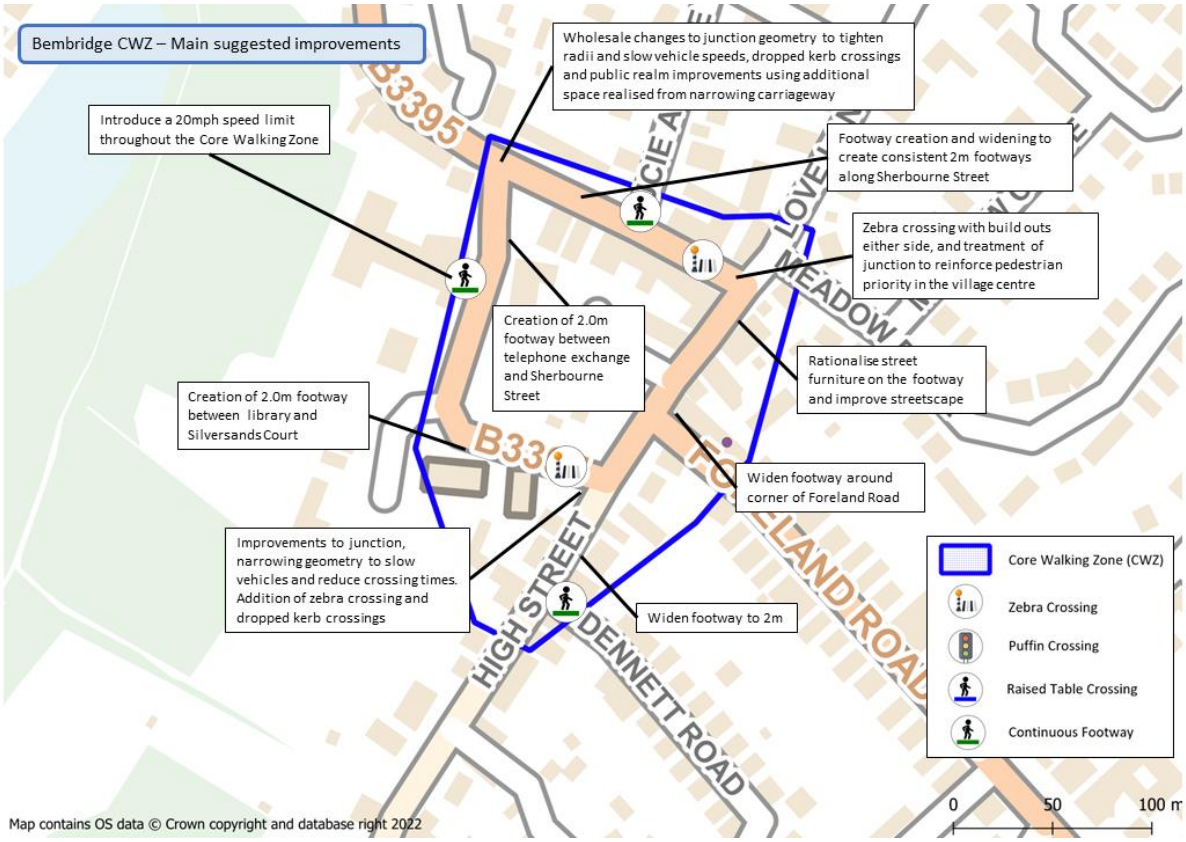


Figure 22 - Main suggested improvements, Bembridge CWZ

8. Proposed cycling network

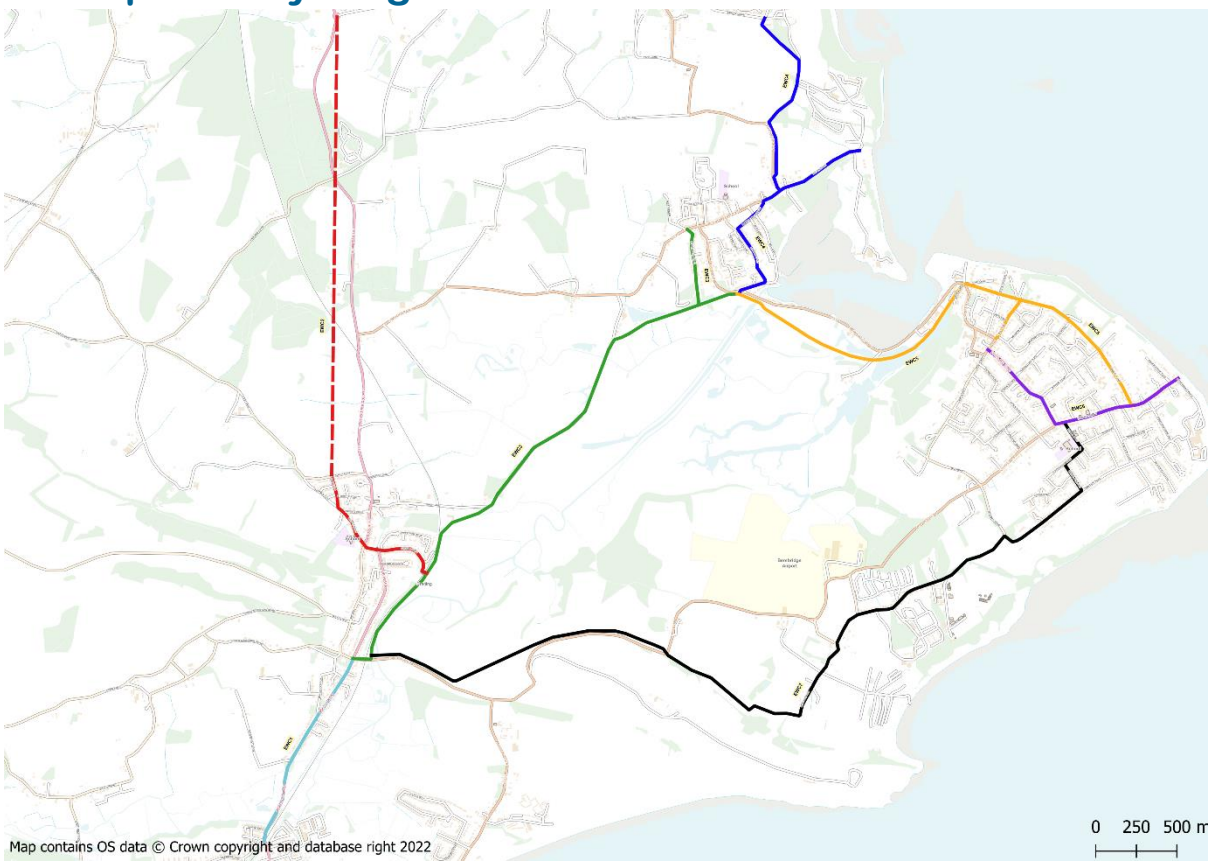


Figure 23 - Proposed Cycle Network

Cycling route descriptions

8.1. When considering the development of cycle routes, it is important to note that, even more so than in the case of walking, proposals for new/improved cycle routes should be viewed as part of the development of a network. Although the proposed LCWIP network has been broken down into routes, the whole is more than the sum of the parts: distances of two, three or four miles are easily cycled and mean that multiple LCWIP routes could be utilised in the same journey. Each new addition to the network would create a multiplier effect in terms of usefulness and usage levels.

8.2. The indicative costs for each proposed route given below are the sum of all the proposed measures for a particular route added together and they do not take into account economies that would result from undertaking a series of measures, or the construction of a whole route, together. In the case of the some of the cycling routes proposed below, costs could vary very widely, depending on the alignment that the routes eventually took and the design/construction methods required.

8.3. Each route below includes the output of the DfT recommended Route Selection Tool. This shows various measures of quality for the existing route (or closest alternative) and the proposed route. It should be noted that safety scoring is reduced by one (out of a maximum score of five) for route sections without passive surveillance and by one for sections without street lighting. This system may disadvantage rural routes where the safety impacts of unlit and unsupervised sections are likely to be less significant safety concerns than they might be in an urban area.

8.4. The maps shown illustrate some of the key recommendations, but a comprehensive set of interventions for each route/zone is contained in appendix 5.

Route number: EWC1

Working name: Brading to Sandown
Route length: 1.3km
Indicative cost: £858,000
Route overview: This route would create a connection between Brading and Sandown, from Yarbridge Cross to Perowne Way. During the consultation it was identified as a vital route, with respondents highlighting the importance for Brading residents of being able to access the wider services and amenities available in Sandown and their frustration that, despite the relatively short distance involved, current cycling provision was non-existent and entails mixing with high volumes of traffic on the main road.

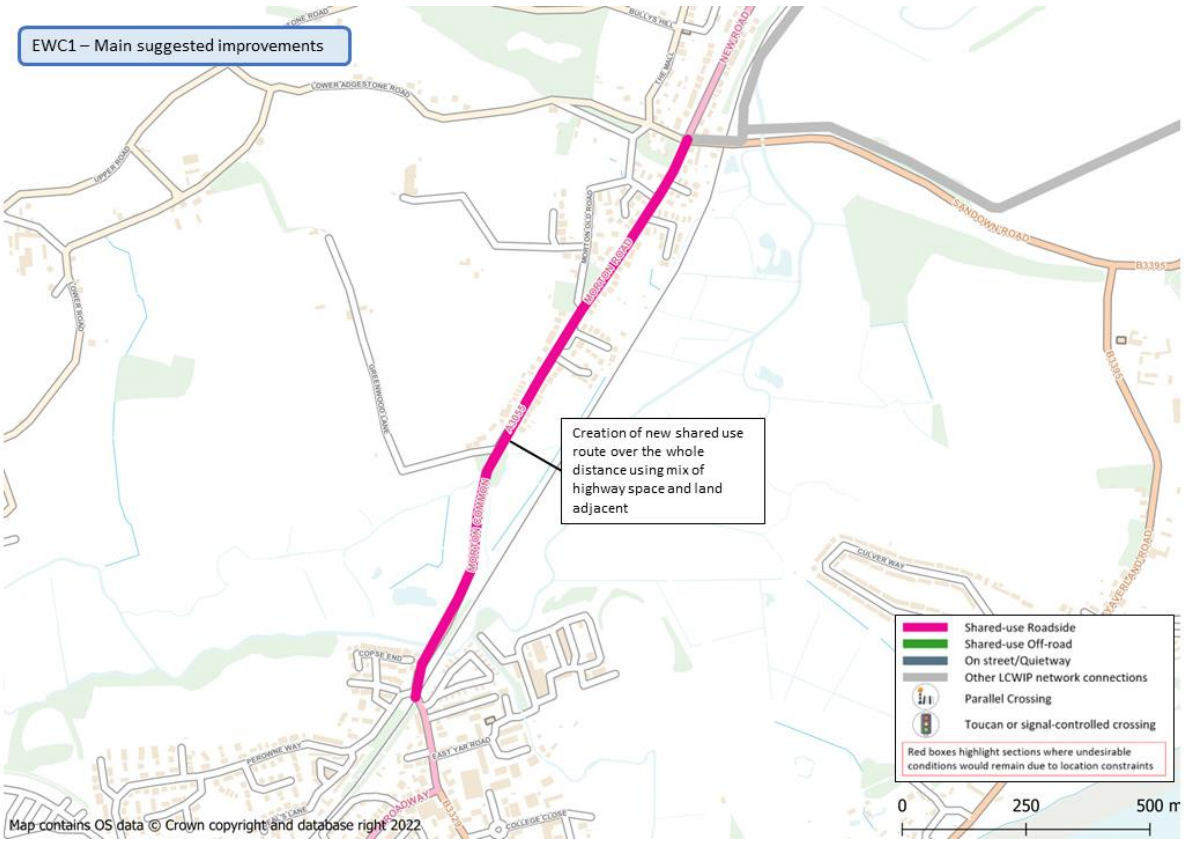


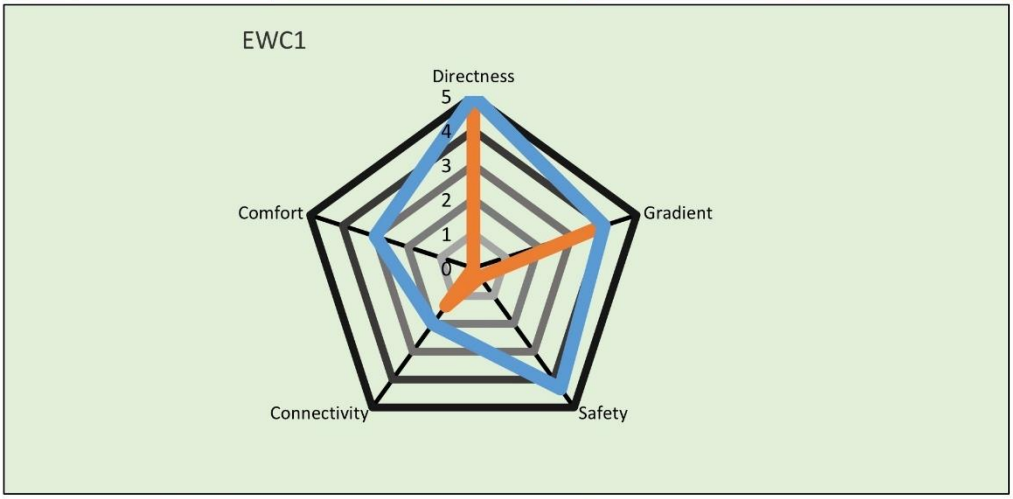
Figure 24 - Main suggested improvements EWC1

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	EWC1
Overall Length	1.26km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	28th September 2022

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	4.00	4.00
Safety	0.33	4.33
Connectivity	1.35	2.00
Comfort	0.00	3.00



Number of Existing Critical Junctions/Crossings	1
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	See separate spreadsheet
Indicative Cost	See separate spreadsheet

Figure 25 - Route Selection Tool output EWC1

Route number: EWC2

Working name: Brading rail station to Westridge, Ryde
Route length: 3.96km
Indicative cost: £3,981,300
Route overview: Route EWC2 is really made up of two components. Firstly, a cross-Brading cycle route that links the rail station, the town centre and the housing in the north west of the village. And then secondly, an extension linking Brading and the southern edge of Ryde. The precise route that the latter would take is prone to so many unknowns that it has been shown as a straight line connection rather than a particular route alignment. Indicative costs of this route are high because of the length involved and the inclusion of a connection over the railway line to the proposed route EWC3 (Brading to St Helens). However, even if the connection to Ryde is considered a long-term aspiration, there are benefits to pursuing elements of the route within Brading town centre as a more immediate, standalone scheme.

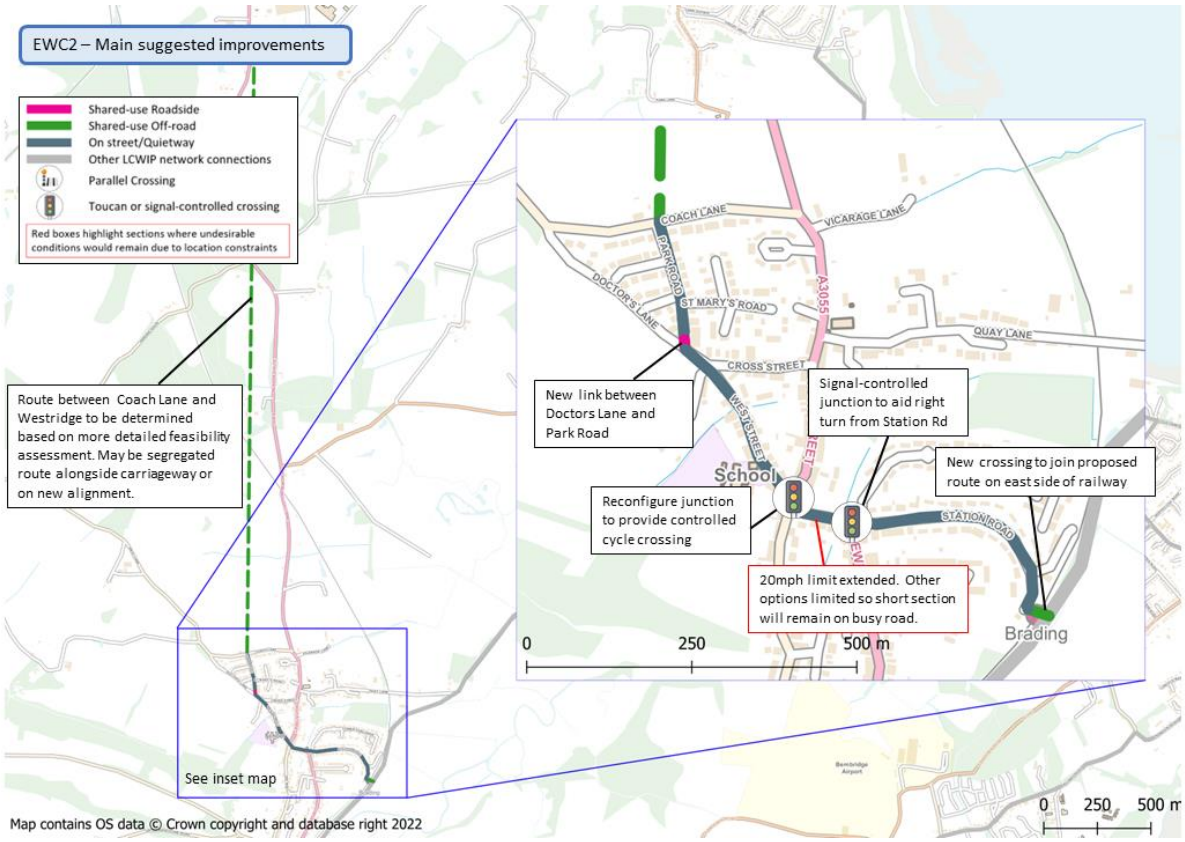


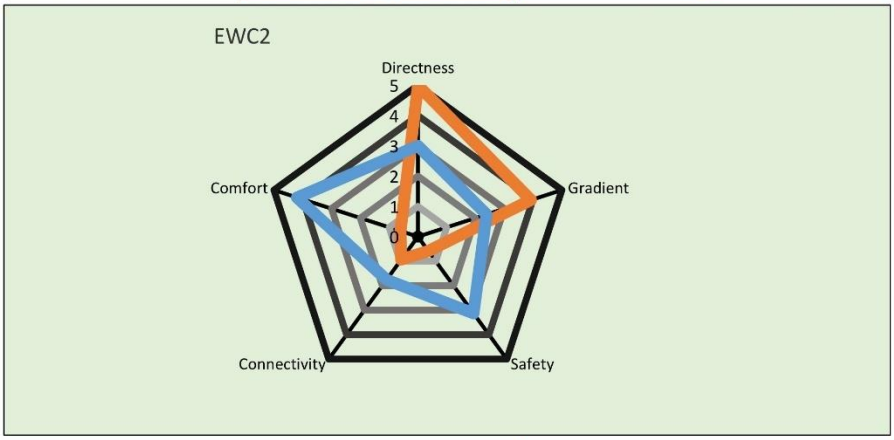
Figure 26 – Main suggested improvements EWC2

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	EWC2
Overall Length	4.04km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	28th September 2022

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	3.00
Gradient	3.93	2.38
Safety	0.58	3.13
Connectivity	0.93	1.76
Comfort	0.61	4.20



Number of Existing Critical Junctions/Crossings	5
Number of Potential Critical Junctions/Crossings	1
Description of Improvements	See separate spreadsheet
Indicative Cost	See separate spreadsheet

Figure 27 - Route Selection Tool output EWC2

N.B. The potential routes scores are based on one possible routing option and so are indicative only. Other options would show a different range of scores, however any new route to modern design standards would provide significant safety and comfort gains, even if directness, gradient and connectivity were not as strong as the current (main road route).

Route number: EWC3

Working name: Brading to St Helens
Route length: 4.1km (including St Michael's Rd spur)
Indicative cost: £1,540,395
Route overview: Route EWC3 commences at Yarbridge Cross and ends at Embankment Rd in St Helens, with a spur connecting to St Michael's Rd in St Helens. It functions as the connecting route between Brading and St Helens, with proposed connections onward to Bembridge (see EWC5). It aims to extend the existing cycle route that currently terminates at Carpenters Rd which is busy with traffic and unsuitable for cycling. The connection to Embankment Rd from Laundry Lane proposes a route following the old railway line or adjacent to it. This route was high on the wish list during the community consultation.

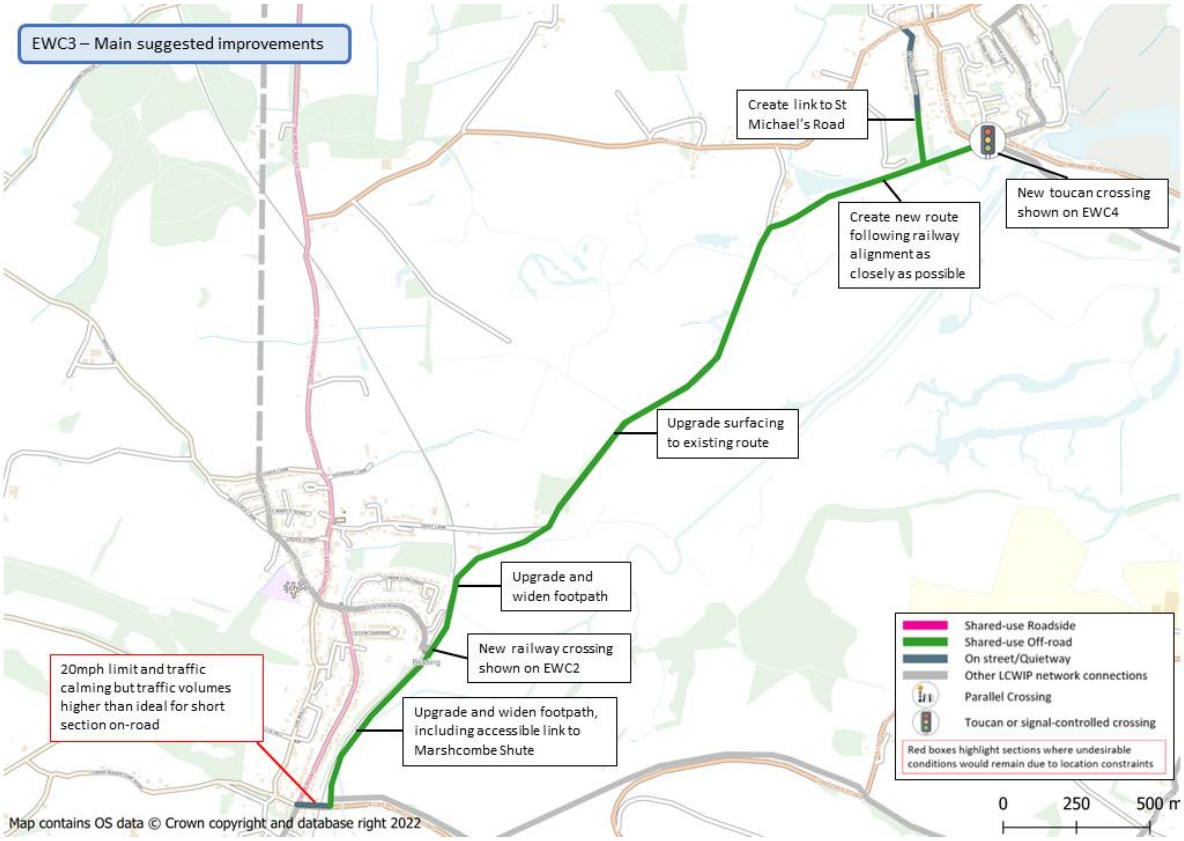


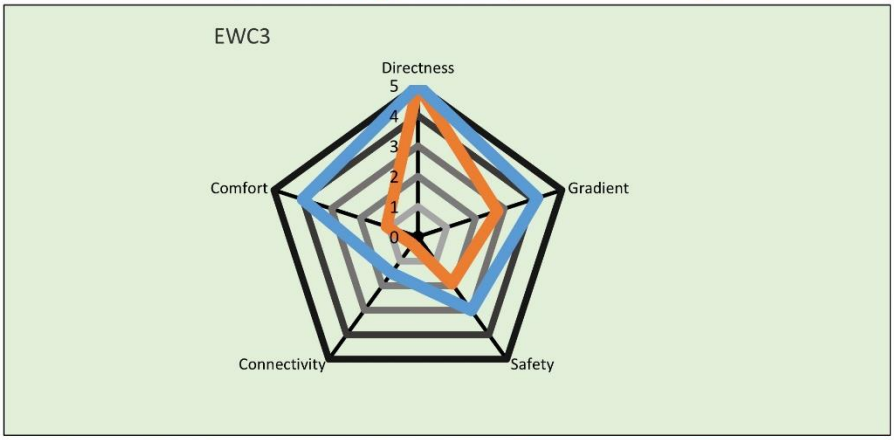
Figure 28 - Main suggested improvements EWC3

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	EWC3
Overall Length	3.53km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	28th September 2022

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	2.77	4.15
Safety	1.91	3.00
Connectivity	0.31	1.49
Comfort	1.09	4.00



Number of Existing Critical Junctions/Crossings	4
Number of Potential Critical Junctions/Crossings	1
Description of Improvements	See separate spreadsheet
Indicative Cost	See separate spreadsheet

Figure 29 - Route Selection Tool output EWC3

Route number: EWC4

Working name: Embankment Rd to The Duver and Nettlestone
Route length: 2.8km
Indicative cost: £739,000
Route overview: Route ECW4 links to proposed routes to Brading and Bembridge from St Helens, and provides connectivity through the centre of St Helens village and to the trip attractors of The Duver beach, Nodes Point holiday park and onwards to the neighbouring village of Nettlestone.

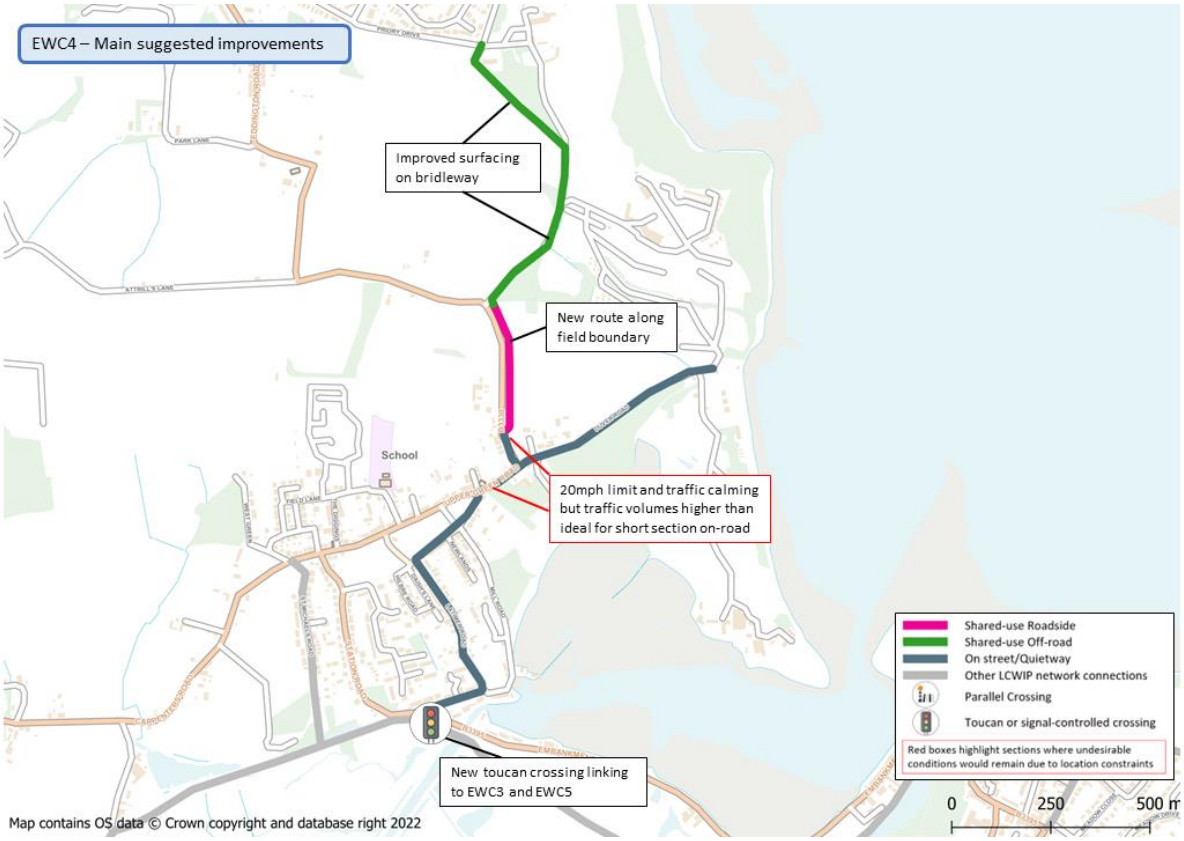


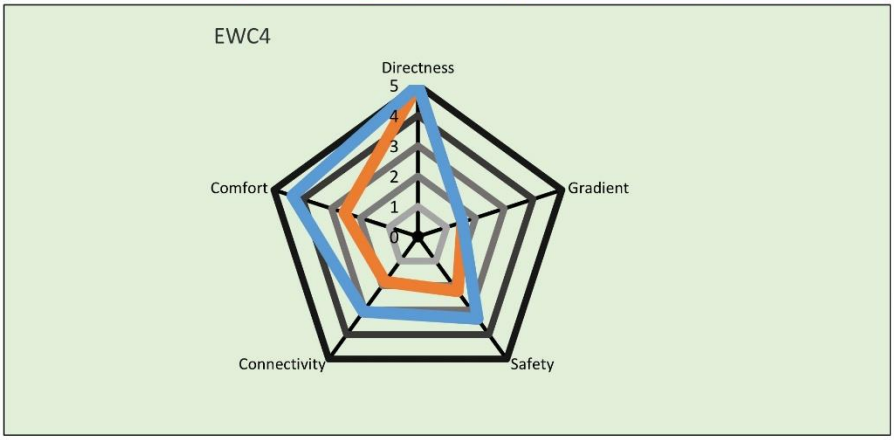
Figure 30 - Main suggested improvements EWC4

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	EWC4
Overall Length	2.2km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	28th September 2022

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	1.55	1.55
Safety	2.23	3.36
Connectivity	1.84	3.07
Comfort	2.55	4.36



Number of Existing Critical Junctions/Crossings	2
Number of Potential Critical Junctions/Crossings	2
Description of Improvements	See separate spreadsheet
Indicative Cost	See separate spreadsheet

Figure 31 - Route Selection Tool output EWC4

Route number: EWC5

Working name: St Helens to Bembridge
Route length: 3.12km
Indicative cost: £1,224,200
Route overview: Route ECW5 connects St Helens and Bembridge, with one spur to Bembridge village centre and another to Lane End Rd, the beach and housing in the south east of the village. Key to connecting the two villages is access over the old railway alignment to the south of Embankment Rd. The section between the Pilot Boat Inn and Love Lane/Lane End Rd benefits from existing rights of way and could stand alone as a scheme that benefits “internal” cycling withing Bembridge village.

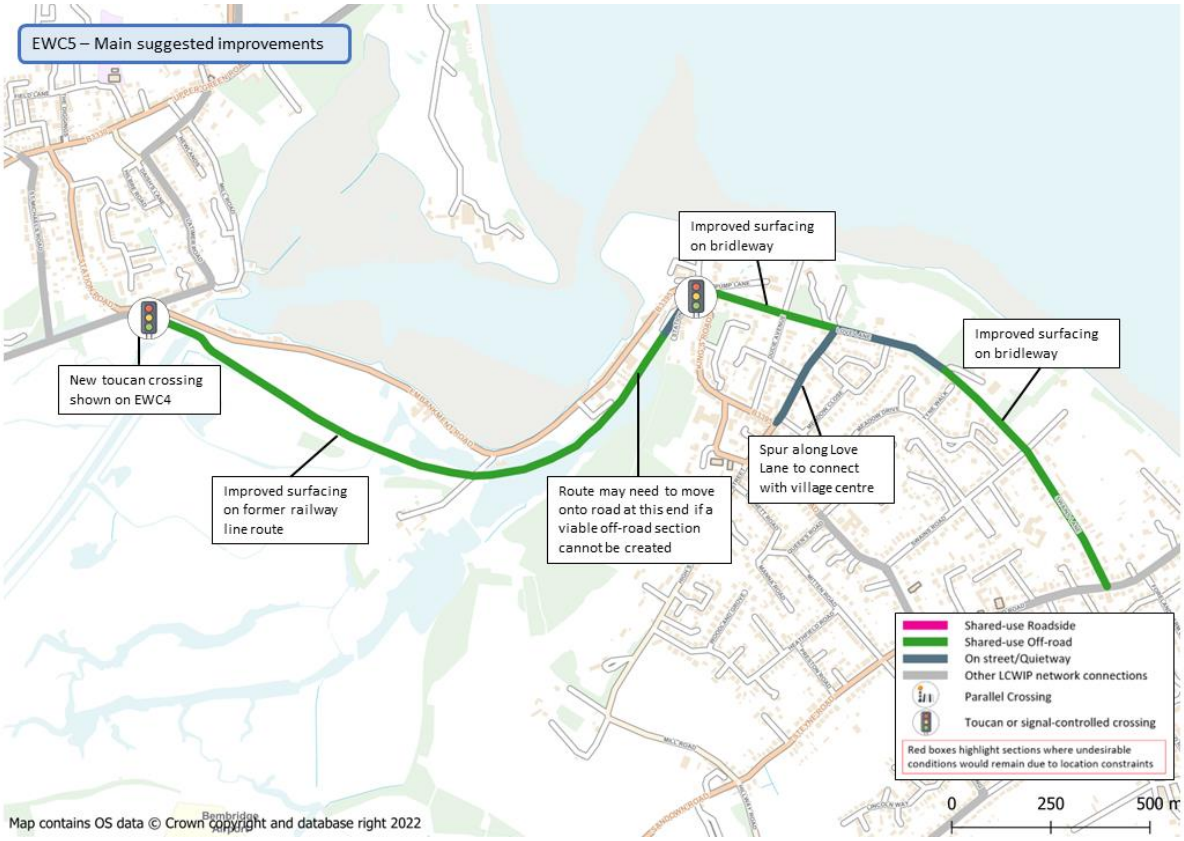


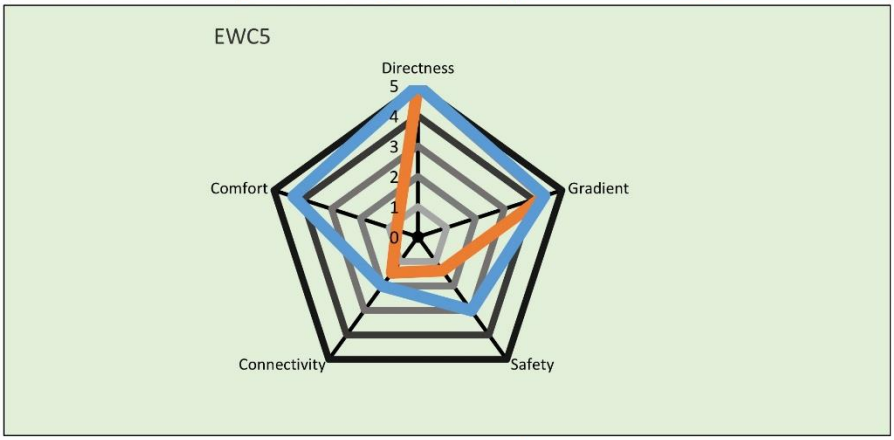
Figure 32 - Main suggested improvements EWC5

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	EWC5
Overall Length	2.2km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	28th September 2022

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	4.38	4.40
Safety	1.36	3.00
Connectivity	1.46	2.01
Comfort	0.73	4.32



Number of Existing Critical Junctions/Crossings	2
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	See separate spreadsheet
Indicative Cost	See separate spreadsheet

Figure 33 – Route Selection Tool output EWC5

Route number: EWC6

Working name: Bembridge lifeboat to village centre (via Lane End Rd and Foreland Rd)
Route length: 1.45km
Indicative cost: £162,800
Route overview: EWC6 follows two of the principal streets in Bembridge, connecting up the village centre with a network of residential streets and a series of trip attractors dotted along the two streets (or just off them), such as the local primary school, Lane End Rd shops, churches/community centres, pubs and the lifeboat station/beach area popular for recreation. Although route ECW5 creates a low traffic cycle route that connects the eastern end of Lane End Rd with the village centre, it was felt the number of trip attractors along the length of Lane End Rd and Foreland Rd necessitated a dedicated route on this alignment. Because both streets are busy vehicular thoroughfares and there are space constraints, the implementation of measures to create a safe and comfortable cycling environment would be challenging. Speed reduction would be a key component of any scheme.

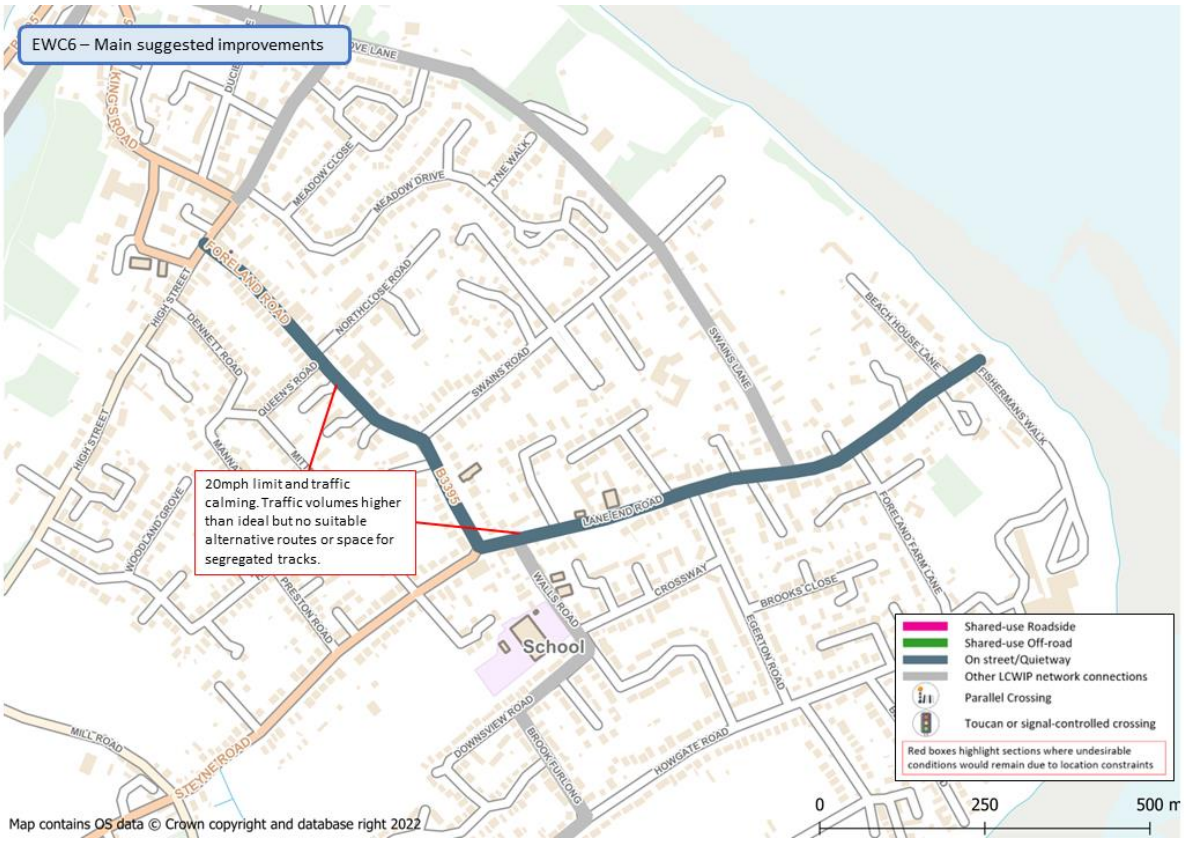


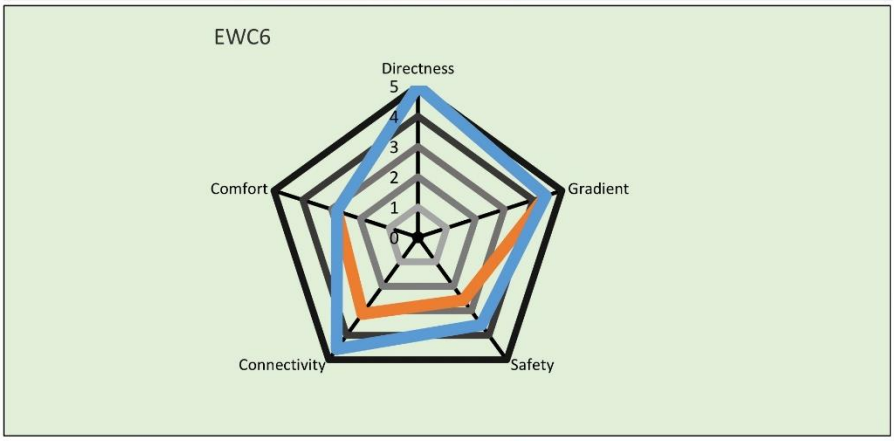
Figure 34 - Main suggested improvements EWC6

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	EWC6
Overall Length	1.4km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	28th September 2022

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	4.44	4.44
Safety	2.56	3.56
Connectivity	3.13	4.56
Comfort	2.81	2.81



Number of Existing Critical Junctions/Crossings	0
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	See separate spreadsheet
Indicative Cost	See separate spreadsheet

Figure 35 - Route Selection Tool output EWC6

Route number: EWC7

Working name: Bembridge to Brading
Route length: 5.83km
Indicative cost: £1,281,300
Route overview: Route ECW7 performs a number of functions: it provides local connectivity within Bembridge from housing in the south of the village, to the local primary school and trip attractors in Lane End Rd and (by connecting with other proposed routes) the village centre; it creates a connection between the large holiday camps on Hillway Rd and Bembridge (to the east) and Brading (to the west); and it creates a connection between Bembridge and Brading. By routing ECW7 via Howgate Rd and Walls Rd, cyclists would avoid the problematic roundabout at the junction of Mill Rd/Steyne Rd/Hillway Rd and would instead follow more lightly trafficked streets into Bembridge village centre. The exact alignment of some sections of this route, notably those towards the western half, are speculative and would require land acquisition or access agreements to create a route to Brading. As such, the alignment shown is just an indicative one.

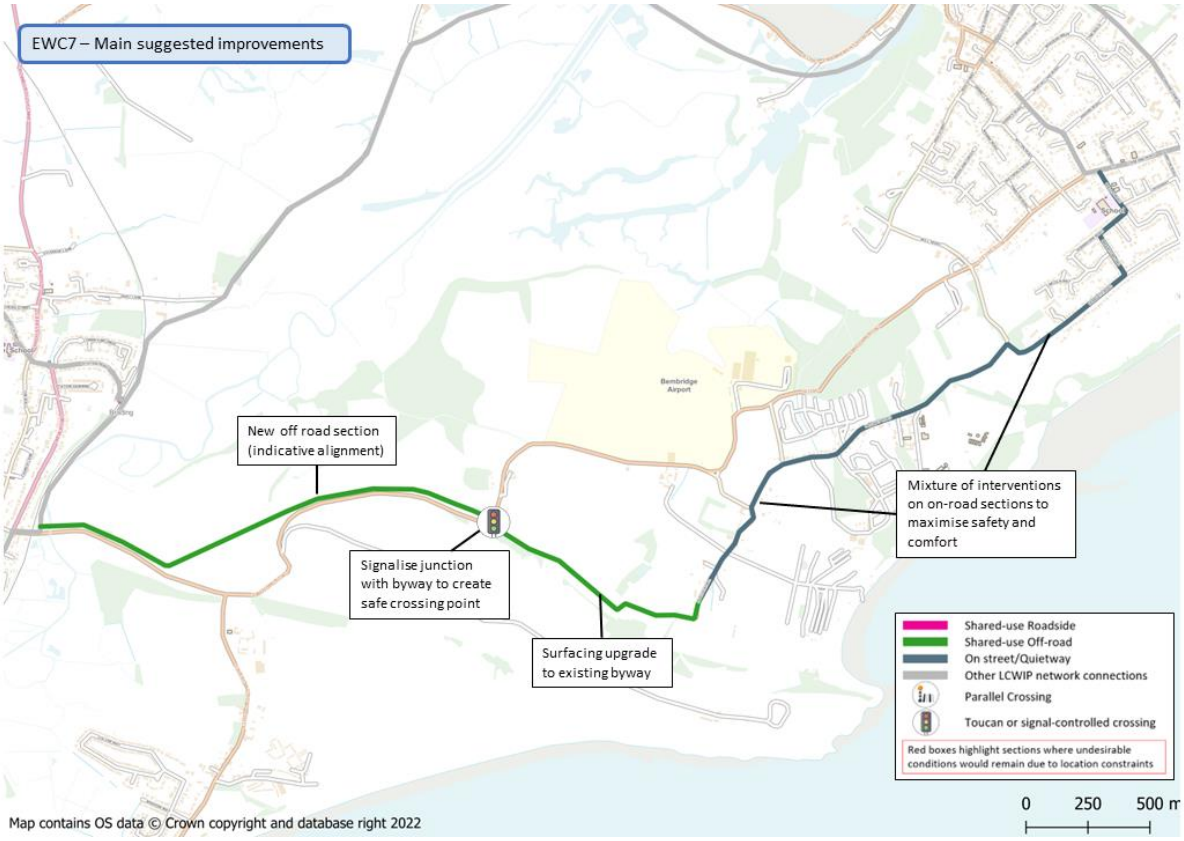


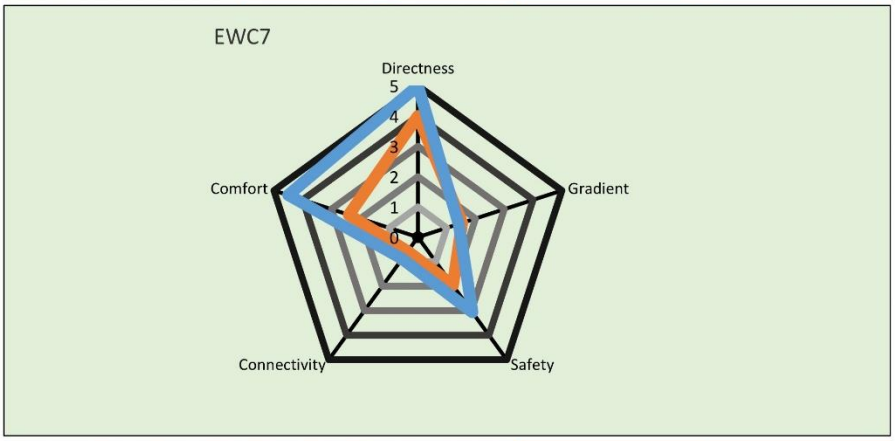
Figure 36 - Main suggested improvements EWC7

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	EWC7
Overall Length	5.9km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	28th September 2022

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	4.00	5.00
Gradient	1.53	1.42
Safety	1.96	3.06
Connectivity	0.57	0.88
Comfort	2.40	4.50



Number of Existing Critical Junctions/Crossings	2
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	See separate spreadsheet
Indicative Cost	See separate spreadsheet

Figure 37 - Route Selection Tool output EWC7

9. Implementing the LCWIP

9.1. Planning for improved walking and cycling infrastructure is vital, but the plan is not an end in itself. For the plan to be successful there needs to be concerted action across multiple different stakeholders to implement the recommendations.

9.2. It is important that a strategic approach is taken to delivery, rather than relying on being reactive to situations and opportunities that arise (though being prepared to adapt to changing circumstances and seize unforeseen opportunities will help delivery). Proposals in this plan are outline concepts and further work needs to be undertaken to develop proposals to a point where a clear route to delivery is established and funding can be sought for delivery. A lack of "shovel ready" projects is often a limiting factor on the ability to secure inward investment in local schemes.

9.3. While large schemes delivering whole routes or segments of routes will be important in delivering the plan, small, incremental changes should not be ignored. These can bring immediate benefit ahead of a whole route being delivered, and a number of smaller scale schemes can in time build a complete route or section of route. Opportunities should be identified to deliver smaller interventions such as removal of barriers, addition of dropped-kerb crossing and small scale footway widening.

9.4. This plan has been developed through partnership working between local parish councils and the Isle of Wight Council, and local councils are likely to play a pivotal role in delivering the plan. Local councils may play a role in developing individual schemes, funding small-scale interventions, or providing partnership funding for larger projects. Local councils may lead on some projects, with assistance from the Isle of Wight Council as appropriate, and the roles may be reversed on other projects.

Funding options

9.5. In context of the scale of work required to deliver this plan, funding for active travel infrastructure is currently very limited. In delivering the plan, demonstrating that projects are deliverable and offer good value for money will be particularly important in trying to secure funding in competitive processes. There will also need to be creativity in putting together funding packages for projects, drawing on a range of funding options. Some of the key potential sources of funding are:

- DfT Active Travel Fund
- IWC Highways Safety and Improvement funding
- IWC Highways PFI (potential to deliver improvements alongside routine maintenance to reduce funding required)
- Central government, Lottery or Charitable trust grants (most likely as part of a wider programme of work.
- Developer contributions (Section 106)
- Town/Parish Council funds
- Crowdfunding

9.6. In many situations a mixed funding approach will be necessary. Local funding can often be used to lever larger sums from national funding sources, and crowd funding may be a viable option for smaller, high-impact schemes or to complete a funding package and deliver a significant piece of new infrastructure.

Options for delivery

9.7. There are three main options for delivering improvements outlined in this plan: a whole route approach, in segments or through individual spot improvements.

Whole route approach

9.8. This would involve developing a complete walking or cycling route, sourcing funding and delivering it from end to end. Some routes will only be useful if delivered in their entirety, and a whole-route approach may be attractive to some funders.

Building a network in segments

9.9. The planned cycling network is made up of various segments, which have been joined together into routes for easy of identification and description. Very often segments are important to more than one route and could be delivered independently. Routes can also sometimes be built up in stages, gradually increasing their benefit. This can be seen with walking routes as well, although to a lesser degree. In some circumstances a single route segment may have high value in its own right, for example where it helps join two other routes together, or to link areas of quiet residential streets to each other.

9.10. A segmented approach may be useful to make use of more modest funding opportunities, or those that are locally focused, such as contributions from a new development. It may also enable early delivery of part of a route while more complex later sections continue to be developed. It is important that segments are usable in their own right, so if later additions prove not to be deliverable the new infrastructure is still useful.

Individual “spot” improvements

9.11. In some situations, it may be possible to improve a route in smaller increments through improving individual locations. This may facilitate use of smaller budgets and is most likely to be appropriate where individual infrastructure upgrades will bring a significant improvement in their own right; for example, provision of a new pedestrian crossing or removal of a barrier on a cycle track. It is likely to be more useful on walking routes and the core walking zone, where immediate improvements can be made at a very local level, and gradually built up over time to have a much larger impact. For cycling, this approach is likely to be limited to improvements on routes which are already usable but held back by weak spots, such as barriers or poor road crossings.

Mixed approach

9.12. These three approaches will probably all be needed in different situations. The approach used should be considered carefully as plans are developed for the implementation of individual routes and zones.

Using development to create improvements

9.13. The planning system has a significant role to play in raising standards of walking and cycling infrastructure. The draft Island Planning Strategy recognises the importance of developments being permeable for people walking and cycling and well connected with other areas. New developments should be positive contributors to the LCWIP, both through high-quality provision within development sites and delivering or contributing to the route network outlined. In some cases, a development may provide an opportunity for an LCWIP route to be provided on a different alignment to that suggested in the plan. Where the alternative

provides a high quality, direct route this approach is likely to be helpful. High standards of design for walking and cycling are vital.

Integration with other activities

9.14. The LCWIP delivered in isolation would provide a strong boost to sustainable travel, enabling many more trips to be made by walking and cycling. However, its impact will be maximised by careful planning of other interventions such as public transport improvements, increased use of car sharing/car clubs, bike share schemes and behaviour change programmes. As part of an integrated approach, led by the forthcoming Local Transport Plan 4, this LCWIP can be part of a real change in travel choices, making local transport more sustainable, healthy, attractive and affordable.

Integrating LCWIPs and other local government plans

9.15. It is important that LCWIPs form a part of a coordinated, strategic local government approach to planning for future transport needs. As both the Island Planning Strategy and Local Transport Plan are currently being revised there is a key opportunity to ensure the LCWIP process is recognised and embedded in these documents, along with a coordinated suite of other sustainable transport policies that will support a move to active modes.

9.16. New developments should meet at least the quality of provision outlined in this LCWIP, and so consideration should be given to whether local guidance on infrastructure for developers requires updating to ensure high-quality walking and cycling infrastructure is delivered within new developments.

Glossary

Below is an explanation of street design approaches and infrastructure interventions commonly referred to in plans for walking and cycling infrastructure improvements. A number of these designs and techniques are included to in the proposed improvements sections in appendix 4 and 5.

Cantilevered sign

Larger street sign mounted on a single post to minimise footway obstruction

Double pole sign (left) obstructs the footway. Cantilever sign (right) leaves footway clear

Continental style roundabout

This type of roundabout employs a much tighter geometry, has a single entry and exit lane and a narrower circulating lane than is usual in the UK. These features all serve to slow vehicles entering and exiting the roundabout. This design is safer for people walking and cycling and often includes segregated cycle tracks and footways.

Continuous footway

A way of providing priority for people walking over turning vehicles at side roads by continuing the footway surface across the junction (without changing the height of the footway). This measure provides strong visual priority to pedestrians and enables them to follow their desire line straight across the junction. A 'continuous cycleway' performs the same function for a cycle lane or track.

Images courtesy of City Infinity

Contraflow cycling

Where cycles are allowed to travel in both directions on streets that are one-way for motor traffic. It can be implemented using lane markings and signing (with or without some form of physical protection), or by using signing only.

Dutch entrance kerb

Kerb designed for side street entrances with continuous footway/cycleway or raised tables. These kerbs form a ramp which helps slow traffic and ensures walking and cycling routes remain level. Commonly used in the Netherlands they are now available as a standard UK product designed to work with UK specification kerb units.

Images courtesy of Coventry CTC

Dropped kerb

A feature to allow people walking to avoid the need to step up or down, usually at formal crossings. These should always be laid flush so that wheelchair and pushchair users have easy level access.

Footway (pavement)

A part of the highway for sole use of people walking, physically separated from motor traffic.

Improved junction geometry / tight corner radii

This refers to changing the design of a junction so that the corners have tighter radii than the existing design, which means motor traffic has to manoeuvre through the junction more slowly, thus increasing safety for pedestrians crossing the junction. This approach also means the distance across the junction is narrowed, shortening the crossing time, and pedestrians can follow their desire line straight across the junction. This design approach also benefits cyclists who are sharing the street with motor traffic, by slowing motor vehicle speeds at junctions and reducing the time cyclists are exposed to risk at junctions. The diagram below illustrates the effects of small and large radii.

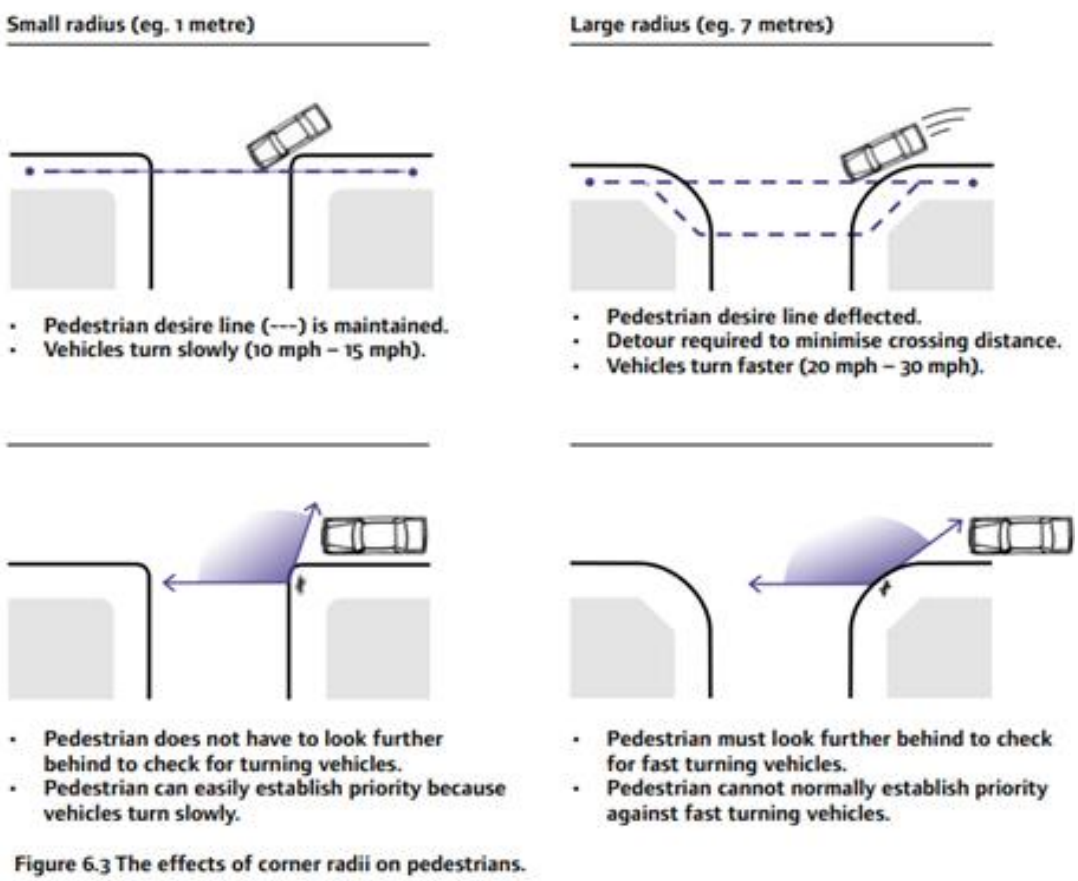


Figure 6.3 The effects of corner radii on pedestrians.

Modal filter

A permanent or part-time road closure for motor traffic with access for pedestrians and cycles. It is often enforced by physical measures but can be provided by signs only. Motor vehicle access is usually available either side of the modal filter, allowing vehicle access but preventing use of the street as a through route for motor traffic.

Images courtesy of City Infinity

Raised table

A raised section of the carriageway, used to slow traffic and make it easier for pedestrians to cross. They can be either at a junction (as below, on the left) or midway along a street (as on the right)

Right-hand Image courtesy of City Infinity

Parklet

A small, landscaped area with features such as planting, seating or other public realm improvements, sometimes located in place of a former car parking space or using redundancy/under-utilised space.

Images courtesy of Meristem Design

Parallel crossing

A crossing similar to a zebra crossing, which can be used by cycles as well as pedestrians. May be on a raised table.

Left-hand Image courtesy of Coventry CTC

Pedestrian and Cycle Zone

An area where motor vehicles are prohibited for some/all of the day, often in a town centre. Pedestrians and cyclists share the space.

Pedestrian and Cycle Priority Zone

An area designed to principally be used by people walking and cycling, but also including some local motor vehicle access. Motor vehicles would be prohibited except for access, and street design would reflect the primary use for active travel.

Priority working

Traffic management system allowing traffic to proceed in one direction at a time, with signs indicating which direction has priority. Can be used as traffic calming or to address short sections of a street which are too narrow for two-way traffic. Use of priority working can enable footway widening or creation in places It might otherwise not be possible.


Priority over oncoming vehicles

Puffin crossing

A traffic-light controlled crossing for pedestrians.

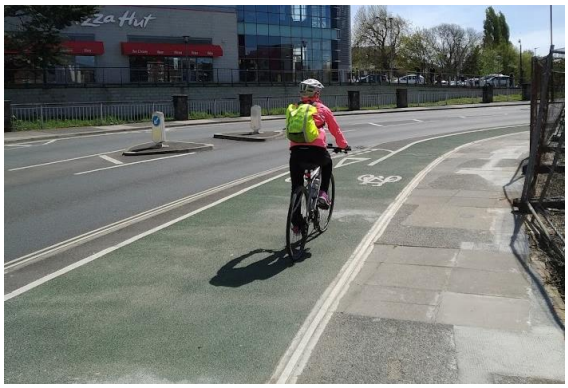
Quietway

A street open to motor vehicles but with measures to limit vehicle volumes and speeds and prioritise people walking and cycling. Quietways may include a range of measures including modal filters, traffic calming and surfacing changes to highlight the different nature of these streets.

Images courtesy of City Infinity

Segregated cycle track

A cycle facility, physically separated from areas used by motor vehicles and pedestrians. It may be next to, or completely away from the carriageway



Shared Space

Area open to motor vehicles but normally with restricted access or very low volumes of vehicles. All users share the same space, though in some situations kerbed footways may be provided as well.

Shared use track

A path which is shared by pedestrians and cycles but where motor traffic is not permitted. It can include routes alongside carriageways as well as routes completely away from roads, like in parks.

Tactile paving

Paving that helps people with visual impairments to understand the street environment by using changes in texture and colour. Tactile paving should always be installed at crossings with dropped kerbs to help users locate the edge of the carriageway.

Toucan crossing

A traffic-light-controlled crossing that can be used by both pedestrians and cyclists. May be on a raised table.

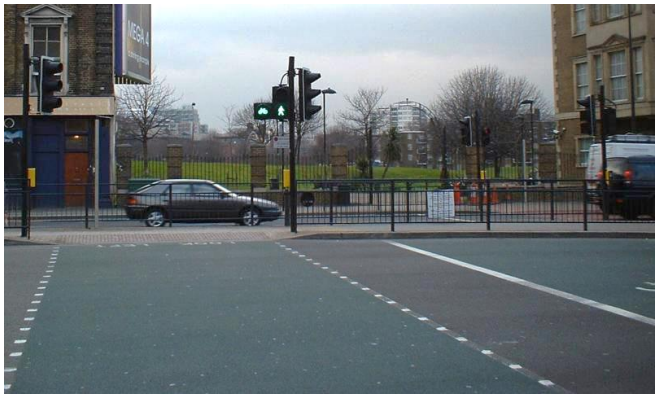


Image courtesy of Secretlondon (CC BY-SA-3.0)

Traffic calming

Features which physically or psychologically slow traffic such as speed humps or build-outs to narrow the carriageway.

Image courtesy of N Chadwick (CC BY-SA 2.0)

Zebra crossing

Pedestrian-priority crossing with Zebra markings and Belisha beacons. May be on a raised table.

Appendix 1 - Community engagement key findings

Various issues were raised, and ideas suggested, by the communities of Bembridge, Brading and St Helens during the consultation period. These informed survey work and the development of routes and priority improvements. In some cases, a single comment highlighted an important issue which was followed up while in other areas repeated comments highlighted the significance of particular areas. Key feedback from the engagement process related to the following locations:

Rowborough Lane/Beaper Chute, Brading

Numerous comments were made on the need for a safe cycling option between Brading and Westridge (and onwards to Ryde). Access to the Tesco supermarket and pharmacy were highlighted as a key need.

Morton Road, Brading

A connection between Brading and Sandown was also identified as important for general access between the towns and specifically for children to cycle to school. Comments generally focused on cycling, though observations suggest there is already demand for the route as a walking link as well (a footway is provided though the quality is poor).

The Mall, Brading

This attracted numerous comments, with inappropriate vehicle speeds a particular concern, along with the lack of footways on some sections. The needs of people access Beech Grove Park, and of school children and older residents using the street were highlighted as particular areas of concern.

A recurring theme was issues around drivers turning right from the High Street into the Mall, an illegal manoeuvre but one which is observed frequently.

High Street, Brading

The controlled crossing adjacent to West Street/The Mall elicited various comments, including concerns that its placement was not ideal. It was also suggested that large vehicles can overhang footways causing problems for pedestrians.

Speeding in the High Street was frequently cited as an issue, with the narrow footways accentuating the impact of this on pedestrians.

New Road, Brading

A lack of dropped kerbs was highlighted, on side roads and between the bus stops on either side of New Road.

Brading Station

Various suggestions were made around improving connectivity between the station and surrounding footpaths, and creating new cycle links, particularly to Quay Lane and continuing along the old Bembridge Branch Line.

Yarbridge

Several people highlighted safety concerns around the footpaths joining Marschcombe Chute, with poor visibility and a lack of footways.

Sandown Road, Brading

Lots of comments were made on Sandown Road or suggested alternative routes which could be upgraded to reduce the need for people walking/cycling to use this undesirable road.

Peacock Hill, Bembridge

Respondents suggested the byway to Peacock Hill could be resurfaced to provide a suitable walking and cycling route as an alternative to the main road.

Pilot Boat Inn, Bembridge

This junction was highlighted as problematic, with drivers travelling too fast for conditions, poor visibility and a missing section of footway.

Former Bembridge Branch Line

This attracted the most comments of any issue/area. Common themes were the need to resurface the existing route and extend the route to link to St Helens and Bembridge. The current route ends at Carpenters Road, and this was frequently cited as an inadequate and unsafe arrangement, with both the junction and the stretch of Carpenters Road into St Helens being unsuitable.

Carpenters Road, St Helens

In addition to the comments received regrading cycle access from Brading (noted under Former Bembridge Branch Line) numerous comments were received about unsafe walking connections between Laundry Lane and St Helens, with a need to improve the footway and complete the missing link to connect to Laundry Lane.

Hillway Road, Bembridge

The lack of a footway was identified as a problem considering the number of units of holiday accommodation along Hillway Road. The junction with Howgate Road was identified as problematic due to visibility and vehicle speeds.

Howgate Road, Bembridge

It was suggested this road needed a footpath, and was viewed by some respondents as the most logical route in from Hillway Road, avoiding the northern section of Hillway Road and the Steyne Cross junction.

Lane End Road, Bembridge

The lack of footway and narrow footways at the eastern end were highlighted as issues.

Foreland Road, Bembridge

Concern was expressed about vehicle speeds, with this forming a key route to school. The junction with Swains Road was highlighted as a particular problem with very limited visibility.

Mill Street/High Street, Bembridge

The lack of footways on these streets received repeated comments, with the link to the Windmill (and the rights of way network beyond) highlighted as particularly important, with current access arrangements seen as unsafe.

Station Road, St Helens

Footway parking was cited as restricting mobility scooter access and a lack of dropped-kerb crossings was mentioned, both across side roads and Station Road itself.

Upper Green Road, St Helens

The lack of safe crossing points was noted, particularly impacting on safe travel to/from school. The dominance of parked cars was noted and various comments were made around a lack of safety through a combination of parked vehicles, vehicle speeds and narrow footways.

Duver Road, St Helens

Comments suggested the need for a footway on this road.

Eddington Road, St Helens

This was frequently cited as unsafe for both pedestrians and cyclists, with no footway or cycle track, limited visibility (especially round bus stops) and fast vehicle speeds.

Culver Down, Bembridge

Detailed suggestions were made for a cycle route over Culver Down to link Bembridge to Sandown

Multiple Locations

In addition to location specific comments, various more general comments were received, and key themes are noted below.

Cycle Parking

A need for cycle parking across the area was highlighted, particularly in town/village centres, at shops and beaches.

Speed Limits

Speed was highlighted as a concern by many respondents, both in terms of speeding and a desire to see that speed limits should be reduced and enforced, including introducing more widespread 20mph limits in villages.

Settlement connectivity

The need for better connections between the three settlements, particularly for cycling, was a recurring theme. In addition, several respondents highlighted the need for onward connections to Sandown, Ryde, Seaview & Nettlestone and the cycle track to Newport.

Appendix 2 - Network planning for walking

Key trip attractors

A range of trip attractors have been identified. These include schools, employment areas, shopping areas, healthcare services and transport hubs and are shown in figure A2_1. Clusters of attractors can be found in each of the settlements, with the town/village centres playing a key role, but there are also a significant number of trip attractors dispersed around the broader area.

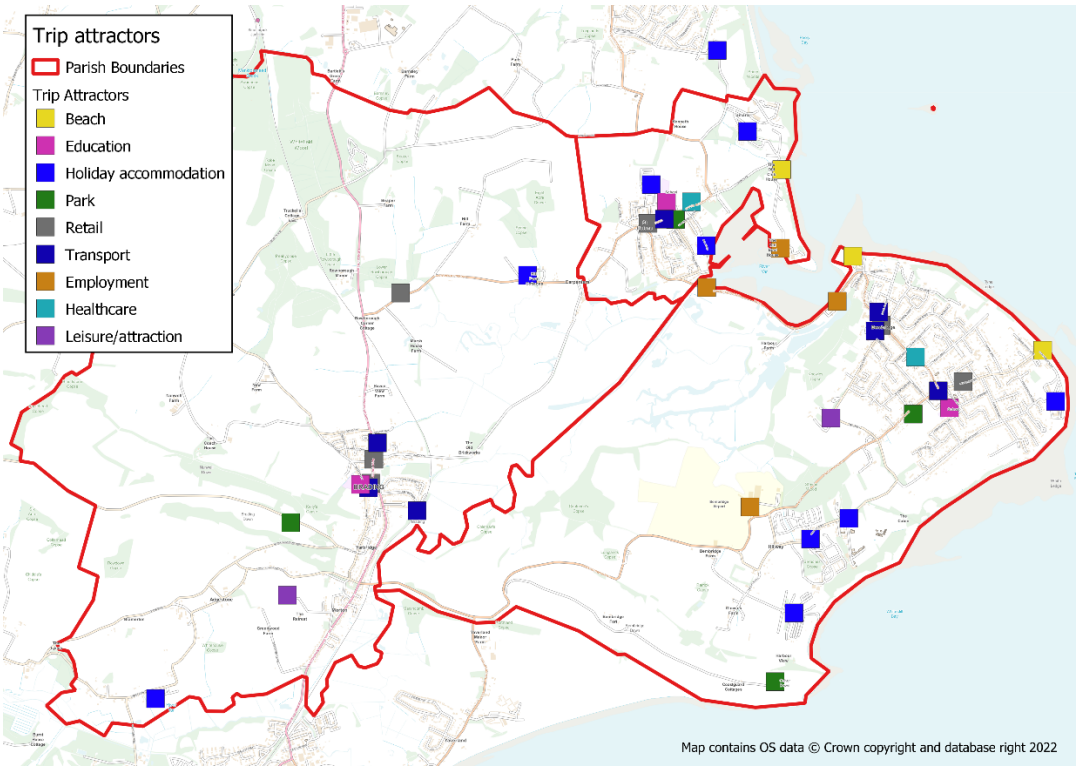


Figure A2_1 – East Wight trip attractors

Core Walking Zones

The identified trip attractors were used to develop Core Walking Zones (CWZs). Government guidance sets out that "CWZs normally consist of a number of walking trip generators that are located close together - such as a town centre or business parks."

Brading has attractors along the High Street, as well as the school and Brading Centre nearby and the core walking zone has been developed to encompass these, along with the car park and bus stops at the north end of the High Street. In response to feedback at the community network planning workshop the northern extent was extended slightly to include the entrance to Vicarage Lane which provides access to the football ground.

In Bembridge the core walking zone is centred around the one-way system around the village centre, with retail areas in Forelands Road and High Street also included. During the community network planning workshop, the lack of a zone around the Lane End shops was questioned; this has not been included as it is largely a single trip attractor rather than a cluster across a broader geographical area. Its importance was noted, however, and a route has been included connecting the shops with surrounding residential areas and the village centre.

St Helens has a relatively small number of trip attractors, and these are spread around the village green, with the most significant on the northern edge. The zone largely follows the main village

green area bounded by Upper Green Road and Lower Green Road, but also encompasses the primary school slightly off Upper Green Road.

Walking Routes

Government Guidance suggests planning walking routes that serve the CWZs from a distance of up to 2km. This approach formed the basis of determining the walking route network, with routes identified based on local knowledge and input from the consultation exercise.

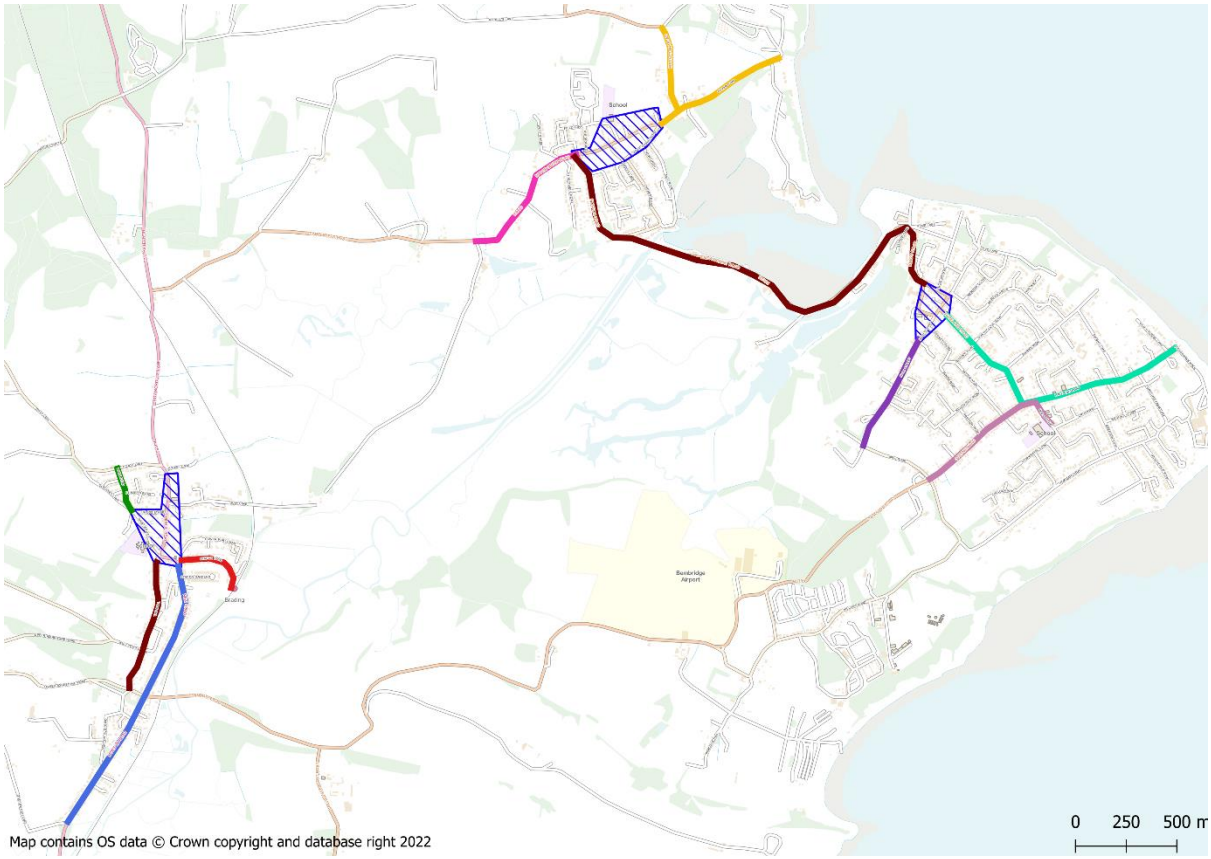


Figure A2_2 - Initial route network presented to network planning workshop

Various other routes and links were suggested for inclusion during the network planning workshop. These were evaluated during the audit process to ensure the final route choice reflected the main walking routes which should be focused on as a priority.

All routes, and each street in the core walking zones, were audited on foot by People Powered staff. The audit utilised the Walking Route Assessment Tool (WRAT) provided as part of the DfT technical guidance, supplemented with a locally developed audit methodology which identifies and maps specific issues, such as crossing information, traffic conditions and footway widths. This approach mirrors that used on the Ryde and Newport LCWIP and Cowes, Northwood and Gurnard LCWIP. These audits informed the final route selection and the recommended measures to improve the routes.

Percentage scores were calculated for each route. A percentage is used as the total available score for each route differs slightly, depending on what features the route has. Table A2_1 shows the scores for each route. These scores can help identify the routes in most urgent need of attention. A score of under 70% highlights a clear need for improvements to the route. Two routes (EWW1 and EWW8) scored over 70% but recommendations for improvements have still been made for these routes. Both routes scored poorly for crossing provision and footway width, which are deemed to be

particularly important issues. EWW1 also had poor access arrangements at Brading Station, a key destination. It should be noted that the WRAT scoring system does not score a comprehensive range of issues and has no weighting of issues; as such the numerical scores have not been used as the sole determinant of whether a route requires improvements.

Route	WRAT score (%)
EWW1	71
EWW2	53
EWW3	62
EWW4	44
EWW5	47
EWW6	38
EWW7	56
EWW8	74
EWW9	41
EWW10	41
EWW11	47
EWW12	68
EWW13	56

Table A2_1 - Walking Route Assessment Tool (WRAT) scores

One route is longer than 2km; EWW9 is 2.5km in total but serves a different core walking zone at each end, with village facilities at St Helens or Bembridge within 1.25km of any part of the route. The final routes are show in figures A2_3 to A2_5.

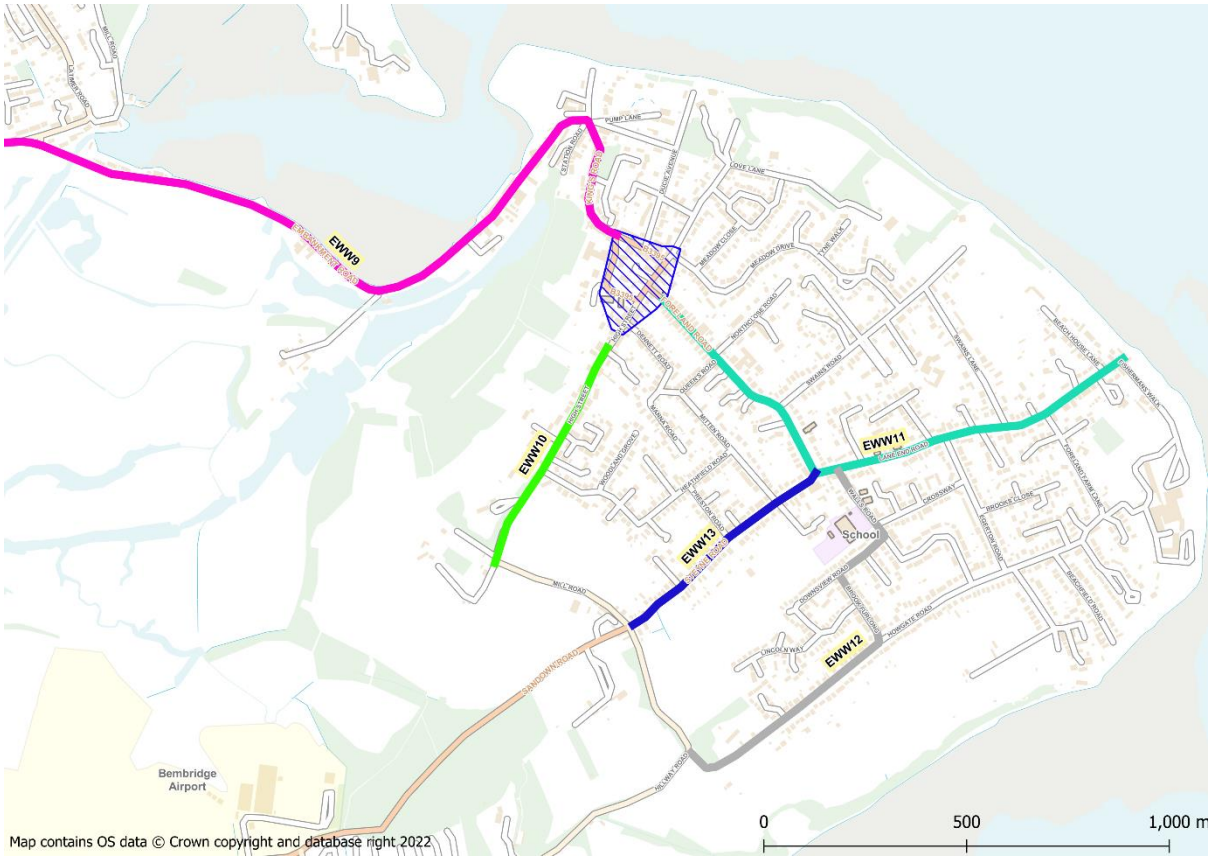


Figure A2_3 - Final proposed walking route network (Bembridge)

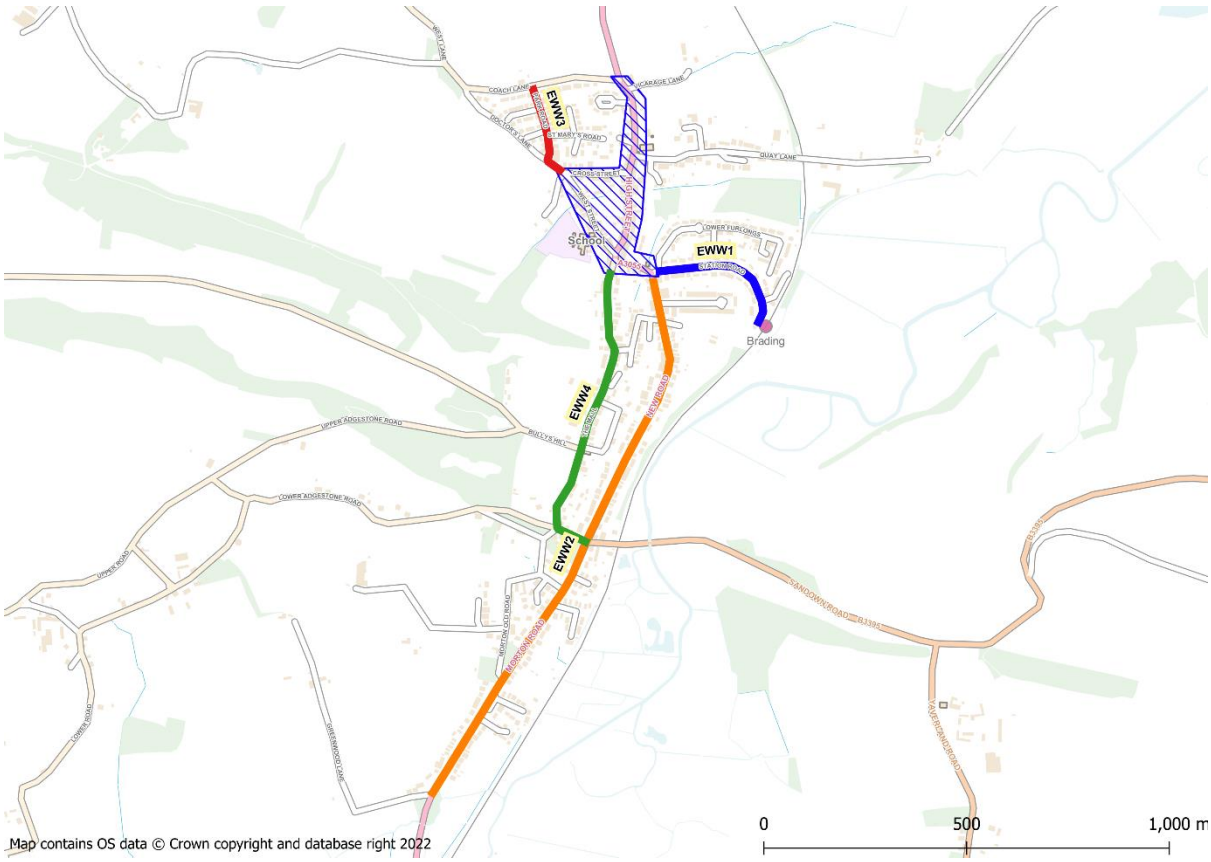


Figure A2_4 – Final proposed walking route network (Brading)

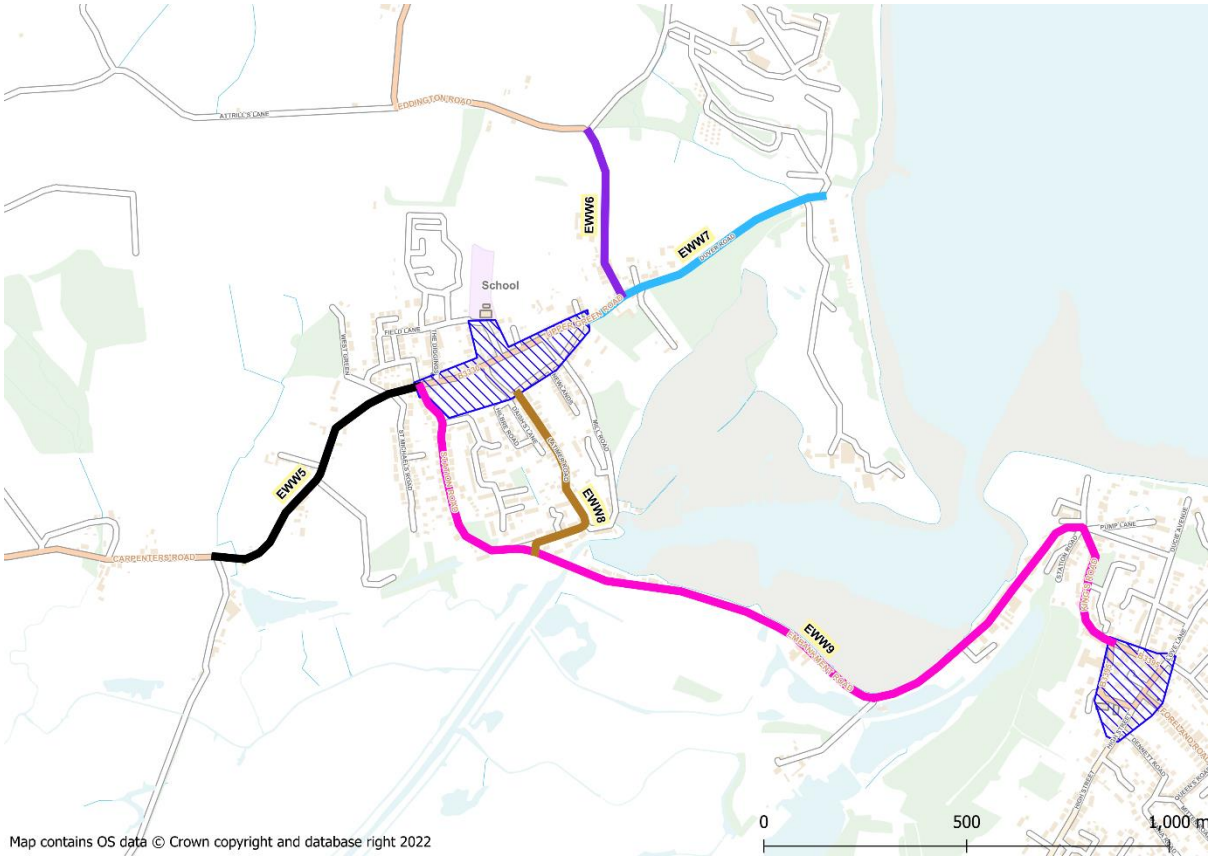


Figure A2_5 – Final proposed walking route network (St Helens)

Appendix 3 - Network planning for cycling

Assessing existing cycling patterns

The Propensity to Cycle Tool uses census and school census data to assess areas where cycling to work/school is highest. This can be a useful tool in understanding existing travel demand patterns, but it must be used with caution as lack of existing cycling trips may not be the result of lack of demand in an area but lack of safe, convenient facilities.

Figure A3_1- PCT cycle trips to work assigned to the local route network

Figure A3_2 - PCT cycle trips to school assigned to the local route network

Figure A3_1 shows cycle commute journeys assigned to the local route network (streets and main cycle routes). Figure A3_2 shows the same data for travel to school. The actual number of trips recorded is very low in both cases, so this data is of limited use. The yellow lines are the only routes more than 10 cyclists are assigned to by the model. These areas of slightly higher use include travel to school using Forelands Road/Lane End Road/Walls Road, and commuting using the Coach Lane, West Lane/A3055 through Brading and route through St Helens and Brading along Eddington Road, Lower Green Road, Latimer Road, Embankment Road, Kings Road, Foreland Road and Walls Road.

Use of the current street and cycle track network was analysed using Strava Metro data which shows those routes most used by Strava users (broadly reflective of general cycling patterns). In general use patterns were fairly diffuse, but with high usage (particularly for leisure cycling) of the streets on the Round the Island cycle route.

Trip attractors

A range of trip attractors have been identified. These include schools, employment areas, shopping areas, healthcare services and transport hubs and are shown in figure A3_3. From this list ten clusters of trip attractors were identified. These clusters were then mapped along with seven indicative residential zones (figure A3_4). This map was then generalised into an approximate major flow map (figure A3_5).

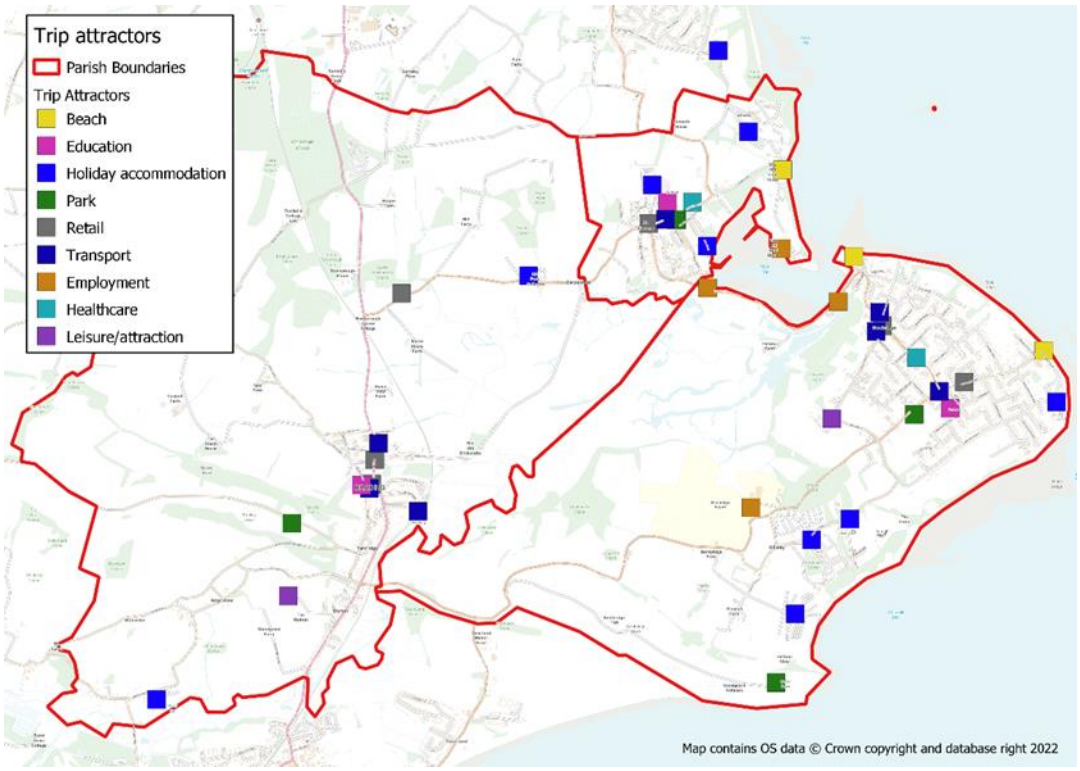


Figure A3_3 – Bembridge, Brading and St Helens trip attractors

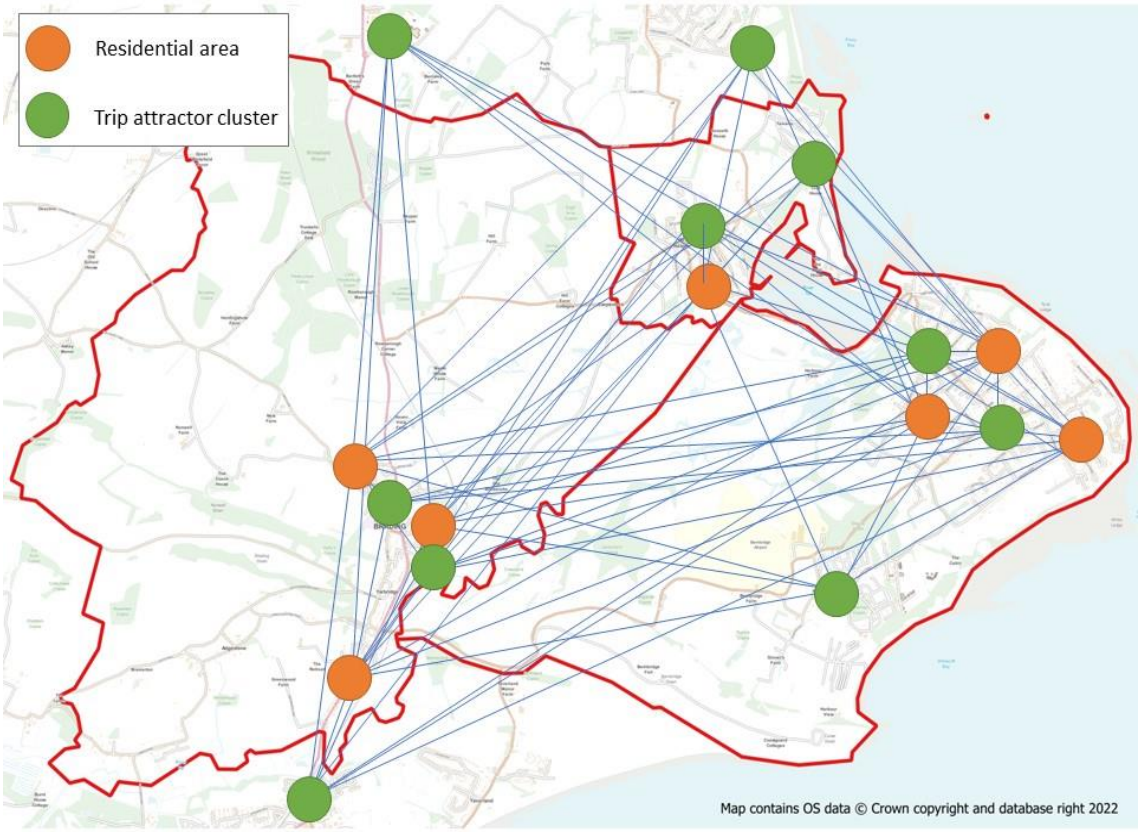


Figure A3_4 - Indicative flows between residential areas and trip attractors

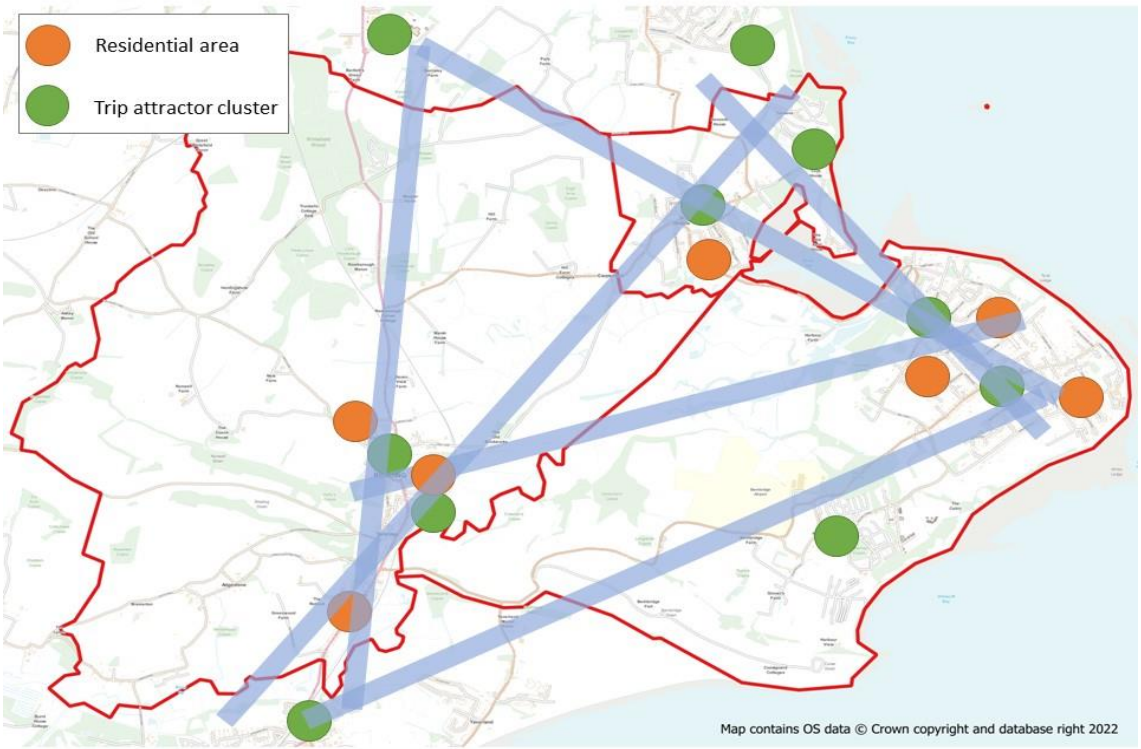


Figure A3_5 - Indicative flow map showing generalised movement patterns

Cycling Distances

Cycling isochrones were produced for each of the three settlements and show a wide range of destinations which are within a readily cyclable distance. From Brading, all of Ryde, Sandown and Shanklin lie within 8km (5 miles) distance using the current network. Even from Bembridge parts of Ryde and Sandown lie within 8km. While many of the roads involved are not conducive to cycling, it demonstrates that distance need not be a barrier to cycling to surrounding towns.

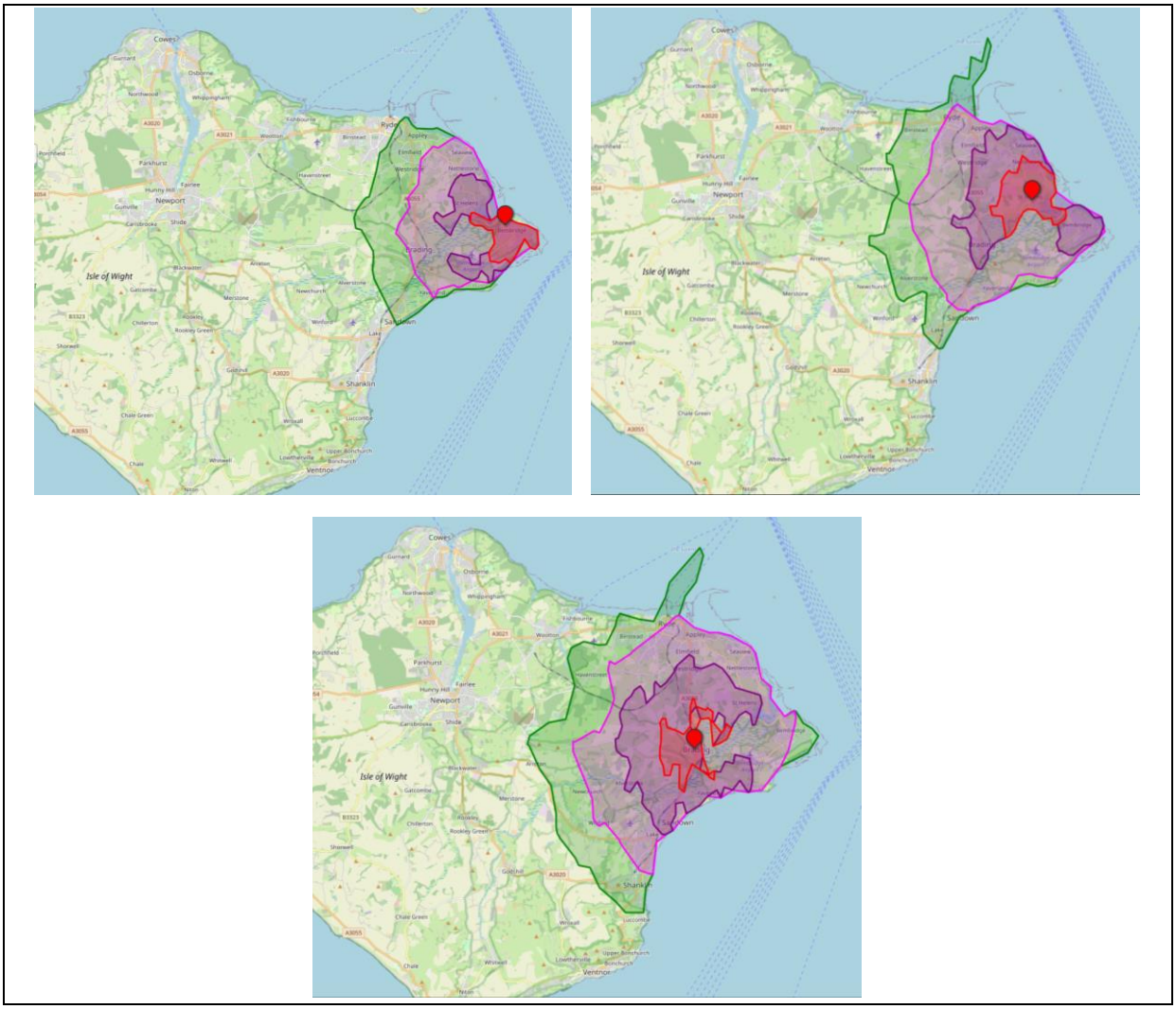


Figure A3_6 – 2k, 4k, 6km and 8km cycling distance from each settlement

Developing a network of cycling routes

Using the data gathered, feedback from the community engagement work, and initial desk and field-based survey information an initial draft network of routes was drawn up. This sought to connect the three settlements, as well as linking to Ryde and Sandown, both identified as key destinations. It also focuses on providing within-settlement links, to enable everyday local journeys to be made easily by bike. This network map was presented to a network planning meeting, attended by key stakeholders including representatives of the town and parish councils, Cycle Wight, Isle of Wight council and local residents.

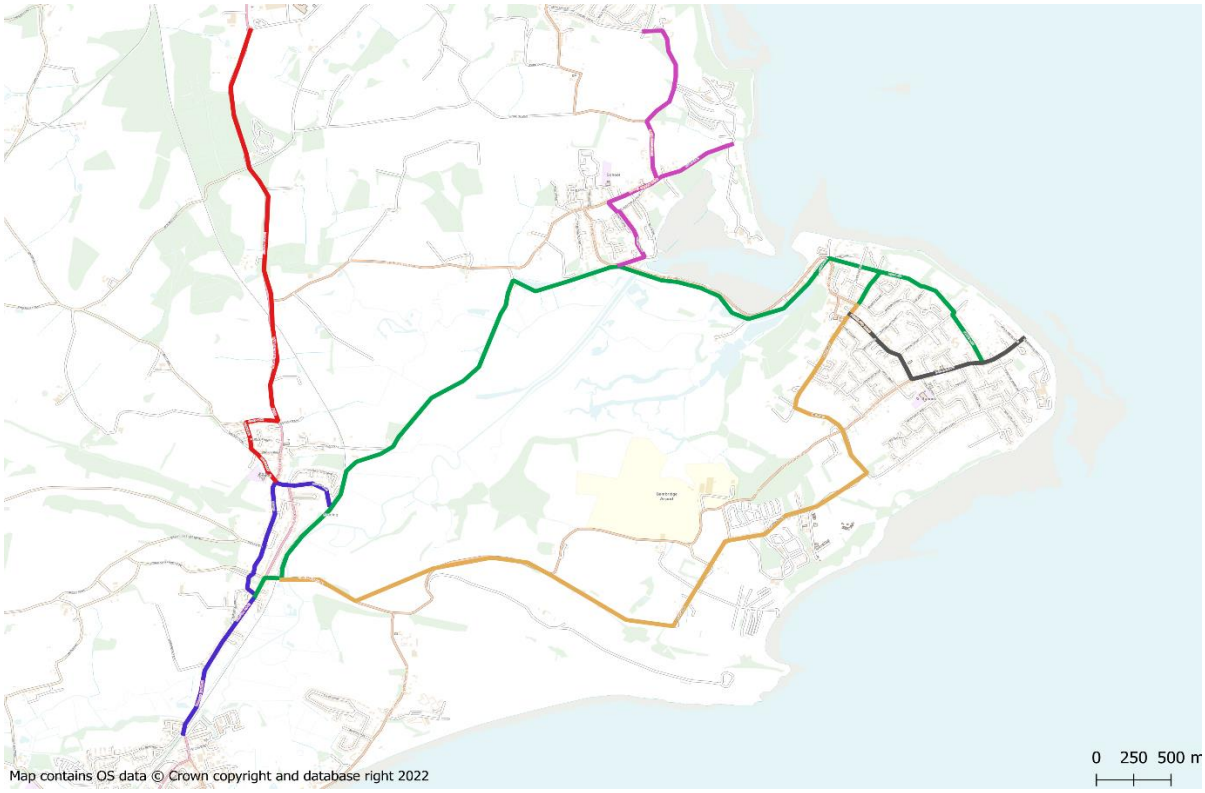


Figure A3_7 – Initial route network presented to network planning workshop

Route auditing

All cycling routes were audited on foot and bicycle by People Powered staff. The audit utilised the Cycling Route Selection Tool (RST) provided as part of the DfT technical guidance, supplemented with a locally developed audit methodology which identifies and maps specific issues and traffic conditions. Routes were scored on the RST in their current condition as well as their projected post-upgrade future. Where routes do not already exist the most direct on-street route was used for the pre-upgrade scoring. In some cases, particular scores are slightly lower for the potential new routes but overall each route sees significant improvements. Gradients often see little improvement as these are largely a function of the moderately hilly terrain in the area. Connectivity scores are based on all routes in the LCWIP being developed.

Further adjustments were made based on the audit output and ongoing evaluation. This included removing the route along The Mall in Brading, in favour of a focus on the parallel route alongside the railway line and modifications to routes in Bembridge to avoid the Steyne Cross junction which has very limited potential for upgrade to a standard needed for an LCWIP route. Figure A3_8 shows the final proposed network of routes.

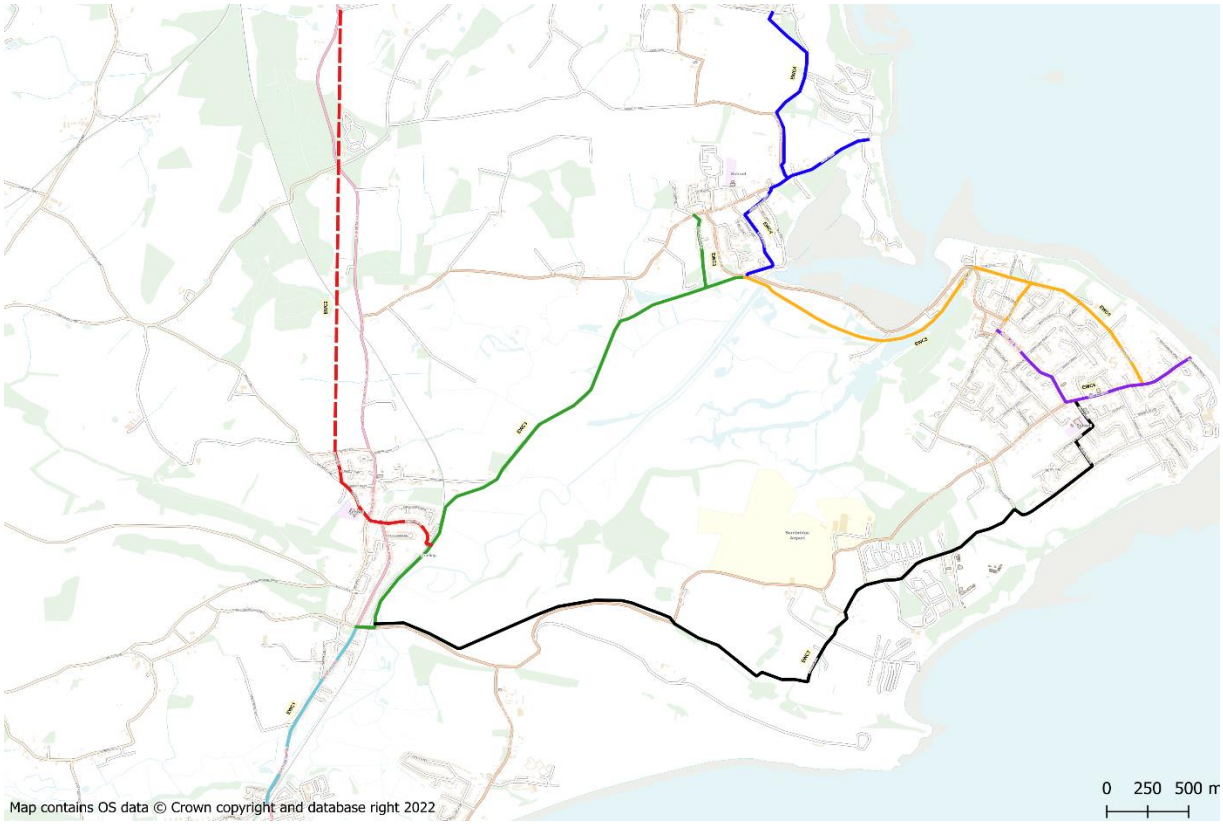


Figure A3_8 - Final proposed route network

Appendix 4 - Schedule of walking improvements

The following tables outline suggested approaches to creating/improving each route, describing each intervention; providing an indicative cost; and identifying improvements as likely to be deliverable in the short, medium or long term. These tables should be read in context of the information on proposed improvements found on page 18.

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
EWW1 - Brading rail station to Brading town centre	Station Rd, whole length from station to main road on south side	Footway widening	Widen to 2m throughout over distance of 320m	£88,000	S
	Station Rd, north side footway near main road end	Footway widening	Widen to 2m over 20m length	£5,500	S
	Just east of Lower Furlongs	New/modified crossing	Dropped kerb crossing linking south and north side footways	£4,400	S
	Across entrance to Lower Furlongs at jct with Station Rd	Junction improvements	Continuous footway and tighter corner radii	£27,500	S
	At entrance footpath to Lower Furlongs from Station Rd (footpath B1)	New/modified crossing	Dropped kerb crossing linking south side footway to entrance to footpath	£4,400	S
	At entrance to Arnold's Yard on Station Rd	New/modified crossing	Dropped kerb crossing linking south side footway to footway to Arnold's Yard	£4,400	S
	At various locations on the route, spaced between 100m and 200m apart	Street furniture changes	Installation of 1 bench	£1,100	S
EWW2 - Greenwood Lane to Brading town centre	From Greenwood Lane to Morton Old Rd, on both sides of carriageway	Footway widening	Widen footway on both sides to 2.0m, over length of 340m on each side	£187,000	M
	From Morton Old Rd (south entrance) to Morton Old Rd (north entrance) on west side of Morton Rd	Footway widening	Localised footway widening to create passing opportunities (whole length widening impossible because of trees). Distance of 270m	£37,125	M

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
	From Morton Old Rd (north entrance) to Yarbridge Cross on west side of Morton Rd	Footway widening	Widen footway on one side to 2.0m, over length of 125m	£34,375	M
	Between 112 New Rd and 90 New Rd on west side of New Rd	Footway improvements	Measures to improve raised section to comply with current accessibility standards	£100,000	M
	Between 27 New Rd and Miss Black's bus stop on east side of New Rd	Footway widening	Widening taking advantage of excess carriageway width indicated by hatching in road. 150m on east side.	£41,250	M
	North of Greenwood Lane across Morton Rd, connecting east and west side footways	New/modified crossing	Dropped kerb crossing	£4,400	S
	At Devonia Gdns and Morton Rd	New/modified crossing	Raised table crossing over Devonia Gdns connecting to a zebra crossing across Morton Rd at this point. Removal of guardrails and improving gradient for mobility impaired users.	£46,200	M
	Across entrance to Nicholas Close and jct with Morton Rd	New/modified crossing	Continuous footway and tighter corner radii	£27,500	S
	Across entrance to Morton Old Rd (north entrance) at jct with Morton Rd	New/modified crossing	Continuous footway and tighter corner radii	£27,500	S
	Across entrance to Clarendon Close at jct with Morton Rd	New/modified crossing	Continuous footway and tighter corner radii	£27,500	S
	At bus stop just south of Yarbridge Cross on east side of Morton Rd	Streetscape improvement scheme	Relocate bin next to bus stop to maximise footway width	£500	S

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
	Along New Rd between Yarbridge Cross and Brading town centre	Traffic parking management	Footway parking prohibition	£5,000	S
	At Miss Black's bus stop and the Wrax Rd bus stop on New Rd	New/modified crossing	Dropped kerb crossings across New Rd (x 2 crossings)	£8,800	S
	Across entrance to Wrax Rd at jct with New Rd	New/modified crossing	Continuous footway	£18,700	S
	Across entrance to Station Gdns at jct with New Rd	New/modified crossing	Continuous footway	£18,700	S
	Along length of New Rd from Yarbridge Cross to existing 20mph speed limit in town centre	Speed limit change	Introduce 20mph speed limit over length of 700m	£7,700	M
	At various locations on the route, spaced between 100m and 200m apart	Street furniture changes	Installation of 7 benches	£7,700	S
EWW3 - Park Rd (from Coach Lane) to West St, Brading	Across entrance to Park Rd at jct with Coach Lane	New/modified crossing	Continuous footway and tighter corner radii	£27,500	S
	At jct of Park Rd and Queen's Drive	New/modified crossing	Dropped kerb crossings across all three arms of the jct	£13,200	S
	Across entrance to Downsview Close at jct with Park Rd	New/modified crossing	Dropped kerb crossing	£4,400	S
	Across Park Rd at the jct with St Mary's Rd	New/modified crossing	Dropped kerb crossing	£4,400	S
	Across St Mary's Rd just to east of entrance to Park Rd	New/modified crossing	Dropped kerb crossing	£4,400	S

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
	Link between Park Rd (south end) and Doctor's Lane	Footway improvements	Improve pedestrian environment between Park Rd and Doctor's Lane to incorporate step free access	£30,000	M
	At various locations on the route, spaced between 100m and 200m apart	Street furniture changes	Installation of 1 bench	£1,100	S
EWW4 - Yarbridge Cross to Brading town centre via The Mall	From the "Vista Columba" house to Church Lane on east side of The Mall	Footway creation	New footway over a length of 120m	£39,600	M
	From Church Lane to Weston Hse on west side of The Mall	Footway widening	Widen footway to 2.0m over length of 130m	£35,750	M
	Between Weston House and Bramblewood Cottage on The Mall	Shared space scheme	Formalisation of the shared space area between Weston House and Bramblewood Cottage. Traffic calming measures at various intervals, signage and road markings indicating space is shared. Distance of 175m.	£34,650	M
	From Bramblewood Cottage to New Rd	Footway improvements	Spot improvements to crossfall on certain sections of footway	£5,000	S
	Across The Mall, just north of Church Lane/Bully's Hill jct	New/modified crossing	Raised table crossing to calm traffic into narrow section of The Mall and provide crossing to footway on west side	£18,700	M
	Along whole length of route from Yarbridge Cross to town centre (New Rd jct)	Speed limit change	Introduce 20mph speed limit	£8,415	M

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
	At various locations on the route, spaced between 100m and 200m apart	Street furniture changes	Installation of 2 benches	£2,200	S
Brading Core Walking Zone (CWZ)	Whole of CWZ	Speed limit enforcement	Introduce a 20mph speed limit throughout the whole CWZ (where it doesn't already exist). (total street length of 75)	£5,000	M
Brading Core Walking Zone (CWZ) - New Rd	Across entrance to Station Rd at jct with New Rd	New/modified crossing	Continuous footway and tighter corner radii	£27,500	S
	Across New Rd, just to south of jct with Station Rd	New/modified crossing	Dropped kerb crossing	£4,400	S
Brading CWZ - High Street	At jct of High St and The Mall	Junction improvements	Measures to control illegal right turns into The Mall from the north	£10,000	S
	Across entrance to The Mall at jct of High St and The Mall	New/modified crossing	Raised table crossing	£18,700	S
	Across entrance to West St at jct of High St and West St	New/modified crossing	Continuous footway and tighter corner radii	£27,500	S
	At jct of High St and West St	Streetscape improvement scheme	With improved junction and tighter radii at this jct, there is an opportunity for public realm improvements e.g. parklet, seating etc	£22,000	S
	Across High St outside Brading convenience store	New/modified crossing	Dropped kerb crossing	£4,400	S
	Across entrance to Cross St at jct with the High St	New/modified crossing	Continuous footway	£18,700	S

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
	Across entrance to Quay Lane at jct with the High St	New/modified crossing	Continuous footway	£18,700	S
	Across entrance to St Mary's Court at jct with the High St	New/modified crossing	Continuous footway	£18,700	S
	Across entrance to Broadstone Crescent at jct with the High St	New/modified crossing	Continuous footway	£18,700	S
	Across High St just south of Vicarage Lane	New/modified crossing	Dropped kerb crossing	£4,400	S
	Along length of the High St from Coach Lane roundabout to jct with The Mall	Speed limit enforcement	Installation of 20mph average speed cameras at either end of this section of High St	£100,000	M
Brading CWZ - West Street	West St from junction with High St on south west side to pedestrian entrance to The Brading Centre	Footway improvements	Footway widening to 2.0m and a continuous footway across the vehicular entrance to the school. Distance of 65m.	£36,575	S
	From the pedestrian entrance to The Brading Centre to Pantiles House	Shared space scheme	Formalisation of the shared space area . Traffic calming measures at various intervals, signage and road markings indicating space is shared. 90m length.	£17,820	S
	At junction of West St, Cross St and Doctor's Lane	New/modified crossing	Install some kind of crossing arrangement that deals with the transition from the footway on West St/Cross St to the shared space of Doctor's Lane	£10,000	S
Brading CWZ - Cross St	Whole length of Cross St		No measures recommended. Cross St currently functions as a shared space with effective pedestrian priority	£0	N/A

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
Brading CWZ - general	At various locations in the CWZ, spaced between 100m and 200m apart	Street furniture changes	Installation of 2 benches	£2,200	S
EWW5 - Carpenters Rd from Laundry Lane junction to Station Rd (St Helens)	Section of road without footway from Laundry Lane entrance to 50m eastward (by Brookside Hse)	Footway creation	Creation of footway on south side using adjoining land (possibly involving carriageway realignment) or traffic light controlled scheme to enable use of carriageway width for footway (distance of 50m) (Estimated price is for traffic light controlled scheme, not road re-alignment)	£100,000	L
	From Brookside Hse to bus stop opposite Field Lane.	Footway widening	Widening of footway on east side of road to 2.0m where possible. 560m length.	£154,000	S
	From bus stop opposite Field Lane to jct with Station Rd	Footway creation	Creation of new footway on south side of road. 75m length	£24,750	S
	From Carpenters Farm Campsite to current start of 30mph limit	Speed limit change	Reduce limit from 40mph to 30mph to improve pedestrian comfort and safety	£24,750	S
	At various locations on the route, spaced between 100m and 200m apart	Street furniture changes	Installation of 2 benches	£2,200	S
EWW6 - Eddington Rd from entrance to Nodes Point to Duver Rd junction	From jct with the entrance to Nodes Point to the start of housing (driveway entrance to Eddington Cottage) on east side of road	Footway creation	335m of new footway using land in adjacent verge/fields.	£110,550	L
	Between driveway entrance to Eddington Cottage and pedestrian entrance to Eddington Cottage	Traffic calming	Priority working over distance of 20m to enable the creation of footway and crossing between west and east footways	£21,000	L

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
	At various locations on the route, spaced between 100m and 200m apart	Street furniture changes	Installation of 2 benches	£2,200	S
EWW7 - Duver Rd (from Duver car park to St Helens village)	Duver Rd section between Duver car park and eastern boundary of The Coach Hse	Footway creation	Creation of new footway 330m on north side of Duver Rd using adjacent fields	£108,900	L
	Between eastern boundary of the Coach Hse and the raised footway section of Duver Rd	Footway creation	Creation of new footway on south side of Duver Rd. 65m length. Plus the re-siting of the eastern set of traffic lights to align with the new footway on northern side of Duver Rd (creating a longer single lane, traffic signalled section of road to enable creation of new footway on south side)	£41,450	L
	Along length of existing raised footway	Footway widening	Widen footway to 2.0m over length of 45m	£12,375	L
	From the western end of the existing raised footway to public footpath R88	Footway creation	Moving the traffic signals westward by 30m to create the space for 30m of new footway on the south side of Duver Rd	£29,900	L
	From Eddington Rd jct for 100m eastward	Shared space scheme	Formalisation of the shared space area. Traffic calming measures at various intervals, signage and road markings indicating space is shared. 100m length.	£19,800	L

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
	At junction of Upper Green Rd, Duver Rd and Eddington Rd	Junction improvements	Measures needed to improve safety and comfort for pedestrians crossing from Upper Green Rd to Duver Rd, and to highlight the adjoining shared space area on Duver Rd. Possibly interventions include signage, surface treatment, road markings.	£20,000	M
	At various locations on the route, spaced between 100m and 200m apart	Street furniture changes	Installation of 7 benches	£7,700	S
EWW8 - Latimer Rd (St Helens)	Along whole length of Latimer Rd	Footway widening	Localised widening of footway to 2.0m on both sides of road where possible. Various locations over a street length of 530m.	£145,750	S
	Entrances to Nelson's Quay flats	New/modified crossing	Continuous footways across both entrances	£37,400	S
	Junction of Latimer Rd and Embankment Rd		See notes for this junction under EWW10		See notes for this junction under EWW10
	Across entrance to Dove Close	New/modified crossing	Continuous footway	£18,700	S
	Across entrance to North Quay at jct with Latimer Rd	New/modified crossing	Continuous footway and tighter corner radii	£27,500	S

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
	Northern half of Latimer Rd, east side	Traffic parking management	Removal of bollards on footway and implementation of footway parking prohibition	£10,000	S
	At various locations on the route, spaced between 100m and 200m apart	Street furniture changes	Installation of 2 benches	£2,200	S
EWW9 -Station Rd (St Helens) to Bembridge village centre	See Bembridge section for proposed interventions				
St Helens Core Walking Zone (CWZ)	Whole of CWZ	Speed limit enforcement	Introduce a 20mph speed limit throughout the whole CWZ (total street length of 1000m)	£11,000	M
St Helens Core Walking Zone (CWZ) - Station Rd (northern end)	Very northern end of Station Rd at site of existing dropped kerb	New/modified crossing	Replace existing dropped kerb crossing with zebra crossing	£27,500	M
St Helens CWZ - Upper Green Rd (from Station Rd to jct with Eddington/Duver Rd)	Between jct with Station Rd and jct with Guildford Rd, north side	Footway widening	Localised widening footway to 2.0m along whole length (420m)	£57,750	S
	Opposite post office	Street furniture changes	Removal of bollards on footway on south side of street	£2,000	S
	Across the entrance to The Diggings at jct with Upper Green Rd	New/modified crossing	Continuous footway	£18,700	S

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
	At jct of Vine Rd and Upper Green Rd	New/modified crossing	Dropped kerb crossing across Upper Green Rd on western side.	£4,400	S
	At jct of Vine Rd and Upper Green Rd	New/modified crossing	Installation of zebra crossing across Upper Green Rd to east of jct with Vine Rd, to connect school users with green and play area on south side. Short stretch of new footway from the zebra crossing to Vine Rd.	£34,100	M
	Across entrance to Broomlands Close at jct with Upper Green Rd	New/modified crossing	Continuous footway and tighter corner radii	£27,500	S
	Across entrance to Broomlands Close at jct with Upper Green Rd	Street furniture changes	Remove guardrail on footway next to this jct	£2,000	S
	Across the entrance to Greystone Lane at jct with Upper Green Rd	New/modified crossing	Continuous footway	£18,700	S
	At Guildford Rd bus stop	New/modified crossing	Dropped kerb crossing across Upper Green Rd	£4,400	S
St Helens CWZ - Lower Green Rd	From jct with Upper Green Rd (eastern end) to Latimer Rd	Footway widening	Localised widening of footway to create passing places and improve narrowest sections of footway (over length of 240m)	£33,000	S
	From jct of Latimer Rd to Vine Rd on south side of Lower Green Rd	Footway creation	New footway over length of 20m	£6,600	S
	Jct of Lower Green Rd and Upper Green Rd at eastern end	Junction improvements	Narrow corner radius of Lower Green Rd entrance; install dropped kerb crossing across Upper Green Rd	£15,400	S

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
	Across entrance to Mill Rd at jct with Lower Green Rd	New/modified crossing	Continuous footway	£18,700	S
	Across entrance to Newlands at jct with Lower Green Rd	New/modified crossing	Continuous footway	£18,700	S
	Across entrance to Latimer Rd at jct with Lower Green Rd	New/modified crossing	Raised table	£18,700	S
St Helens CWZ - Vine Rd	Whole length of Vine Rd	Footway creation	Creation of 2.0m footway on west side of road either through use of village green or reallocation of roadspace to footway usage. Length of 100m	£33,000	M
	Jct of Vine Rd and Upper Green Rd	Junction improvements	Reduce corner radii and add dropped kerb crossing across Vine Rd	£15,400	S
St Helens CWZ - Upper section of Mill Rd (that bisects village green)	Upper section of Mill Rd (that bisects village green)	Streetscape improvement scheme	Conversion of street into a pedestrian only route across the green. Expansion of village green area (as possible mitigation for losses occurring elsewhere through creation of new footways) Distance of 60m	£19,800	M
	At junction of upper section of Mill Rd and Lower Green Rd	New/modified crossing	dropped kerb crossing across Lower Green Rd	£4,400	S
	At junction of upper section of Mill Rd and Upper Green Rd	New/modified crossing	dropped kerb crossing across Upper Green Rd	£4,400	S
St Helens CWZ - general	At various locations in the CWZ, spaced between 100m and 200m apart	Street furniture changes	Installation of 2 benches	£2,200	S

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
EWW9 -Station Rd (St Helens) to Bembridge village centre	Along Embankment Rd, from Latimer Rd jct to Harbour View café in Bembridge	Footway widening	Localised widening of footway to create passing places and improve narrowest sections of footway where possible (over length of 1650m)	£226,875	M
	On corner of Embankment Rd/Kings Rd next to Pilot Boat pub, east side	Footway creation	Footway creation over length of 50m (across entrances to Beach Rd, Pump Lane and then on east side of carriageway where there is currently no footway in front of Old Bembridge Hse) combined with priority working for vehicular traffic (required to create space for new footway)	£26,500	M
	On Kings Rd, east side, from Old Bembridge Hse to The Ruskins	Footway widening	Footway widening to 2.0m where possible by using verge and carriageway where appropriate. Length of 110m.	£30,250	M
	On Kings Rd (east side) from The Ruskins to jct with Church Rd	Footway widening	Widen to 2.0m using highway verge. Length of 175m	£48,125	S
	At jct of Downsview Rd (St Helens) with Station Rd	Junction improvements	Create separate bus stop area, build out footway/tighten geometry and install continuous footway across entrance to Downsview Rd	£46,200	M
	At jct of Downsview Rd (St Helens) with Station Rd	New/modified crossing	Dropped kerb crossing just to south of Downsview Rd	£4,400	S
	On Station Rd, between jct of Downsview Rd and Latimer (both sides of road)	Traffic parking management	Footway parking prohibition on both sides of road	£5,000	S

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
	At jct of Station Rd and Latimer Rd	New/modified crossing	Dropped kerb crossing just to west of Latimer Rd, across Station Rd	£4,400	S
	At jct of Station Rd and Latimer Rd and Embankment Rd	Junction improvements	Remodel Latimer Rd/Station Rd/Embankment Rd junction. Close off western end of Latimer Rd and create area of public realm. Make the eastern arm of Latimer Rd the only access point from Embankment Rd and install a raised table across it.	£70,000	M
	At car park entrance to Bembridge Marina	New/modified crossing	Continuous footway across entrance	£18,700	S
	Brading Haven Yacht Club bus stop, on south side of Embankment Rd	Footway creation	Create bus stop waiting area and associated dropped kerb crossing	£9,900	S
	Wade's Boat House bus stop, on south side of Embankment Rd	Footway creation	Create bus stop waiting area and associated dropped kerb crossing	£9,900	S
	On Embankment Rd outside Bembridge Sailing Club	New/modified crossing	Dropped kerb crossing linking footways on north and south sides	£4,400	S
	Opposite Bembridge Sailing Club next to new apartments	New/modified crossing	Continuous footway across driveway to flats	£18,700	S
	Next to junction of Embankment Rd and Station Rd (Bembridge) near Pilot Boat pub	New/modified crossing	New zebra crossing across Embankment Rd replacing the dropped kerb crossing just to west of entrance to Station Rd	£27,500	M
	At Harbour View Café at eastern end of Embankment Rd into Bembridge village centre	Speed limit change	Introduce 20mph speed limit from this point into Bembridge village centre (start of Core Walking Zone) (390m)	£5,000	M

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
	On Kings Rd, next to entrance to Kings Close houses	New/modified crossing	Dropped kerb crossing across Kings Rd	£4,400	S
	Across entrance to The Ruskins at jct with Kings Rd	New/modified crossing	Continuous footway	£18,700	S
	At various locations on the route, spaced between 100m and 200m apart	Street furniture changes	Installation of 6 benches	£6,600	S
EWW10 - Bembridge High Street (from junction with Mill Rd to Ye Olde Village Inn)	From the windmill corner to Woodland Grove, on south side of High St	Footway creation	New footway using adjacent land / verge. Over a length of 250m. NB: problematic crossing of road at windmill corner would need dealing with.	£82,500	L
	From Grange Gardens to opposite no 60 High St, on south side of High St	Footway widening	Widen footway to 2.0m, with occasional narrower sections to provide for vehicle passing places. Length of 200m	£27,500	M
	From no60 High St to The Village Inn, on south side of High St	Footway creation	New footway, 2.0m width. Over length of 90m. Priority working on the road section near no 60 High St.	£39,700	M
	Across entrance to Woodland Grove at jct with High St	New/modified crossing	Continuous footway and tighter corner radii	£27,500	S
	Next to entrance to Lynchens Close	Street furniture changes	Relocate telegraph pole from middle of footway	£5,000	S
	Across entrance to Lynchens Close at jct with High St	New/modified crossing	Continuous footway	£18,700	S
	Across entrance to Grange Gdns at jct with High St	New/modified crossing	Continuous footway	£18,700	S

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
	At various locations on the route, spaced between 100m and 200m apart	Street furniture changes	Installation of 3 bench	£3,300	S
EWW11 - Foreland Rd and Lane End Rd	Lane End Rd from lifeboat station to just east of Egerton Rd (where existing footway runs out), on south side	Footway widening	Widen footway to 2.0m. Length 485m	£133,375	S
	From just east of Egerton Rd (where existing footway runs out) to Egerton Rd jct, on south side of Lane End Rd	Footway creation	New footway, 30m length	£9,900	S
	From Egerton Rd to jct with Foreland Rd, on south side of Lane End Rd	Footway widening	Widen footway to 2.0m. Length of 320m.	£88,000	S
	From Lane End Rd shops to jct with Foreland Rd, on north side of Lane End Rd	Footway widening	Widen footway to 2.0m. Length of 170m	£46,750	S
	On Foreland Rd from Northclose Rd to High St, on north east side	Footway improvements	Localised widening of footway to create passing places (distance of 200m)	£27,500	S
	On Foreland Rd, from The Poplars to the High St	Traffic parking management	Footway parking prohibition to be implemented.	£5,000	S
	Lane End Rd/Fishermans Walk jct (next to lifeboat)	New/modified crossing	Raised table crossing across Lane End Rd taking people to access road next to lifeboat/walkway to beach	£18,700	S
	Across entrance to Foreland Farm Lane, at jct with Lane End Rd	New/modified crossing	Continuous footway	£18,700	S
	Across entrance to Willowdene Court, at jct with Lane End Rd	New/modified crossing	Continuous footway and tighter corner radii	£27,500	S

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
	At jct of Fairhaven Close with Lane End Rd	New/modified crossing	Dropped kerb crossing on each side of the jct, crossing Lane End Rd	£8,800	S
	Across entrance to Egerton Rd at jct with Lane End Rd	New/modified crossing	Raised table crossing plus tighter corner radii	£27,500	S
	Across the frontage of Lane End Rd shops on north side	Footway creation	Addition of formalised footway across the length of the shops (this could be located either in front of or behind the parking area, further survey work required). Distance of 60m	£19,800	M
	At eastern end of Lane End Rd shops	New/modified crossing	Dropped kerb crossing linking south and north footways	£4,400	S
	Adjacent to St Lukes Chapel on Lane End Rd	New/modified crossing	Install zerba crossing across Lane End Rd	£27,500	M
	Across entrance to St Lukes Drive at jct with Lane End Rd	New/modified crossing	Continuous footway	£18,700	S
	Across entrance to Walls Rd at jct with Lane End Rd	New/modified crossing	Raised table crossing plus tighter corner radii	£27,500	S
	Across Lane End Rd just by jct with Foreland Rd	New/modified crossing	Install zerba crossing across Lane End Rd	£27,500	M
	Across entrance to Swains Rd at jct with Foreland Rd	New/modified crossing	Realign footway to improve visibility and install raised table crossing	£27,500	S
	Next to The Poplars on Foreland Rd	New/modified crossing	Dropped kerb crossing across Foreland Rd	£4,400	S
	Across entrance to Queens Rd at jct with Foreland Rd	New/modified crossing	Continuous footway	£18,700	S

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
	At jct of Queens Rd and Foreland Rd	New/modified crossing	Dropped kerb crossing across Foreland Rd	£4,400	S
	Across entrance to Northclose Rd at jct with Foreland Rd	New/modified crossing	Continuous footway	£18,700	S
	Whole length of Lane End Rd	Speed limit enforcement	Introduce 20mph limit (diatnce of 810m)	£8,910	M
	At various locations on the route, spaced between 100m and 200m apart	Street furniture changes	Installation of 4 benches	£4,400	S
EWW12 - Howgate Rd to Walls Rd	From the western end of Howgate Rd to approx number 60 Howgate Rd (where footway on south side starts)	Shared space scheme	Formalisation of the shared space. Traffic calming measures at various intervals, signage and road markings indicating space is shared. Distance of 500m	£99,000	M
	Jct of Brook Furlong and Howgate Rd	New/modified crossing	Raised table junction. Changes to jct geometry to tighten corners	£27,500	S
	At jct of Lincoln Way with Brook Furlong	New/modified crossing	Dropped kerb crossings on 3 arms of jct and tighten corner radii	£24,200	S
	At jct of Brook Furlong with Downsview Rd	New/modified crossing	Dropped kerb crossings on 3 arms of jct and tighten corner radii	£24,200	S
	Across entrance to Rolfs Close at jct with Downsview Rd	New/modified crossing	Dropped kerb crossings on 3 arms of jct and tighten corner radii	£24,200	S
	Jct of Walls Rd with Downview Rd	New/modified crossing	Dropped kerb crossings on 3 arms of jct and tighten corner radii	£24,200	S
	Jct of Walls Rd with Crossway	New/modified crossing	Dropped kerb crossings on 3 arms of jct and tighten corner radii	£24,200	S

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
	Outside Bembridge Primary School on Walls Rd	New/modified crossing	Continuous footway across entrance to school	£18,700	S
	Outside Bembridge Primary School on Walls Rd	Footway improvements	Remove layby (with no waiting at any time lines on it) and extend footway or verge to meet carriageway	£10,000	S
	At various locations on the route, spaced between 100m and 200m apart	Street furniture changes	Installation of 6 benches	£6,600	S
EWW13 - Steyne Rd	From western end of Steyne Rd to Steyne Park on south side of road	Footway widening	Widen footway to 2.0m. Length of 320m	£88,000	S
	Outside No 4 Steyne Rd	Footway widening	Localised footway widening where there is currently a pull in area next to bus stop. 15m length.	£2,060	S
	Just to east of Steyne Park entrance on Steyne Rd	New/modified crossing	Install zebra across Steyne Rd, with build outs on either side to reduce crossing distance	£53,900	M
	Across entrance to Mitten Rd at jct with Steyne Rd	New/modified crossing	Continuous footway and tighter corner radii	£27,500	S
	Near jct of Steyne Rd and Lane End Rd, across Steyne Rd in front The Windmil/The Birdham pub	New/modified crossing	Dropped kerb crossing	£4,400	S
	Near jct of Foreland and Lane End Rd, across Foreland Rd just to north of jct with Lane End Rd	New/modified crossing	Dropped kerb crossing	£4,400	S
	At various locations on the route, spaced between 100m and 200m apart	Street furniture changes	Installation of 2 benches	£2,200	S

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
Whole of Bembridge Core Walking Zone	Whole of CWZ	Speed limit enforcement	Introduce a 20mph speed limit through the zone (total street length of 800m)	£8,800	M
Bembridge Core Walking Zone - High St (from Ye Olde Village Inn to junction with Church Rd)	From Ye Olde Village Inn to jct with Church Rd, on south side of High St	Footway widening	Widen footway to 2.0m. Length of 80m	£22,000	S
	At jct with Dennett Rd and High St	New/modified crossing	Dropped kerb crossing across High St, east of Dennett Rd	£4,400	S
	Across entrance to Dennett Rd at jct with High St	New/modified crossing	Continuous footway	£18,700	S
Bembridge CWZ - Church Rd (from junction with High St)	On west side of Church Rd from the library entrance to the existing footway outside Silversands Court	Footway creation	New footway, 2.0m width. Over length of 100m.	£33,000	M
	Across vehicle entrance to Silversands Court	Footway creation	Continuous footway over length of approx 10m (to join with existing footway)	£18,700	S
	From entrance to the telephone exchange to the jct with Sherbourne St	Footway creation	Extend footway over length of approx 50m	£16,500	S
	East side of Church Rd, various locations	Footway widening	Localised widening of footway to 2.0m over length of 40m	£5,500	S

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
	Junction of Church Rd and High St	Junction improvements	Raised zebra over Church Rd arm of the junction. Tighter geometry on whole junction, creation of more green space, dropped kerb crossings on the two High St arms of junction	£90,000	M
	Just south of church entrance	New/modified crossing	Dropped kerb crossing	£4,400	S
	Junction of Kings Rd, Sherbourne St and Church Rd	Junction improvements	Wholesale changes to junction geometry to tighten radii and slow vehicle speeds in and out; dropped kerb crossing across Church Rd just to the north of the vehicle entrance to Silversands Court; 1 x dropped kerb crossing over Kings Rd arm of jct and 1 x dropped kerb corssing over Sherbourne Rd arm. Substantial scope for public realm improvements using excess carriageway.	£90,000	M
Bembridge CWZ - Sherbourne St	South side of Sherbourne St, from jct with Church Rd to opposite Ducie Ave	Footway creation	New footway, 2.0m width. Over length of 50m.	£16,500	M
	South side of Sherbourne St, from opposite Ducie Ave to jct with High St	Footway widening	Widen footway to 2.0. Length of 60m.	£16,500	M
	North side of Sherbourne St, between Church Rd jct and Ducie Ave	Footway widening	Widen footway to 2.0. Length of 80m.	£22,000	M
	Across entrance to Ducie Ave at jct with Sherbourne St	New/modified crossing	Continuous footway	£18,700	S
	Across Sherbourne St outside the Coop	New/modified crossing	Zebra crossing, with build outs on either side	£53,900	M

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
	Jct of Love Lane, Meadow Drive, High St and Sherbourne St	Junction improvements	This junction needs a combination of geometry changes, surface treatment or other traffic calming measures which accentuate pedestrian priority	£20,000	M
Bembridge CWZ - High St	Outside The Bakery on east side of High St	Footway widening	Widen footway to align with built out section, distance of 15m	£4,125	S
	On High St outside fish shop	Streetscape improvement scheme	Rationalise street furniture on the footway and improve streetscape	£10,000	S
	On corner of Sherbourne St and High St	Street furniture changes	Remove guardrails	£2,000	S
	On High St, west side, from Elizabeth Court to Church Rd	Footway widening	Widen footway to 2.0. Length of 40m.	£11,000	S
	Jct of High St and Foreland Rd	Junction improvements	Tighten geometry. Dropped kerb crossing across Foreland Rd	£15,400	M
Bembridge CWZ - Foreland Rd	From jct with High St, on north east side of Foreland Rd, to outside Bembridge Parish Council	Footway widening	Widen footway to 2.0. Length of 35m.	£9,625	M
	Next to estate agent/Bembridge PC	Footway improvements	Drainage channel currently across the footway needs moving	£1,000	S
Bembridge CWZ - general	At various locations in the CWZ, spaced between 100m and 200m apart	Street furniture changes	Installation of 3 benches	£3,300	S

Appendix 5 - Schedule of cycling improvements

		Scheme			
Route name	Location	Type	Description	Indicative cost	Deliverability
EWC1 - Brading to Sandown (from Yarbridge Cross junction to Perowne Way)	From Perowne Way to Yarbridge Cross junction	New shared use route	Creation of new shared use route over distance of 1300m using mix of on street and land adjacent	£858,000	L
EWC2 - Brading Station to Westridge (from jct of New Rd/West St to Westridge)	At Brading station	New connecting infrastructure	Creation of crossing of railway to join proposed route on east side of railway	£1,500,000	L
	At Brading station	Cycle parking	Covered cycle rack, min capacity 10 bikes	£3,000	S
	Whole length of Station Rd	Quietway	Length of 330m	£36,300	M
	Jct of New Rd and Station Rd	Modified junction	Installation of traffic light controlled junction to aid right turn from Station Rd	£200,000	M
	New Rd from the jct of Station Rd to jct with The Mall	Use of existing carriageway	Extension of 20mph limit from current location to south of junction with Station Rd (distance of 70m)	£5000	M
	Junction of West St/High St/New Rd	Modified junction	Reconfigure junction to provide controlled cycle crossing.	£200,000	M
	Junction of West St and High St	Cycle parking	Installation of 3 Sheffield stands	£900	S
	Whole length of West St and Doctor's Lane	Quietway	Length of 280m	£30,800	M

		Scheme			
Route name	Location	Type	Description	Indicative cost	Deliverability
	Doctor's Lane to Park Rd	New shared use route	Length of 20m	£6,600	M
	Whole length of Park Rd	Quietway	Length of 170m	£18,700	M
	From jct of Park Rd/Coach Lane to Westridge in Ryde	New shared use route	There are multiple possible route options for this section and the alignment of the route needs to be determined by further investigation and feasibility assessment. Length of route is approx 3000m.	£1,980,000	L
EWC3 - Brading to St Helens (from Yarbridge Cross junction to junction of Embankment Rd/Latimer Rd)	From Yarbridge Cross to east side of bridge over railway on Marshcombe Shute	Use of existing carriageway	20mph speed limit and traffic calming measures, over distance of 120m. Possible traffic light control over bridge to free up road space for cycling (estimated price is excluding traffic lights)	£30,000	L
	At junction of Marshcombe Shute and route alongside railway	New connecting infrastructure	Creation of ramped access to cycle route from Marshcombe Shute	£750,000	L
	From railway bridge at Marshcombe Shute to Quay Lane	New shared use route	Upgrade footpaths B69 and B1 to a 3m wide shared use route. Length of 1300m	£429,000	L
	From Quay Lane to southern end of Laundry Lane	Improved shared use route	Resurface existing route. Distance of 1500m	£495	S
	From Laundry Lane to Embankment Rd	New shared use route	Distance of approx 800m	£264,000	L
	St Michaels Rd spur route	New shared use route	Distance of approx 200m	£66,000	L
	Near jucntion of Station Rd (St Helens) and Upper Green Rd	Cycle parking	Installation of 3 Sheffield stands	£900	S

		Scheme			
Route name	Location	Type	Description	Indicative cost	Deliverability
EWC4 - Embankment Rd to The Duver/Nettlestone (Priory Drive)	Junction of Embankment Rd and Latimer Rd	New crossing	Toucan crossing to connect routes EWC3 and EWC4	£55,000	L
	Latimer Rd and Lower Green Rd	Quietway	Distance of 780m	£85,800	S
	Junction of Lower Green Rd and Upper Green Rd	Modified junction	Tightening of junction geometry.	£11,000	S
	Junction of Lower Green Rd and Upper Green Rd	Cycle parking	Installation of 2 Sheffield stands	£600	S
	Upper Green Rd from jct with Lower Green Rd to jct with Duver Rd	Use of existing carriageway	Remove centre lines and use surface treatment to accentuate presence of cycle route and mixed use nature of the street. 20 mph limit. Distance of 125m	£10,000	S
	Duver Rd (whole length)	Quietway	Distance of 570m	£11,000	S
	The Duver car park	Cycle parking	Installation of 4 Sheffield stands	£1,200	S
	Eddington Rd from jct with Duver Rd to just north of Eddington Cottage	Use of existing carriageway	Remove centre lines and use surface treatment to accentuate presence of cycle route and mixed use nature of the street. 20 mph limit. Distance of 125m	£10,000	L
	Eddington Rd from just north of Eddington Cottage to entrance to Nodes Point access road	New shared use route	Using adjacent fields. Distance of 780m	£257,400	L

		Scheme			
Route name	Location	Type	Description	Indicative cost	Deliverability
	From entrance to Nodes Point access road to Priory Drive along bridleway R84	Improved shared use route	Surface upgrade to bridleway. Distance of 900m	£297,000	S
EWC5 - St Helens to Bembridge (Embankment Rd to Lane End Rd)	From jct of Embankment Rd/Latimer Rd to Pilot Boat Inn	New shared use route	Distance of 1700m	£561,000	L
	At the jct of Station Rd/Embankment Rd/Beach Rd	New crossing	Toucan crossing across Embankment Rd linking cycle route from Station Rd with route that follows bridleway BB34	£55,000	L
	Next to the junctuon of Station Rd Bembridge) and Embankment Rd	Cycle parking	Installation of 3 Sheffield stands	£900	S
	From Embankment Rd to Love Lane along BB34	Improved shared use route	Surface upgrade to bridleway. Distance of 370m	£122,100	S
	Love Lane from BB34 to High St (village centre)	Quietway	Distance of 260m	£28,600	S
	Near junction of High St and Love Lane	Cycle parking	Installation of 4 Sheffield stands	£1,200	S
	From jct of Love Lane/BB34 to bridleway 35	Use of existing carriageway	No interventions required (surface already good, traffic speeds and volumes low)	£0	NA
	Whole of bridleway BB35 to jct with Lane End Rd	Improved shared use route	Surface upgrade to bridleway. Distance of 690m	£455,400	M

		Scheme			
Route name	Location	Type	Description	Indicative cost	Deliverability
EWC6 - Bembridge lifeboat to High St (village centre) via Lane End Rd and Foreland Rd	From lifeboat station to jct with High Street	Use of existing carriageway	Traffic calmed streets, including measures such as 20mph limit, centre lane removal, physical traffic calming etc. Distance of 1450m. Priced on basis of quietway costs.	£159,500	M
	At lifeboat station	Cycle parking	Installation of 4 Sheffield stands	£1,200	S
	At Lane End Shops	Cycle parking	Installation of 3 Sheffield stands	£900	S
	Near junction of High St and Foreland Rd	Cycle parking	Installation of 4 Sheffield stands (to replace the for the low quality existing rack)	£1,200	S
EWC7 - Bembridge to Brading	Walls Rd, Downsview Rd, Brook Furlong and Howgate Rd	Quietway	Distance of 1150m. Particular attention to traffic calming measures around school on Walls Rd	£126,500	S
	Hillway Rd from Howgate Rd to Peacock Hill	Quietway	Distance of 1280m	£140,800	M

		Scheme			
Route name	Location	Type	Description	Indicative cost	Deliverability
	Peacock Hill from jct with Hillway Rd to start of byway BB37	Quietway	Distance of 400m	£44,000	L
	Byway BB37 to jct with B3395 (Sandown Rd)	Improved shared use route	Distance of 1000m	£110,000	L
	Junction of byway BB37 and Sandown Rd (B3395)	New crossing	Signal controlled crossing across the B3395	£200,000	L
	From junction of byway BB37 /Sandown Rd to railway bridge on Marshcombe Shute	New shared use route	Using land including field adjacent to B3395 road. Distance of 2000m	£660,000	L