Cowes, Northwood and Gurnard LCWIP

Version 1.1

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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 December 2021, People Powered CIC (PPCIC) were contracted by Cowes Town Council, Northwood Parish Council and Gurnard Parish Council to assist in the production of a joint LCWIP for the Cowes area.

What is an LCWIP?

1.6. 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.

1.7. 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

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

feature of the past are explicitly rejected. Proposals should embody the 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.

1.8. 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

1.9. 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.

1.10. 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.

1.11. 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 Cowes, Northwood and Gurnard 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 December 2021 and March 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 Cowes-area LCWIP should follow the boundaries of the three civil parishes of Cowes, Northwood and Gurnard. The area is shown in Figure 1.

Figure 1 - Area covered by this LCWIP (contains OS data © Crown copyright and database right 2022)

2.5. The existing Cowes-Newport cycle route extends beyond the boundaries of this LCWIP. It is important this route is considered as a whole, and measures recommended in this report should be read alongside those outlined in the Newport and Ryde LCWIP which covers the Newport end of the route. In this LCWIP, audit of this route was extended to Stag Lane (slightly beyond the Northwood parish boundary) to join the end point of the route described in the Newport and Ryde LCWIP.

Gathering Information

2.6. 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.

2.7. 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. A series of pedestrian counts were undertaken at key locations.

2.8. 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 6 weeks with 267 ideas/issues posted and 816 responses to those. 189 people participated.

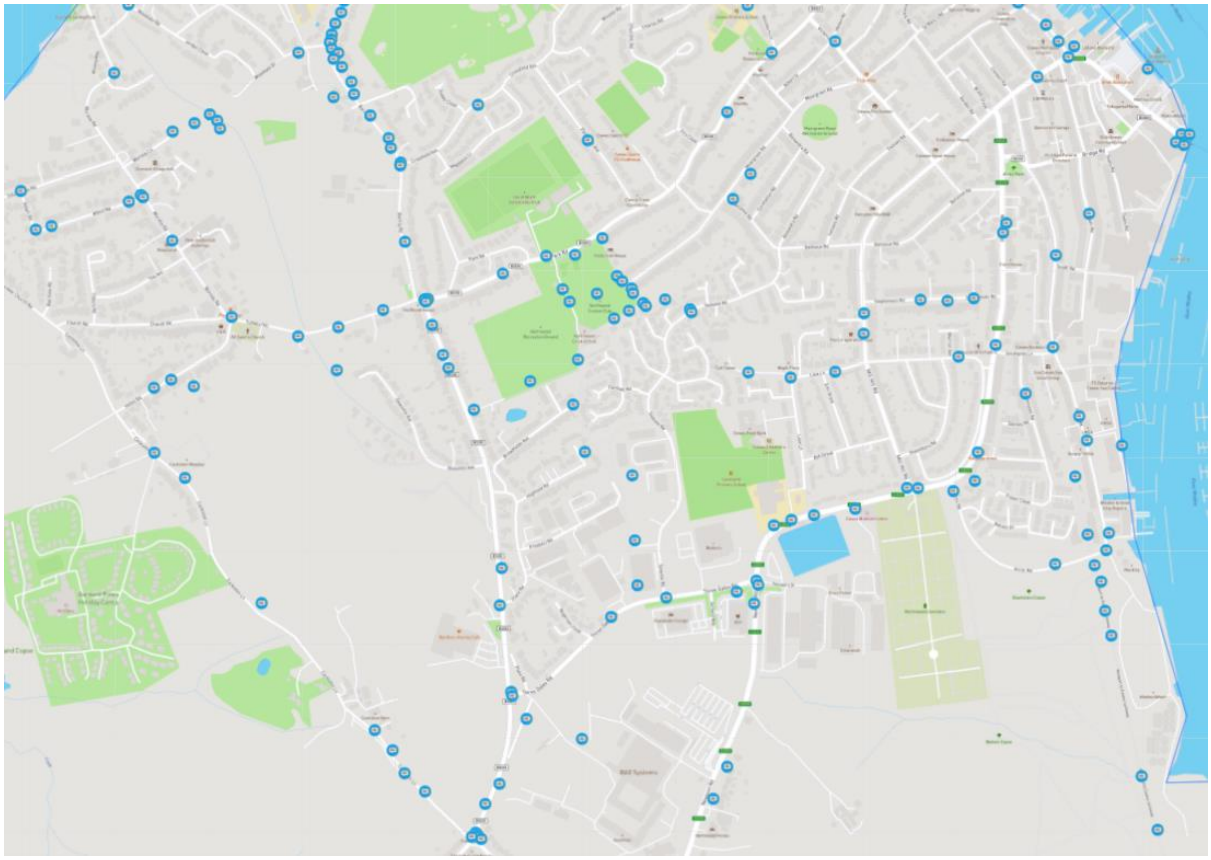


Figure 2 - Some of the responses received on the Placechangers platform

2.9. 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

2.10. 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.

2.11. 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

2.12. 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.

2.13. 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.

2.14. 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.

2.15. Subsequently, all 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 Ryde and Newport LCWIP.

2.16. 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.

2.17. These recommendations are laid out in the Proposed Improvements section starting on page 17 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

2.18. Looking to the delivery of new walking and cycling routes, prioritisation of whole route 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.

2.19. 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).

2.20. With regard to cycling, stand-alone, individual cycle infrastructure schemes rarely bring meaningful benefit without a wider part of the network being developed that creates useful “whole trip” linkages. Therefore, for cycling the prioritisation and ranking process has focussed on coherent segments of routes, made up of a series of complementary measures that if implemented would create a meaningful new stretch of cycling infrastructure.

2.21. 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

2.22. 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

2.23. 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 48 sets out recommendations in this area.

3. Existing walking and cycling levels in the local area

3.1. Cycling is already an important part of the commuting mix locally. Most on-Island commuting trips from the LCWIP area are to destinations within the LCWIP area, East Cowes or Newport, all of which are within reasonable cycling distance. 3.9% of adults living in the PO31 area (a close match for the LCWIP area) commute by bicycle (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 figure rises to 6.4% (IOW 3.3%, England 3.1%) of commuters travelling by bicycle. This area has the highest proportion of cycle commuters on the Isle of Wight.[2]

3.2. Commuting only accounts for a relatively small proportion of overall trips per person (14.7% in 2019 and 12.3% in 2020[3]). 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 2019/20 18.3% of Isle of Wight residents cycled at least once per month (England 16.1%).[4]

3.3. 11.4% of adults living in the PO31 area (a close match for the LCWIP area) commute on foot (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 figure rises to 22.2% (IOW 18.83%, England 11.3%) of commuters travelling on foot.[2]

3.4. Across the Isle of Wight, 32.9% of adults walk for travel (for at least 10 minutes) once per week or more. This compares with 59.8% walking for leisure at least once per week, suggesting significant opportunities for growth in walking for transport. Walking for both leisure and transport is more prevalent than for the south east of England as a whole.[4] 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.[5]

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.[6] 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 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

[2] Office for National Statistics, 2011 Census
[3] Department for Transport, National Travel Survey 2020
[4] Department for Transport, Walking and cycling statistics
[5] 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.
[6] Department for Transport, National Travel Survey 2019

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]

3.7. Across the Island, 61% of children travelled to school by active modes. The only school in the LCWIP area for which data is available is Gurnard Primary, where 47% of children travelled by active modes. With almost 90% of children living within 3 miles of the school, there is clearly potential to increase numbers walking and cycling.[7]

School Attended	**<1miles**	**<2Miles**	**<3Miles**	**>3Miles**
Cowes Primary	85.4	8.9	2.8	2.8
Gurnard Primary	64.1	21.8	2.7	11.5
Lanesend Primary	80.4	5.6	3.3	10.7
Northwood Primary	46.5	36	8	9.5
Average Isle of Wight Primary	**67.1**	**14**	**6.7**	**12.2**
Cowes Enterprise College	50.8	21.1	2.4	25.7
Average Isle of Wight Secondary	**43.9**	**14.2**	**8.4**	**33.6**

Table 1 - Children living within various distances of school, as the crow flies (%)[8]

[7] Isle of Wight Council, data collected between March 2021 and May 2022.
[8] Isle of Wight Council, Autumn 2020-21 School Census

4. Approach to the development of the 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".[9] 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. 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

4.6. LCWIP guidance tends to be focused more on urban than rural areas, and in some cases a pragmatic approach to application of the guidance is needed. Rural areas have some specific issues which may require different approaches. In 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.

Limits to the scope of the LCWIP

4.7. An LCWIP doesn't address all issues relating to walking and cycling and forms part of an overall approach to delivering a sustainable transport system. The focus is on development of a core network of key routes and core walking zones. As part of an overall approach that leads

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

to walking and cycling from “anywhere to anywhere” within the local area, measures will be needed in other areas, including the neighbourhoods bounded by LCWIP routes. As part of detailed planning of individual LCWIP routes, area treatments may be considered which also encompass surrounding streets.

4.8. 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.

4.9. 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.

4.10. 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.

4.11. 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.

4.12. 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, by employing the following key design principles.

5.3. Where possible modes should be segregated to minimise conflicts and ensure a comfortable environment for walking and cycling. Cycling infrastructure recommendations in this plan generally fall within three broad categories:

- Mixed traffic. Where motor vehicle volumes and speeds are 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.
- Physical segregation of modes. Where speeds or volumes are higher pedestrians and cyclists should each have their own dedicated facilities, separated from each other and from motor vehicles.
- Shared use. In some circumstances it may be 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.

5.4. 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

5.5. 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 pedestrian priority recently clarified in rule H2 of the Highway Code[10]. 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. 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.

5.9. 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 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 will be required.

5.10. 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.

5.11. The glossary on page 51 provides information on some of the key terminology used for infrastructure improvements suggested in this plan.

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

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 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 the majority of proposed interventions.

Costing approach

6.4. 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.

6.5. Pricing of interventions has been done 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.

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

6.7. 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.

6.8. 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

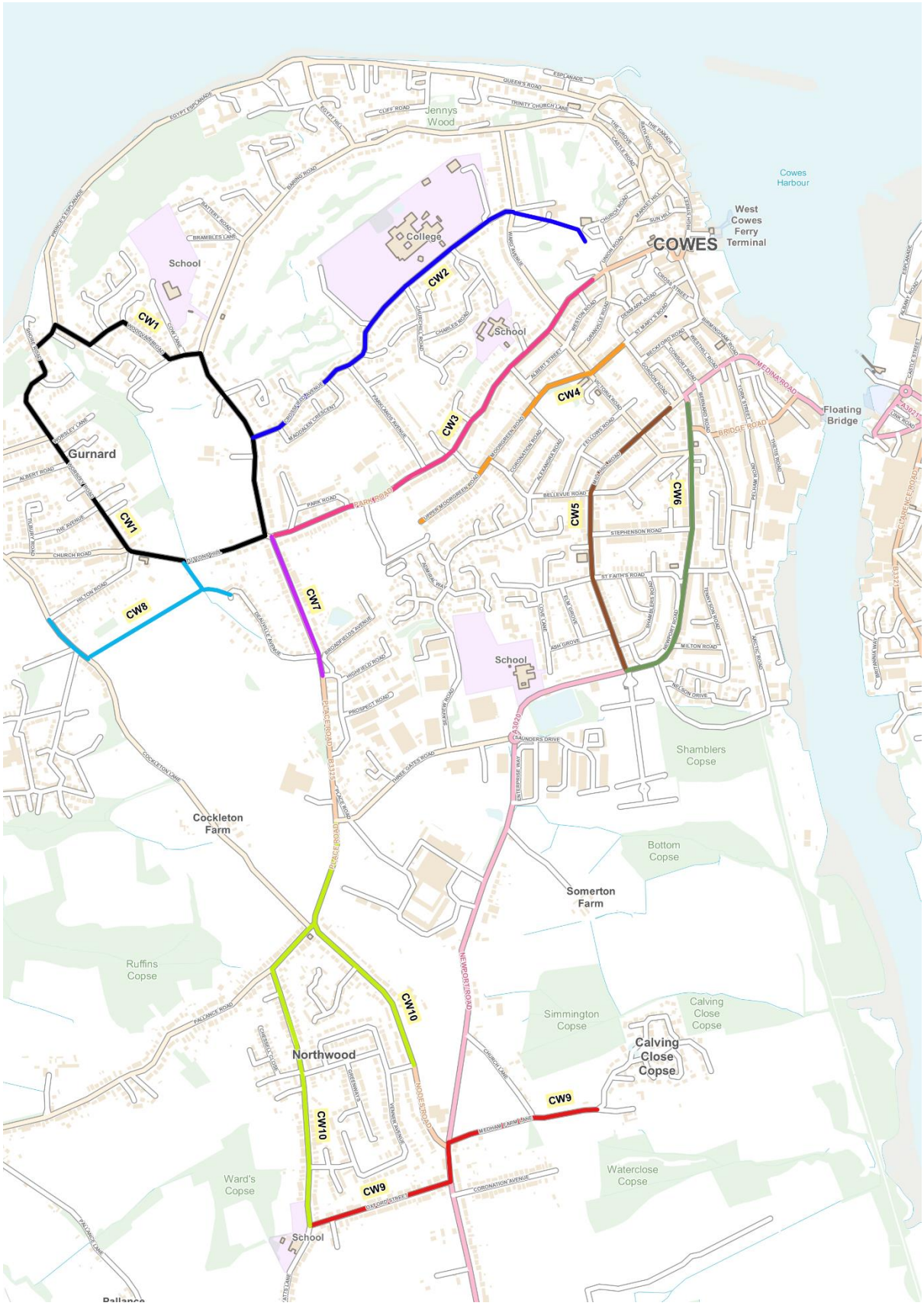


Figure 3 - Proposed Walking Network (contains OS data © Crown copyright and database right 2022)

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.

Route number: CW1

Working name: Gurnard Loop
Route length: 2250m
Indicative cost: £549,750
Route description: This route links the main trip attractors in the Gurnard area: primary school, beach, main village street, pubs, shop, sailing club, village hall. It follows the streets in the village with the most footfall and runs adjacent to the main areas of housing in the village, from which pedestrians can funnel into route CW1. It links to route CW2 which provides access to other key trip attractors in Cowes and the Cowes Core Walking Zone (see below).

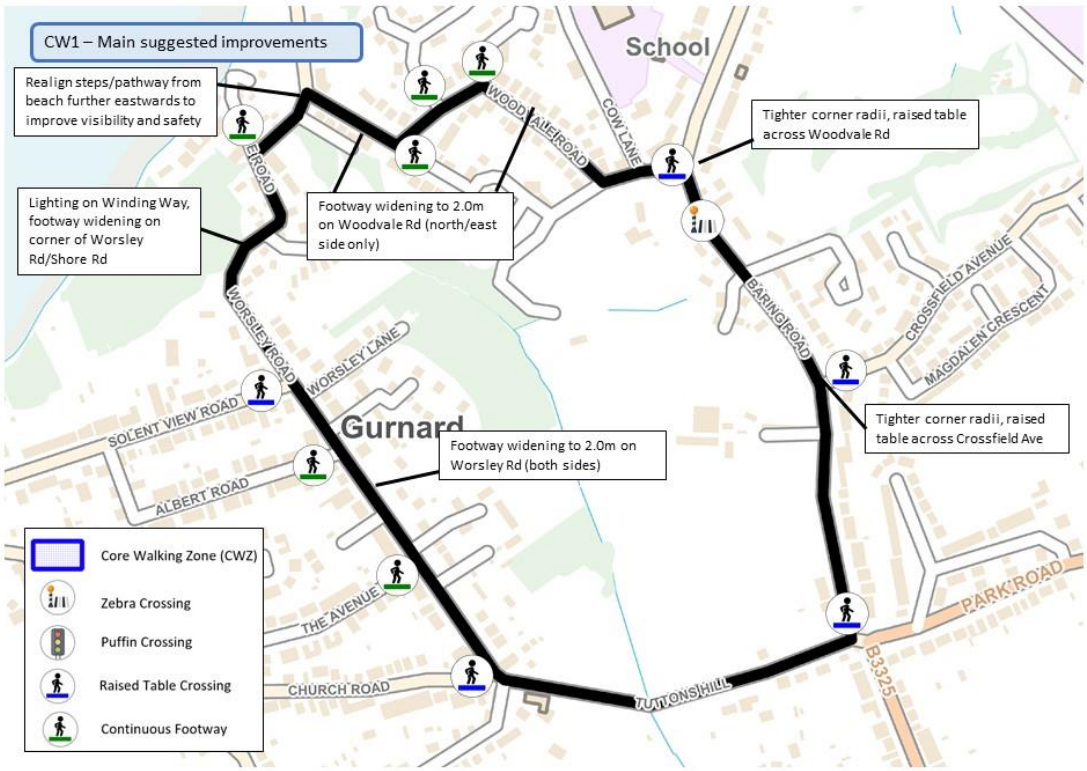


Figure 4 - Main suggested improvements CW1
(Map contains OS data © Crown copyright and database right 2022)

Route number: CW2

Working name: Crossfield Ave into Cowes
Route length: 1220m
Indicative cost: £373,000
Route overview: This route links CW1 and the Gurnard catchment area (including Gurnard Primary School) with residential areas in western Cowes, the town's secondary school, Cowes Primary School and access into the town centre. Although it runs parallel to route CW3 (see below), the high footfall created by the presence of the secondary school and two primary schools at either end make it an essential route for improved infrastructure.

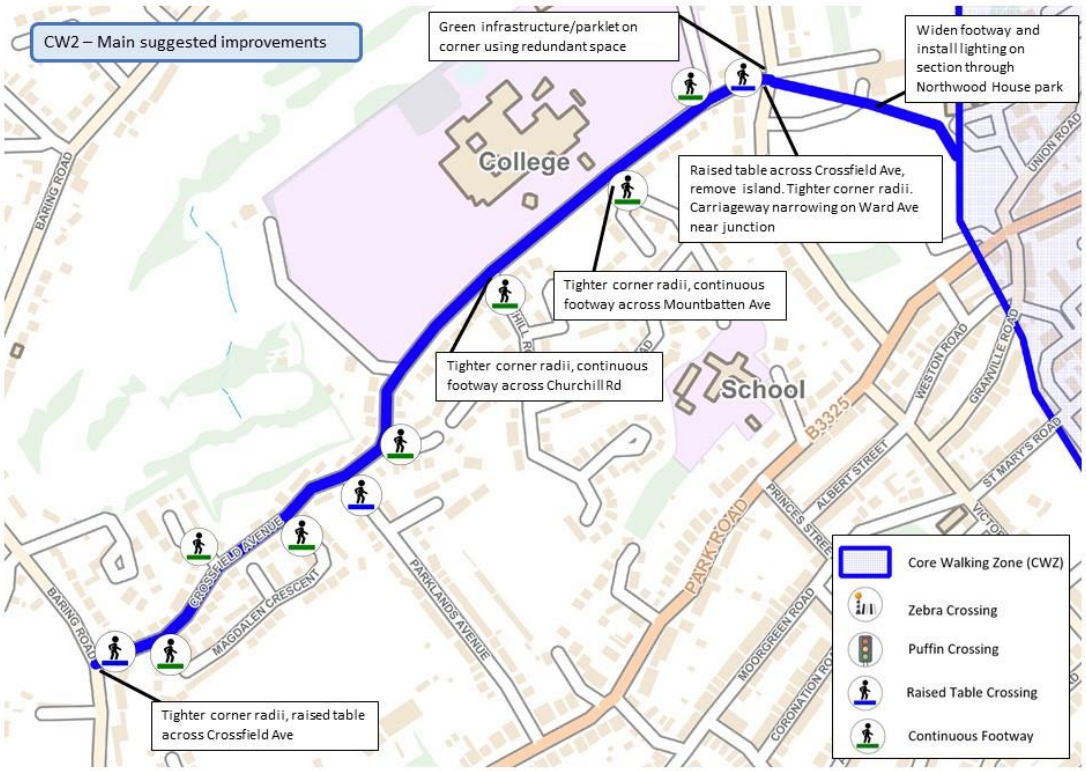


Figure 5 - Main suggested improvements CW2
(Map contains OS data © Crown copyright and database right 2022)

Route number: CW3

Working name: Round House/Park Rd into Cowes
Route length: 1260m
Indicative cost: £500,750
Route overview: Route CW3 follows Park Rd, the main pedestrian desire line for the populations of Gurnard and parts of Cowes into the town centre. There is housing on either side of the route right the way into the Cowes Core Walking Zone and it is well used by shoppers, commuters and school children. Bus stops for the main Cowes to Newport bus routes are dotted along this route. It follows one of the key arterial roads in Cowes and as such, interventions have been designed to recognise the importance of traffic flow while improving pedestrian crossings where necessary and proposing treatments at the junctions with side roads that prioritise pedestrian desire lines and signal to motorists that they are entering a residential neighbourhood and should modify their driving behaviour.

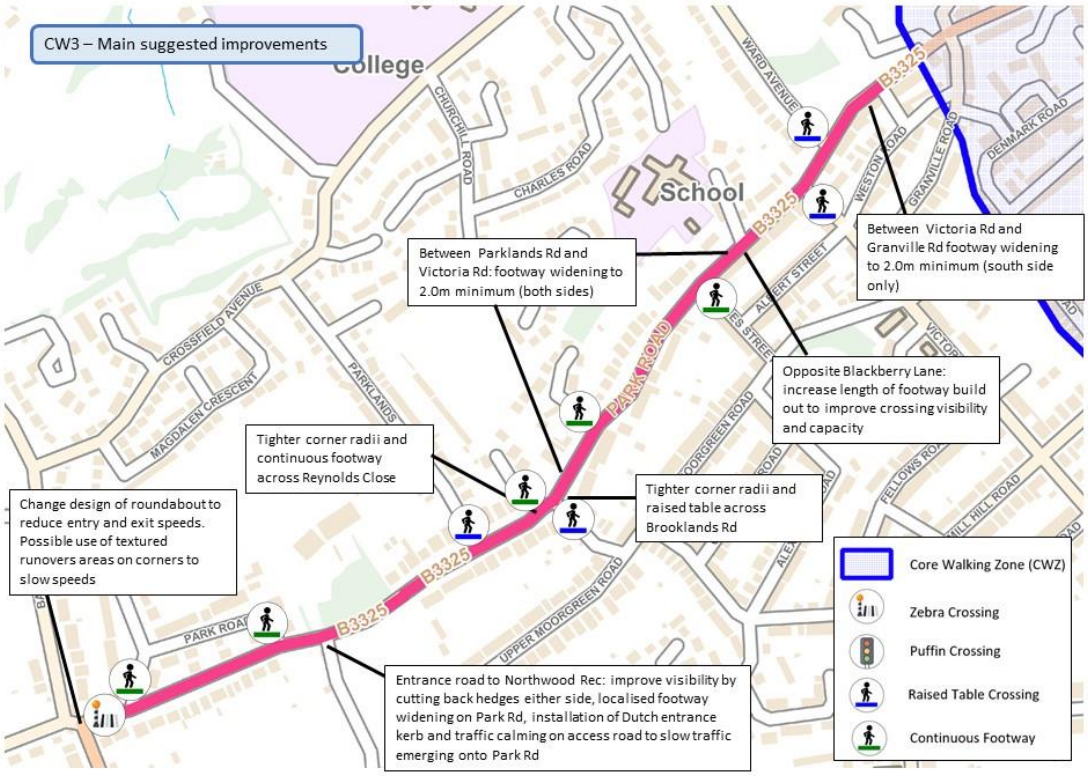


Figure 6 - Main suggested improvements CW3
(Map contains OS data © Crown copyright and database right 2022)

Route number: CW4

Working name: Upper Moorgreen Rd into Cowes
Route length: 800m
Indicative cost: £226,500
Route overview: CW4 is a short route that is primarily designed to provide a high quality pedestrian route into Cowes town centre for residents of the relatively densely populated streets that it runs along and that lie to the south west of it, including the substantial housing estate centred around Seaview Rd.

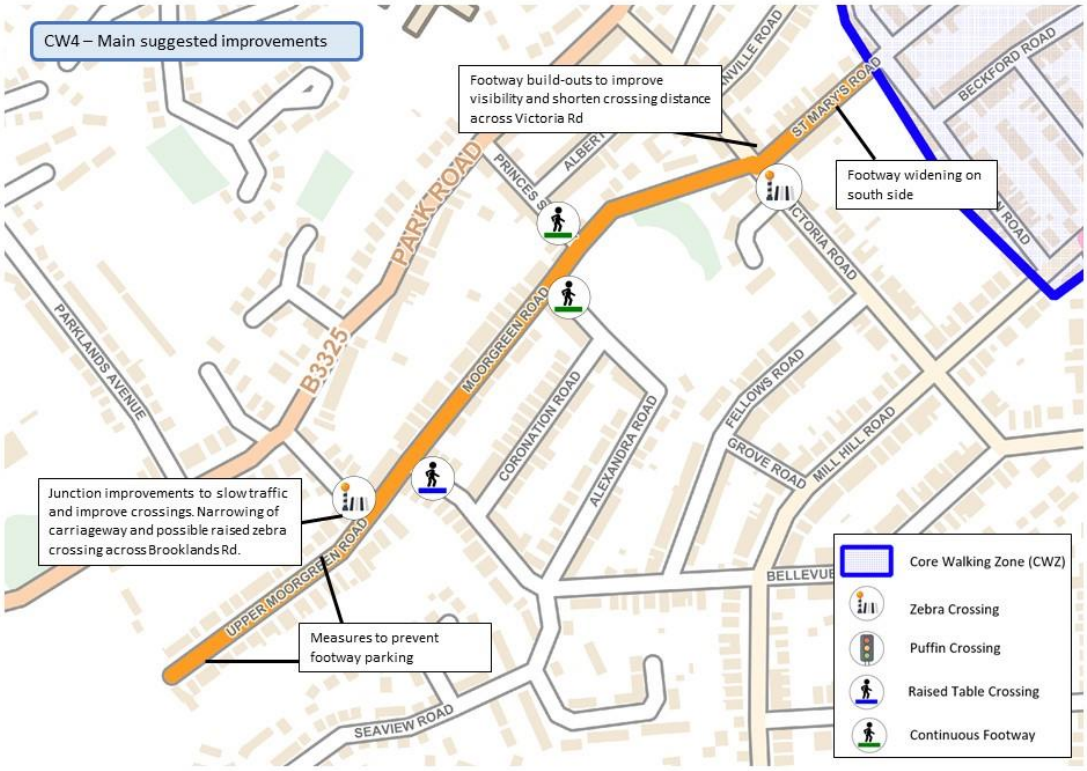


Figure 7 - Main suggested improvements CW4
(Map contains OS data © Crown copyright and database right 2022)

Route number: CW5

Working name: Mill Hill Rd
Route length: 870m
Indicative cost: £362,00
Route overview: Route CW5 follows Mill Hill Rd which is bounded on either side by relatively densely populated streets. It provides access into, and between, the two core walking zones in the LCWIP area, as well as serving a local supermarket, post office and streets that are used to access Lanes End Primary School. Bus stops for the main Cowes-Newport bus route are located on CW5. It follows one of the key arterial roads in Cowes and as such, interventions have been designed to recognise the importance of traffic flow while improving pedestrian crossings where necessary and proposing treatments at the junctions with side roads that prioritise pedestrian desire lines and signal to motorists that they are entering a residential neighbourhood and should modify their driving behaviour.

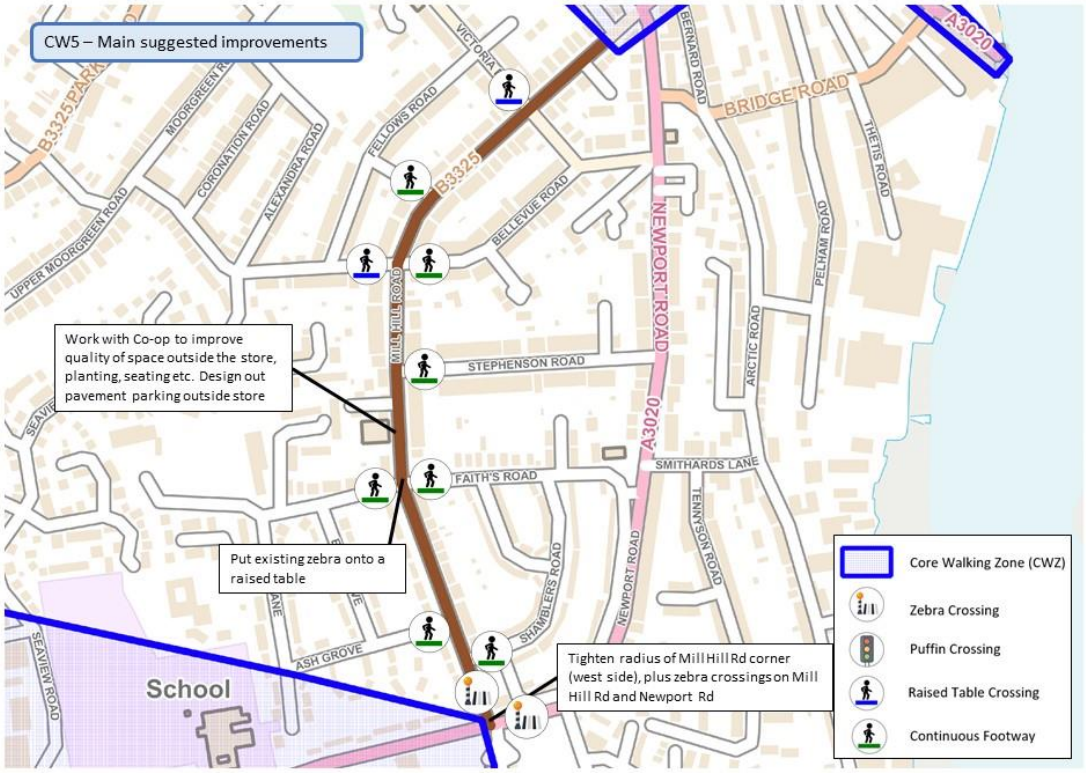


Figure 8 - Main suggested improvements CW5
(Map contains OS data © Crown copyright and database right 2022)

Route number: CW6

Working name: Newport Rd
Route length: 860m
Indicative cost: £409,500
Route overview: Route CW6 is bounded on either side by relatively densely populated streets and the parts of Cowes with the lowest car ownership/most reliance on walking and public transport. It provides access into, and between, the two core walking zones in the LCWIP area. Bus stops for the main Cowes-Newport bus route are located on CW6. It follows one of the key arterial roads in Cowes and as such, interventions have been designed to recognise the importance of traffic flow while improving pedestrian crossings where necessary and proposing treatments at the junctions with side roads that prioritise pedestrian desire lines and signal to motorists that they are entering a residential neighbourhood and should modify their driving behaviour.

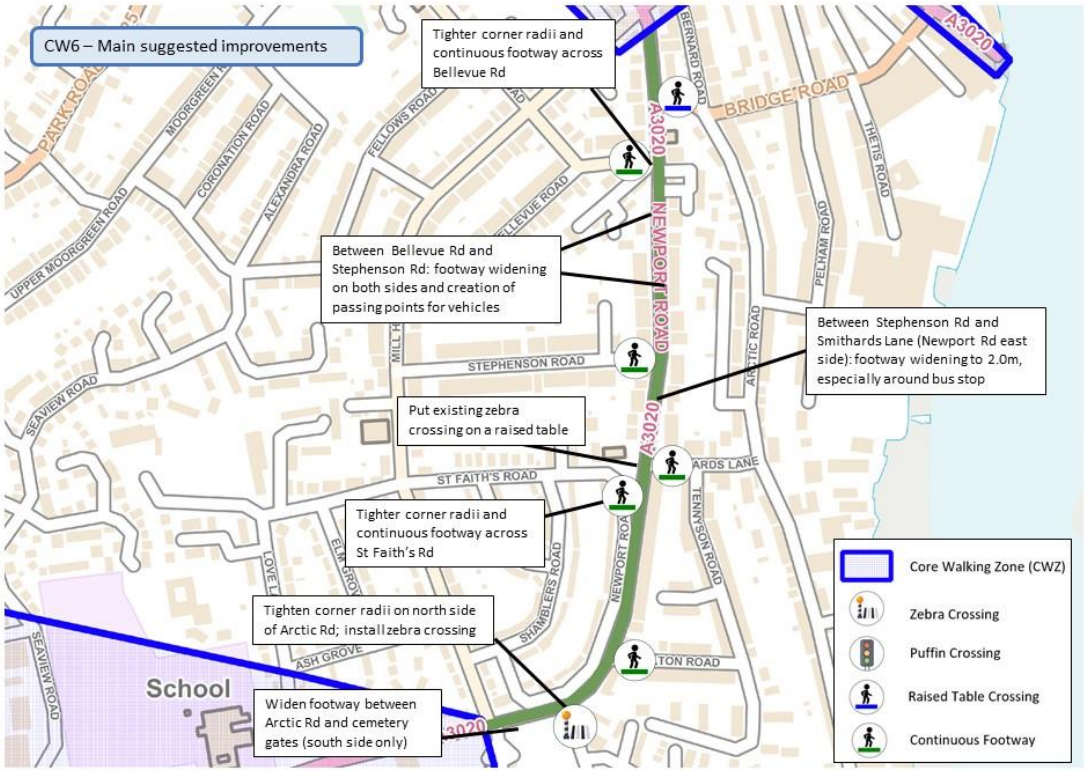


Figure 9 - Main suggested improvements CW6
(Map contains OS data © Crown copyright and database right 2022)

Route number: CW7

Working name: Place Rd
Route length: 410m
Indicative cost: £91,500
Route overview: Route CW7 is a short spur route. Without its inclusion there would be a gap in the overall walking network in the LCWIP area and a missing walking link between large areas of housing in north west Cowes and Gurnard, and the Northwood Core Walking Zone and its attendant trip attractors. It is also designed to serve substantial areas of new housing currently being constructed on the west side of Place Rd. Bus stops for the main Cowes-Newport bus route are located on CW7. It follows one of the key arterial roads in Cowes and as such, interventions have been designed to recognise the importance of traffic flow while improving pedestrian crossings where necessary and proposing treatments at the junctions with side roads that prioritise pedestrian desire lines and signal to motorists that they are entering a residential neighbourhood and should modify their driving behaviour.

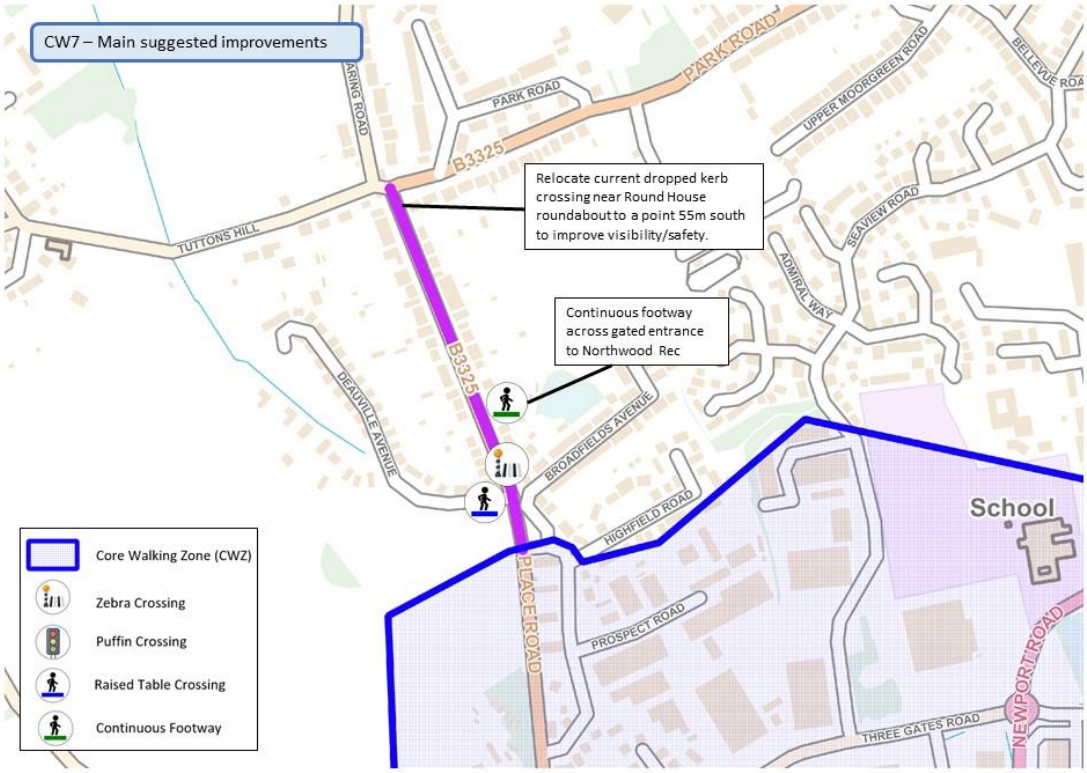


Figure 10 - Main suggested improvements CW7
(Map contains OS data © Crown copyright and database right 2022)

Route number: CW8

Working name: Cockleton Lane to Place Rd/Tuttons Hill
Route length: 700m
Indicative cost: £257,500
Route overview: This route is designed to remedy a lack of permeability in the new housing development on Place Rd, pedestrian connectivity between Gurnard and Cowes, and to respond to feedback from the consultation that highlighted Cockleton Lane as a problematic walking route for those accessing the Cowes-Newport bus. Its implementation would create pedestrian access between Gurnard Pines and Place Rd (where there are bus stops for the Cowes-Newport bus) and the wider LCWIP walking network; would remedy the poor pedestrian provision between the entrance to Gurnard Pines and Hilton Rd/housing in Gurnard; and create a pedestrian link into Gurnard from the new housing development Place Rd where currently only a very long and indirect walking route exists.

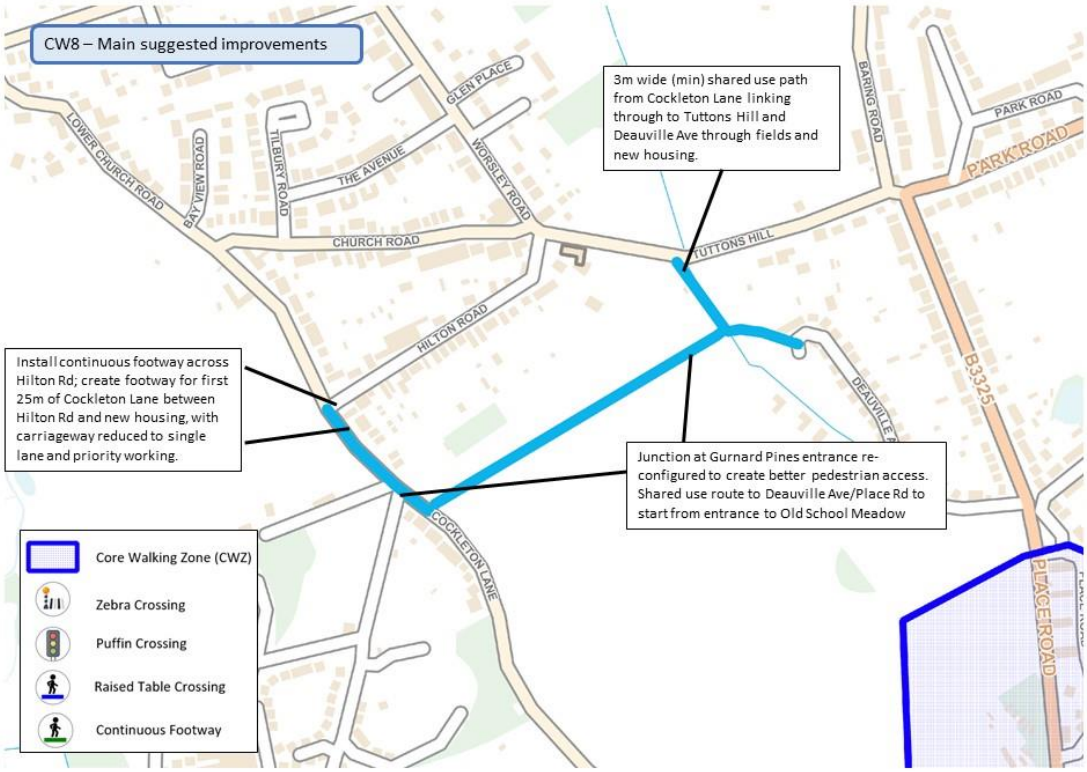


Figure 11 - Main suggested improvements CW8
(Map contains OS data © Crown copyright and database right 2022)

Route number: CW9

Working name: Medham to Northwood Primary School
Route length: 970m
Indicative cost: £580,750
Route overview: Route CW9 connects one of the focal points of Northwood village - the stretch of Newport Rd where a pub, shop and bus stops are located - with the satellite housing development of Medham to the east and housing and the primary school in the village to the west. It focuses on improving pedestrian infrastructure and crossing provision around the busy Newport Rd/Nodes Rd/Oxford Street intersection. It also proposes the creation of new or widened footways to the primary school and the Medham estate.

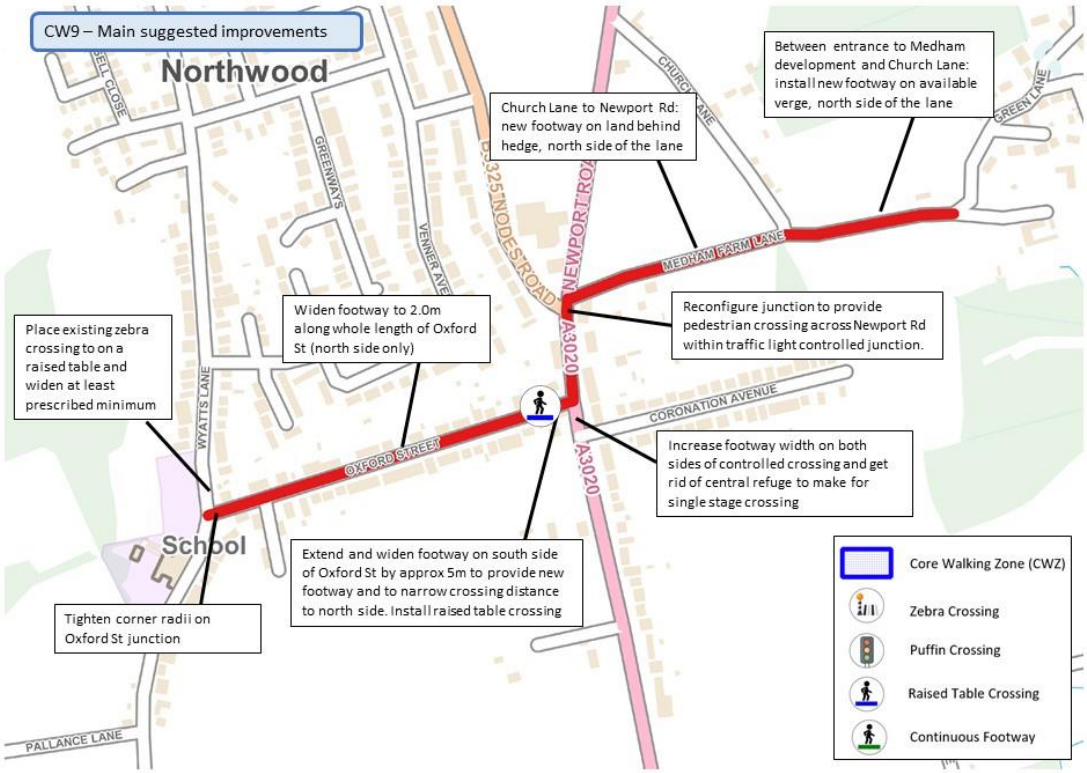


Figure 12 - Main suggested improvements CW9
(Map contains OS data © Crown copyright and database right 2022)

Route number: CW10

Working name: Wyatts Lane/Pallance Rd/Nodes Rd
Route length: 1620m
Indicative cost: £349,500
Route overview: Taken together with the proposed route on Oxford Street (CW9), route CW10 creates comprehensive coverage of the main streets in Northwood village. The sections of Wyatts Lane, Pallance Rd and Nodes Rd can be accessed on quiet streets from the surrounding housing and provide funnel routes to the primary school to the south and the Northwood Core Walking Zone to the north. The route also serves the main Cowes-Newport bus stops.

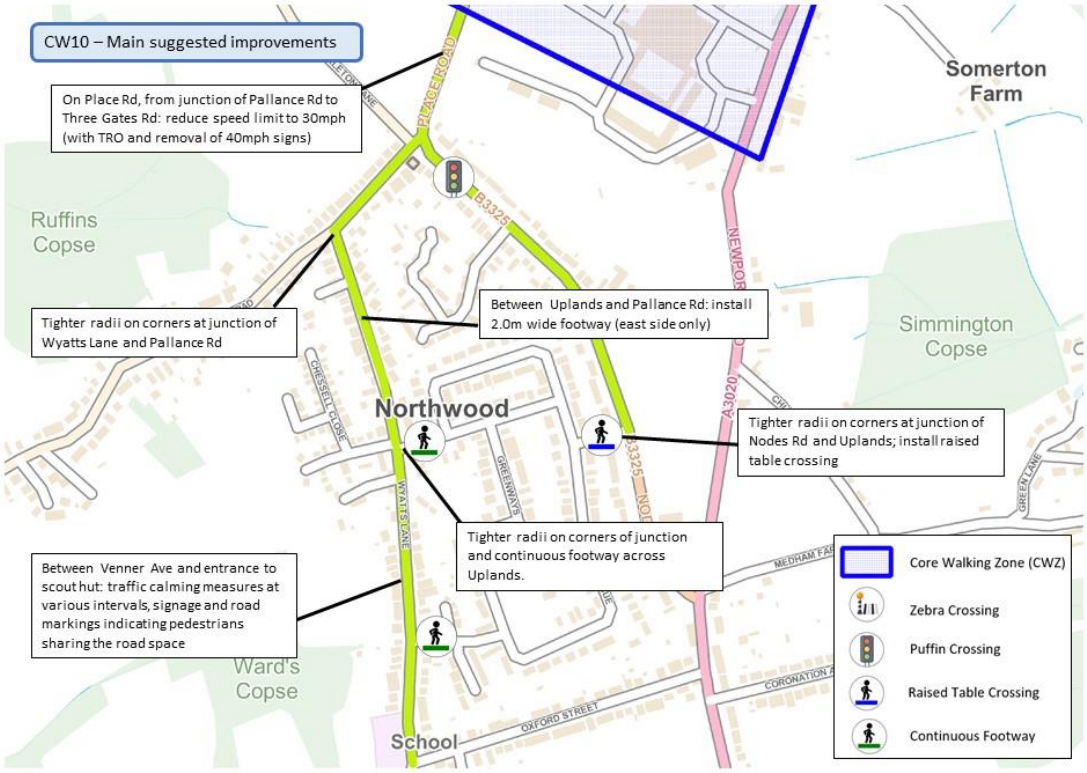


Figure 13 - Main suggested improvements CW10
(Map contains OS data © Crown copyright and database right 2022)

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.

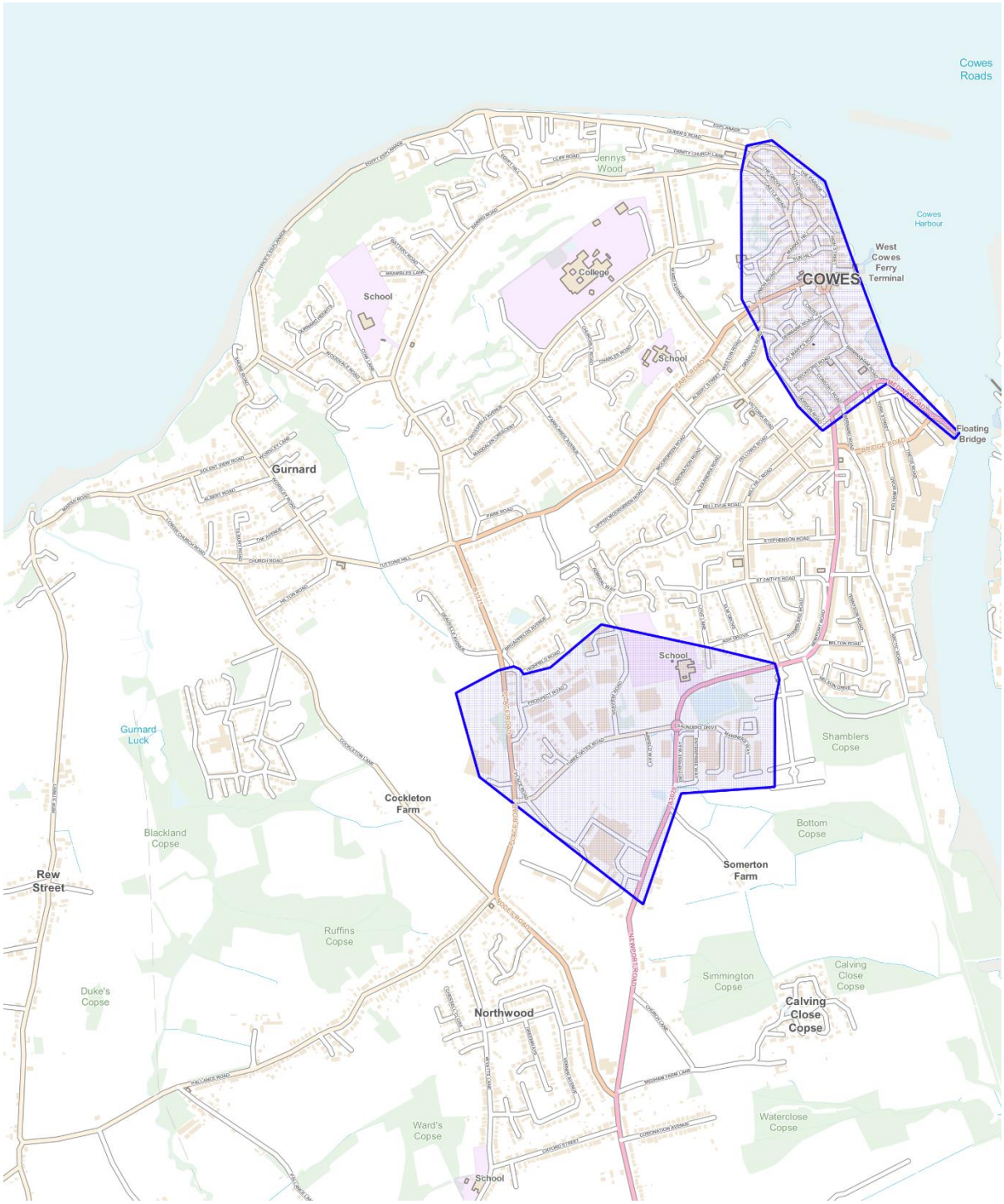


Figure 14 - The two Core Walking Zones (CWZs)
(Map contains OS data © Crown copyright and database right 2022)

Northwood CWZ

Indicative cost: £1,968,750
Overview: The Northwood Core Walking Zone has been drawn around an area that includes multiple trip attractors. Included in the CWZ are Lanes End Primary School, Cowes Medical Centre, the Somerton, Three Gates Rd, Seaview Rd and Prospect Rd industrial estates, large employers at BAE Systems and Ascensos, plus retail sites at Aldi on Three Gates Rd and The Range on Place Rd. This is an area of intensive travel activity and journeys in and out of the CWZ as well as between sites in the CWZ.

Cowes CWZ

Indicative cost: £3,144,250
Overview: The Cowes Core Walking Zone covers the main high street area where there is a concentration of retail, leisure, employment and transport-related trip attractors. It extends south east to encompass the floating bridge and to incorporate the high pedestrian flows between the town centre and the River Medina, as well as the businesses and marinas on Medina Rd. To the north it extends to the busy Parade area and to the west it encompasses residential streets that are well used by pedestrians, not least because they serve as access points for people walking into the town centre from residential elsewhere in Cowes.

8. Proposed cycling network

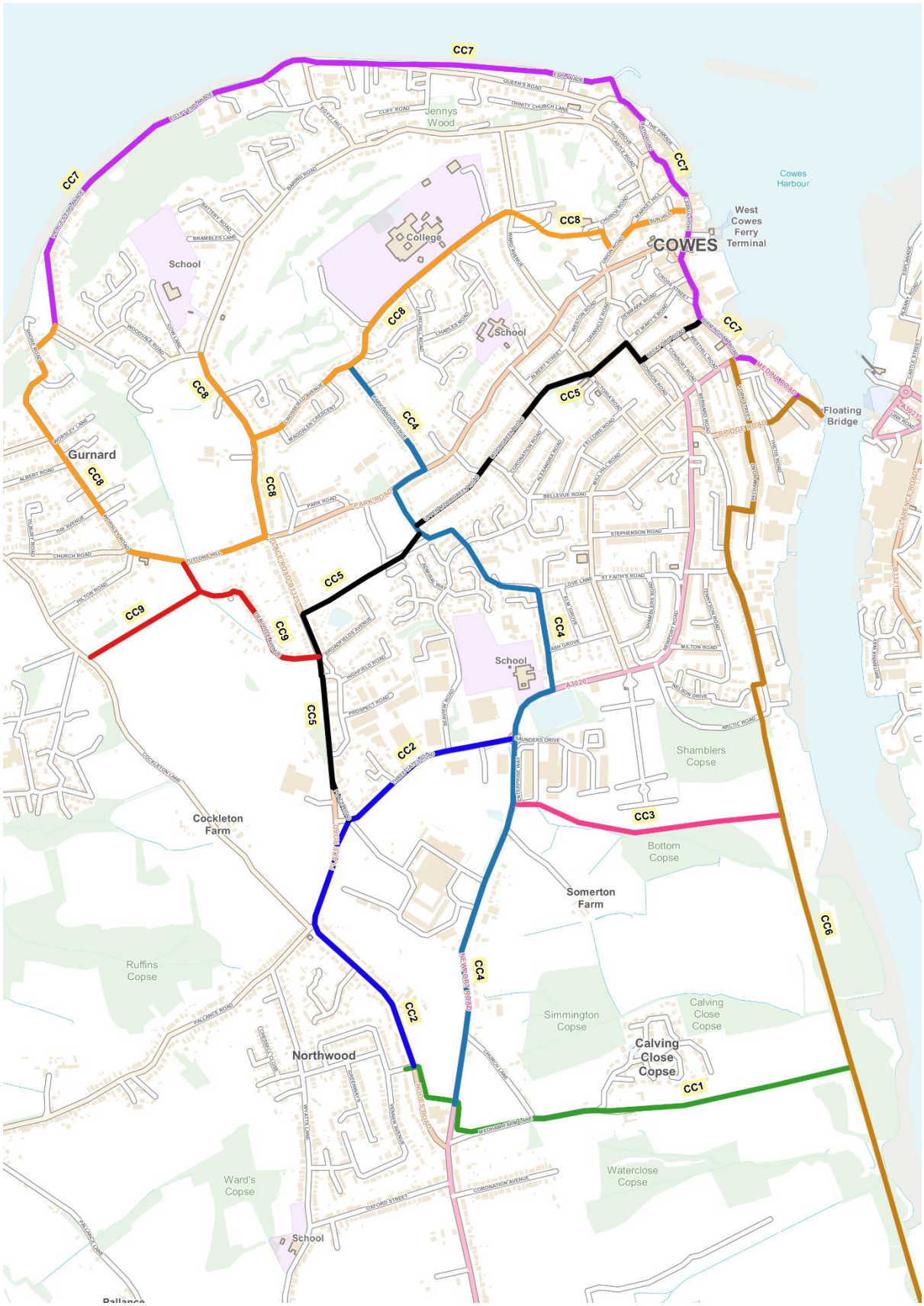


Figure 15 - Proposed Cycle Network (contains OS data © Crown copyright and database right 2022)

Cycling route descriptions

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 one or two 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.

Route number: CC1

Working name: Medham Link
Route length: 1.5km
Indicative cost: £424,000
Route overview: This route aims to enhance the quality of the existing Medham Link that connects into the main Cowes-Newport cycleway. The current route is well used but suffers from poor surfacing and drainage at its eastern end. This section would eb upgraded to modern cycleway standard. At the western end, the proposals involve improved crossings and separated infrastructure on the busy Newport Rd and Nodes Rd, as a means of linking the existing Medham route into the residential area of Northwood village and other proposed routes into Cowes and Gurnard.

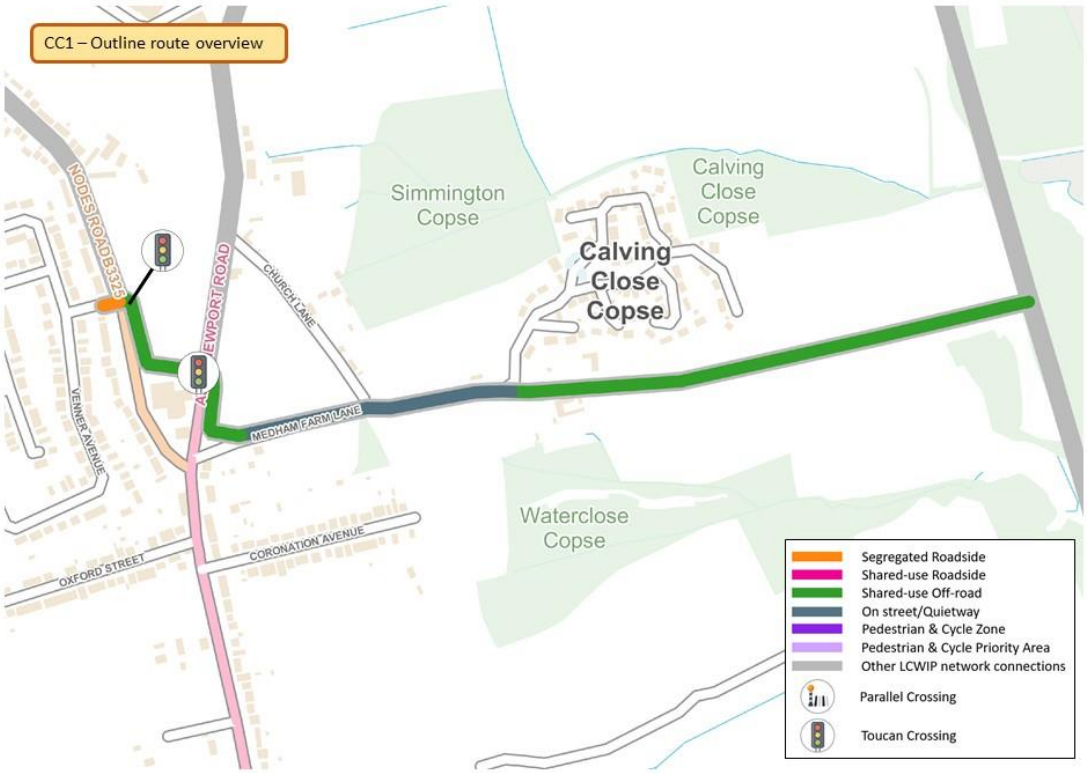


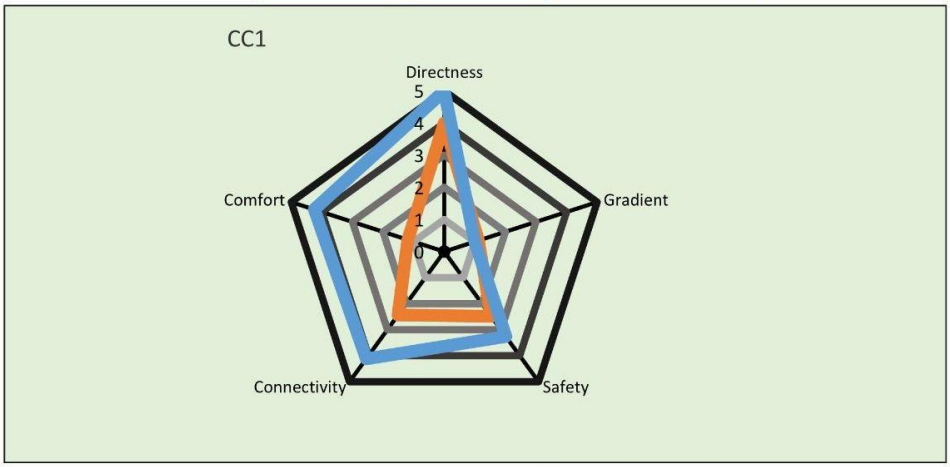
Figure 16 - Main suggested improvements CC1
(Map contains OS data © Crown copyright and database right 2022)

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	CC1
Overall Length	1.5km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	02 February 2022

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	4.00	5.00
Gradient	1.12	1.01
Safety	2.48	3.26
Connectivity	2.44	4.12
Comfort	1.19	4.24



Number of Existing Critical Junctions/Crossings	1
Number of Potential Critical Junctions/Crossings	0

Figure 17 - Route Selection Tool output CC1

Route number: CC2

Working name: Northwood to Somerton
Route length: 1.4km
Indicative cost: £728,000
Route overview: CC2 is the main route linking the residential area of Northwood village with retail and employment sites on Place Rd and Three Gates Rd. It also provides connection into other proposed routes that serve Gurnard and north/west/central Cowes. CC2 runs along Nodes Rd and Place Rd, roads that already carry considerable cycle traffic on the main carriageway. Some of this cycle usage reflects commuter cycling patterns between Cowes and Newport.

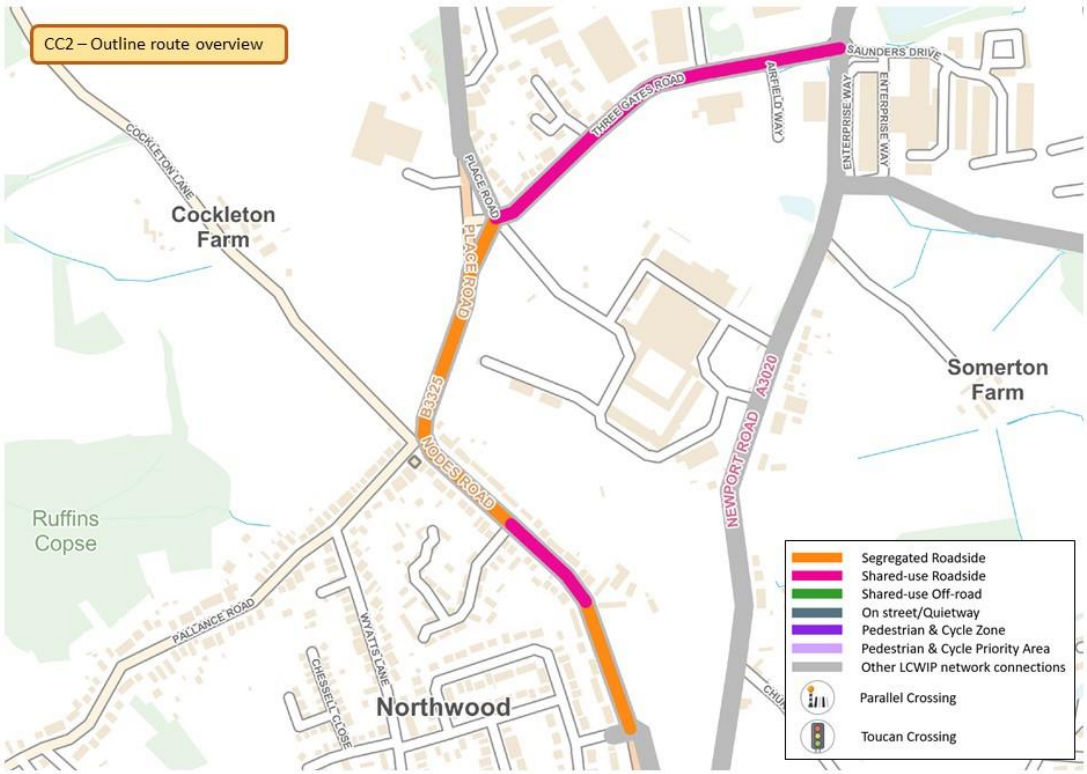


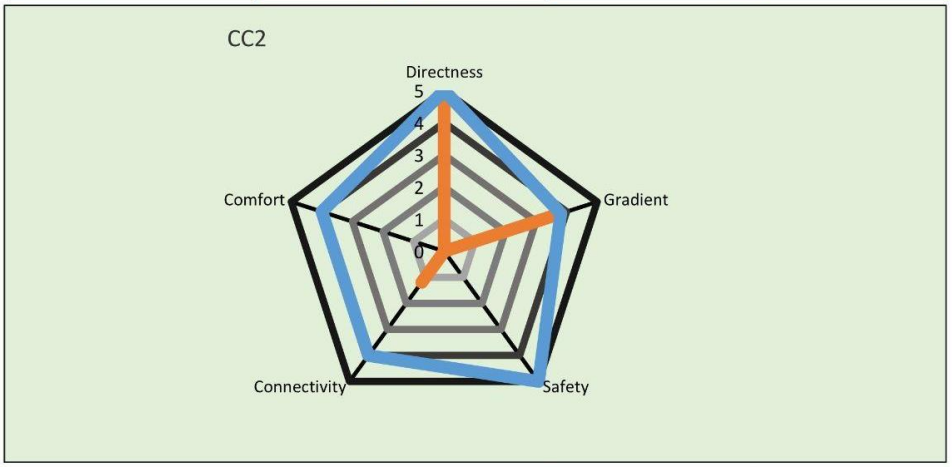
Figure 18 - Main suggested improvements CC2
(Map contains OS data © Crown copyright and database right 2022)

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	CC2
Overall Length	1.4km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	02 February 2022

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	3.81	3.81
Safety	0.00	5.00
Connectivity	1.19	4.00
Comfort	0.00	4.00



Number of Existing Critical Junctions/Crossings	5
Number of Potential Critical Junctions/Crossings	0

Figure 19 - Route Selection Tool output CC2

Route number: CC3

Working name: Somerton Link
Route length: 0.78km
Indicative cost: £240,000
Route overview: Route CC3 is conditional on the development of land to the south of the Somerton Industrial Estate, which has been allocated in the draft Island Planning Strategy for new housing and employment uses. Its function would be to link that development into the existing Cowes-Newport cycleway to the east and the proposed CC4 route to the west.

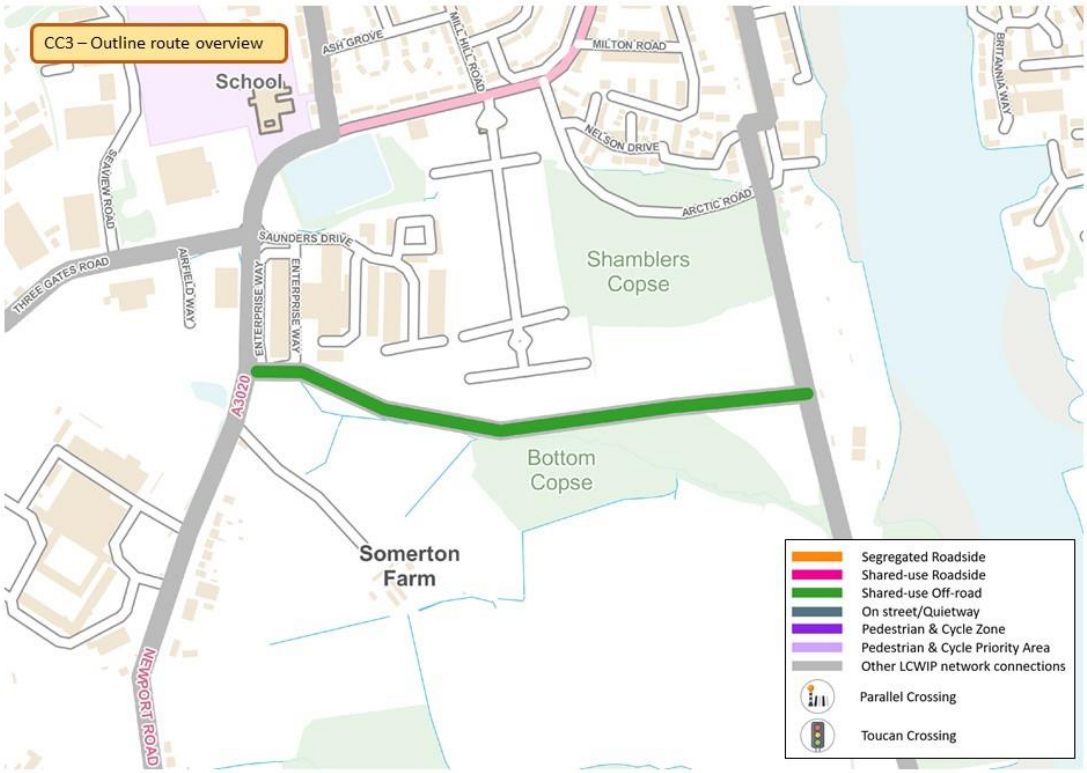


Figure 20 - Main suggested improvements CC3
(Map contains OS data © Crown copyright and database right 2022)

N.B. The Route Summary Tool has not been used as this is a completely new route with an unknown alignment.

Route number: CC4

Working name: Northwood to Crossfield Ave
Route length: 2.57km
Indicative cost: £1,641,500
Route overview: Route CC4 is a lengthy route that bisects much of the LCWIP area and has multiple functions: it connects a series of trip attractors such as employment sites (BAE Systems, Ascensos, Somerton Industrial Estate), retail (Aldi), schools (Lanes End, Cowes Enterprise College) and a medical facility (Cowes Medical Centre); it links the southern end of Northwood village into central Cowes and serves large areas of housing in Cowes itself; and provides a spine for the wider cycle route network, with numerous other proposed routes coming off it to serve other areas of the LCWIP area.

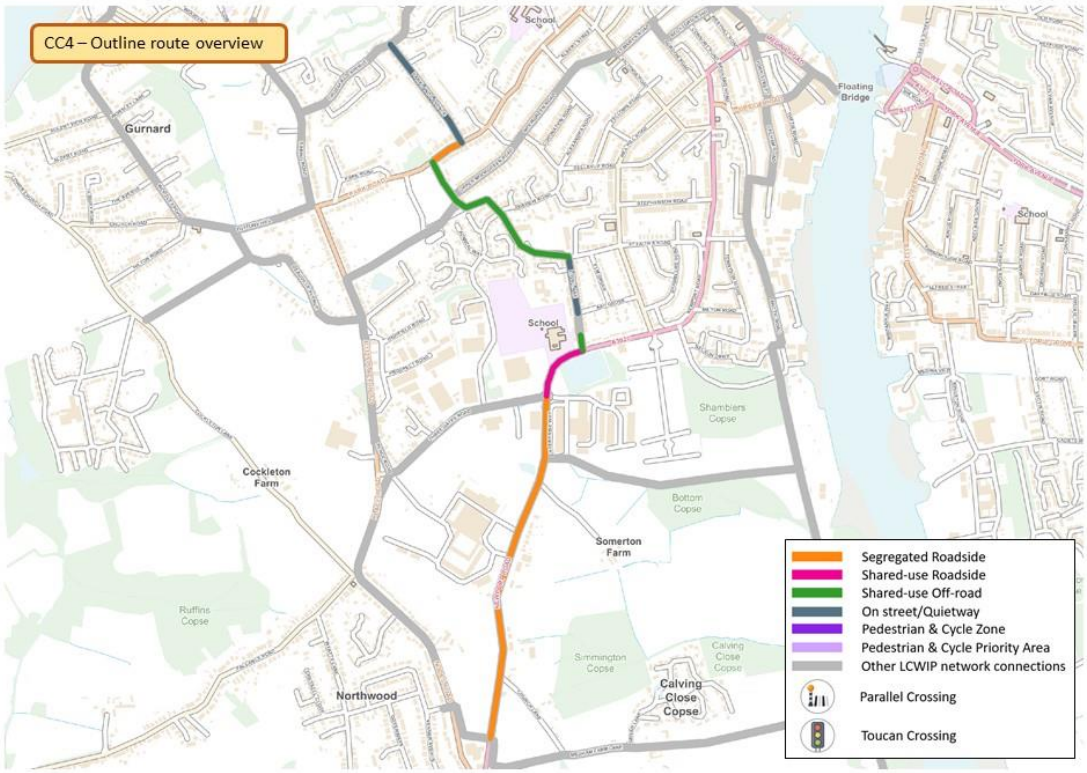


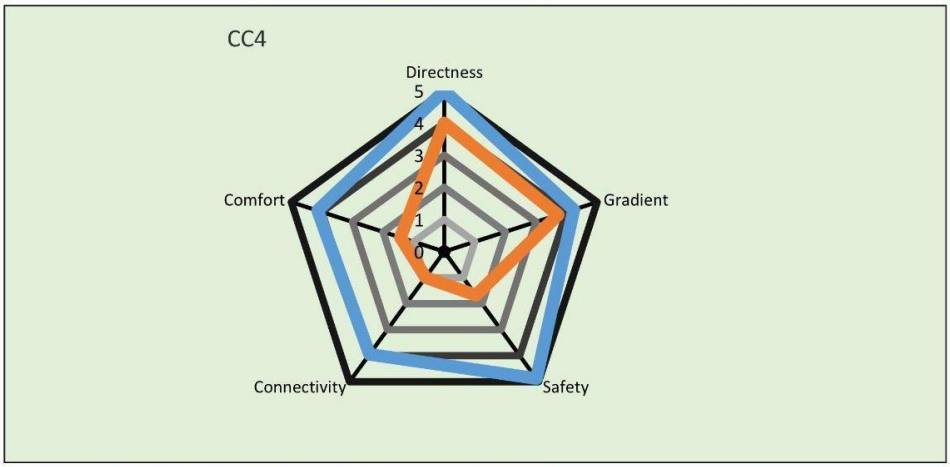
Figure 21 - Main suggested improvements CC4
(Map contains OS data © Crown copyright and database right 2022)

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	CC4
Overall Length	2.57km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	02 February 2022

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	4.00	5.00
Gradient	3.72	4.24
Safety	1.67	4.88
Connectivity	0.99	3.95
Comfort	1.43	4.14



Number of Existing Critical Junctions/Crossings	5
Number of Potential Critical Junctions/Crossings	0

Figure 22 - Route Selection Tool output CC4

Route number: CC5

Working name: Place Rd to Cowes town centre
Route length: 2.17km
Indicative cost: £656,000
Route overview: Part of the function of route CC5 is to enable a continuous network of cycle routes to be established that link Gurnard, Northwood and Cowes by creating new provision along a section of Place Rd with linkages east and west. The section from Place Rd through Northwood Recreation Ground and along Moorgreen Rd is designed to serve the southwest to northeast desire line represented by Park Rd but using a route where a mixture of separated infrastructure and Quietway treatments are possible and can deliver a route that is unachievable on Park Rd given roadspace constraints.

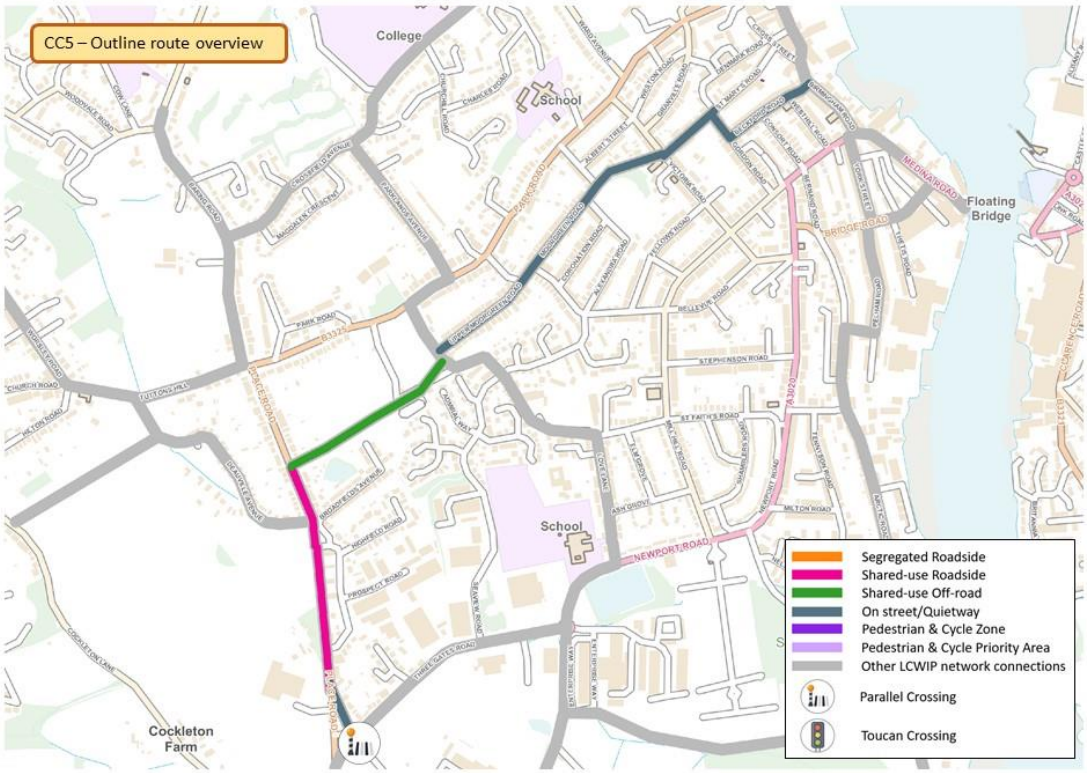


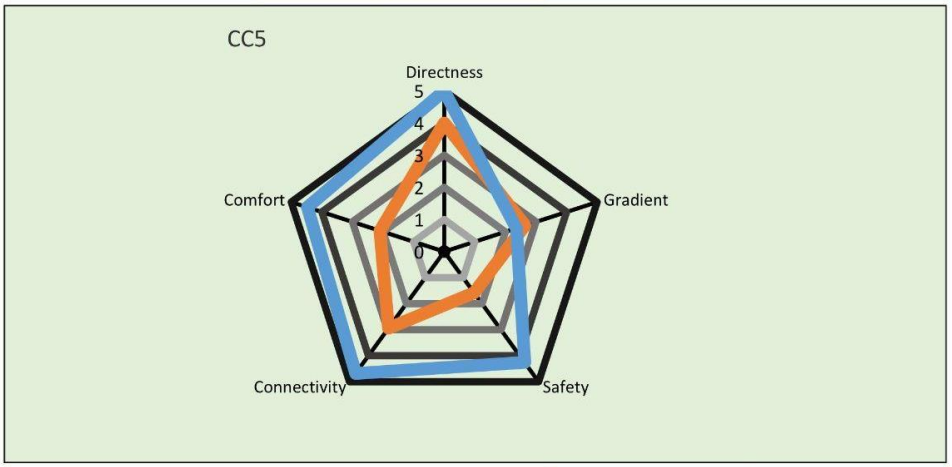
Figure 23 - Main suggested improvements CC5
(Map contains OS data © Crown copyright and database right 2022)

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	CC5
Overall Length	2.17km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	02 February 2022

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	4.00	5.00
Gradient	2.64	2.36
Safety	1.58	4.26
Connectivity	2.94	4.68
Comfort	2.10	4.47



Number of Existing Critical Junctions/Crossings	3
Number of Potential Critical Junctions/Crossings	0

Figure 24 – Route Selection Tool output CC5

Route number: CC6

Working name: Stag Lane to floating bridge/Cowes town centre
Route length: 4.2km
Indicative cost: £214,000
Route overview: The existing Cowes-Newport cycleway suffers from a lack of good cycle connectivity with Cowes town centre, a fact that deters more people from using it as both a commuter and a leisure route. The interventions proposed as part of CC6 are all designed to create a safe and comfortable cycling link from Cowes town centre, the floating bridge and large areas of housing in the central and eastern parts of Cowes to the Cowes-Newport cycleway.

NB: The width of the Cowes-Newport track falls below current standards, but widening this route was not deemed a priority compared with developing new routes. However, when the track requires major reconstruction, we would suggest the opportunity should be taken to also widen the route to a minimum of 3m.

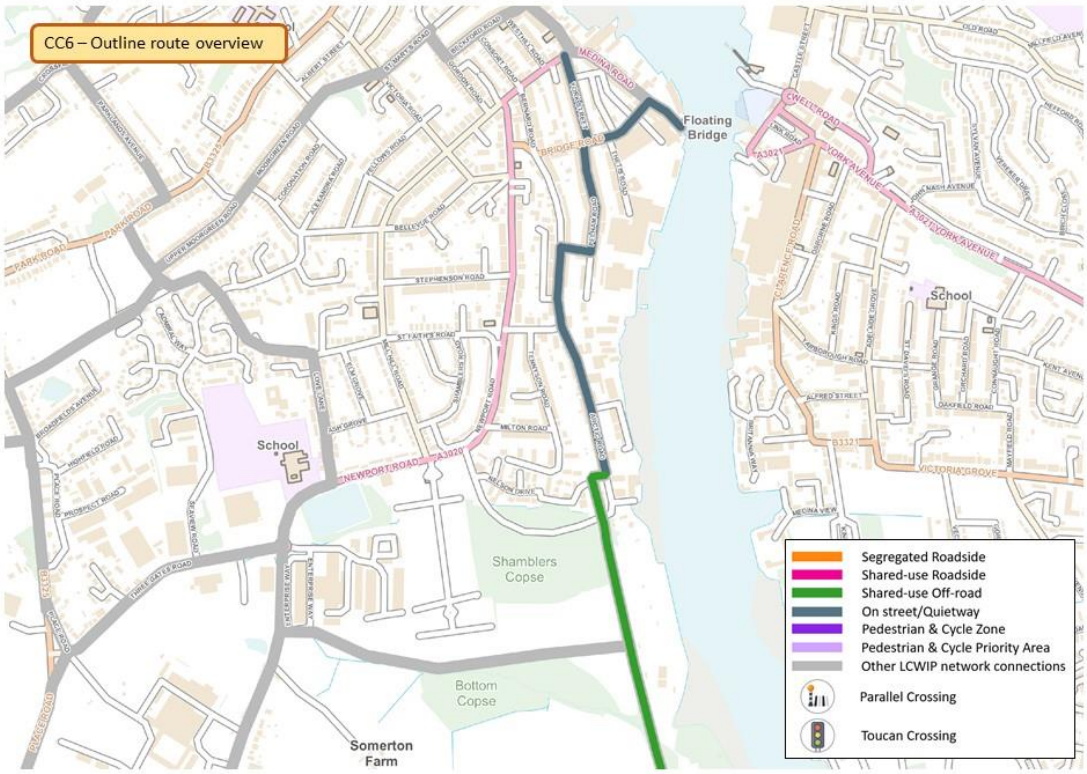


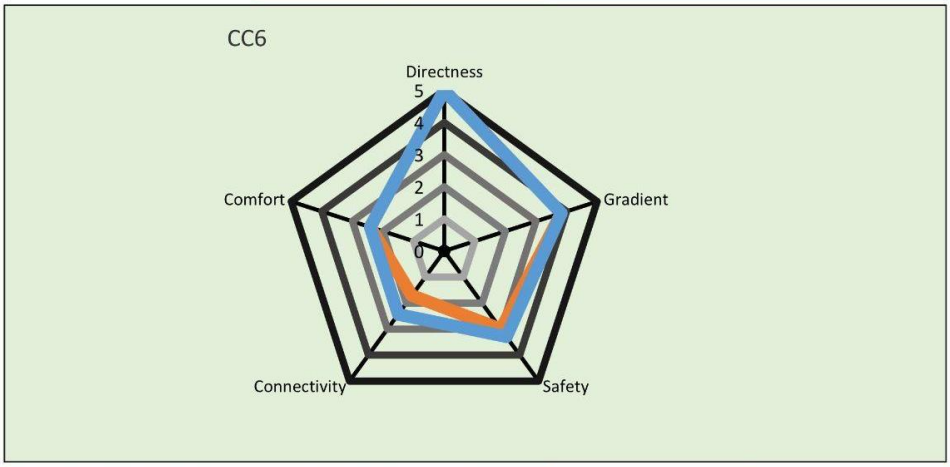
Figure 25 - Main suggested improvements CC6
(Map contains OS data © Crown copyright and database right 2022)

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	CC6
Overall Length	4.2km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	02 February 2022

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	3.83	3.83
Safety	3.00	3.29
Connectivity	1.71	2.43
Comfort	2.42	2.42



Number of Existing Critical Junctions/Crossings	0
Number of Potential Critical Junctions/Crossings	0

Figure 26 - Route Selection Tool output CC6

Route number: CC7

Working name: Floating bridge to Gurnard via seafront
Route length: 3.2km
Indicative cost: £1,724,000
Route overview: This is a lengthy route (in comparative terms) and serves multiple purposes. It connects cycle traffic from East Cowes, the floating bridge and route CC6 into Cowes town centre; it provides for cycle access to the range of trip attractors that exist in Cowes town centre (retail, leisure, employment, ferry etc) and a route through the town centre to the north side of Cowes. The proposed route is largely flat and avoids the steep hills that characterise the streets inland from the town centre. The route continues right through to Gurnard, serving the coastal strip between Cowes and Gurnard that is a popular recreational area.

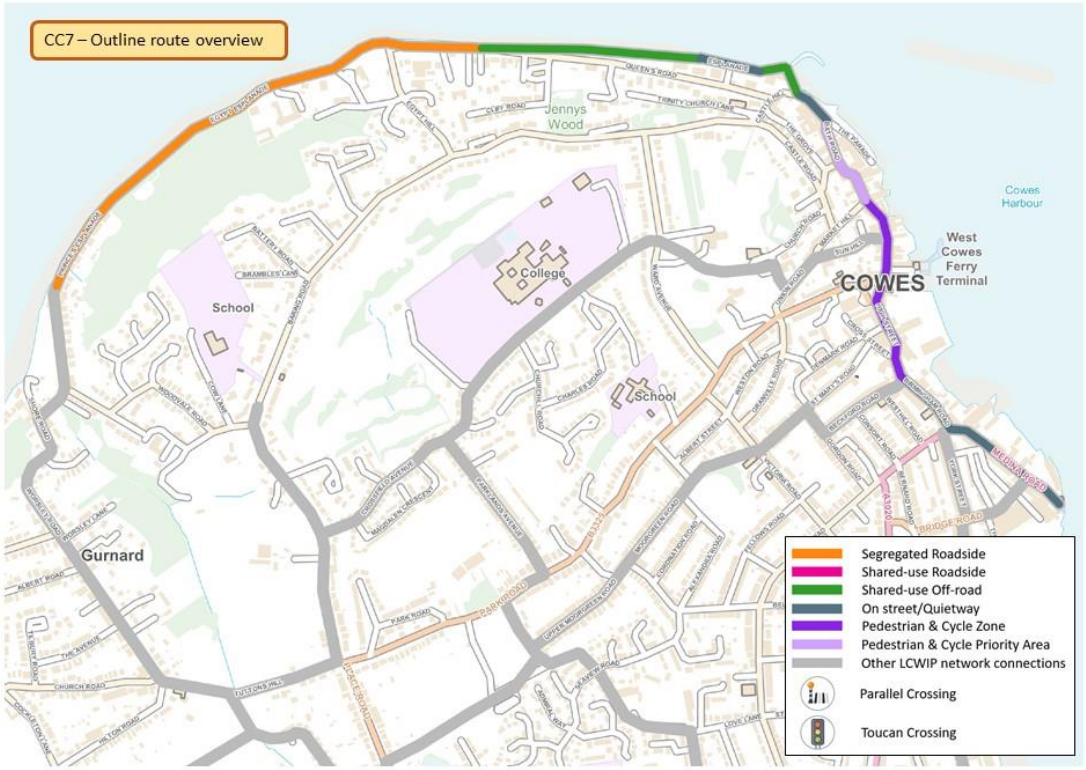


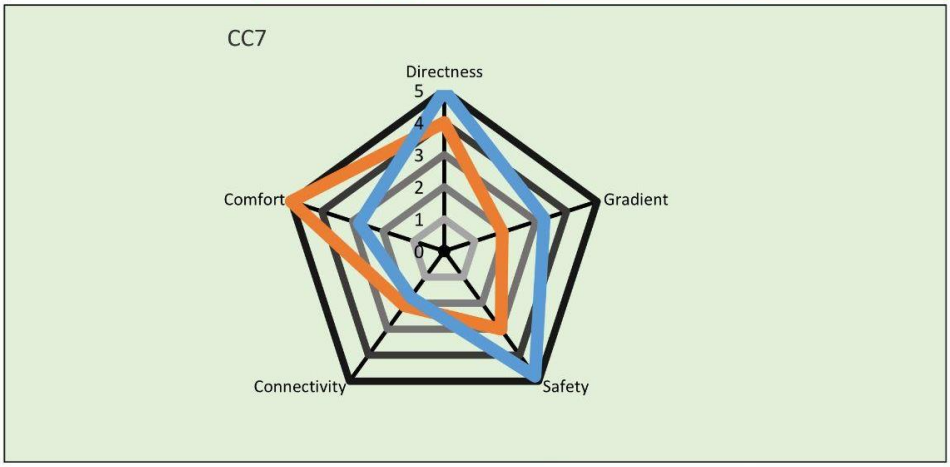
Figure 27 - Main suggested improvements CC7
(Map contains OS data © Crown copyright and database right 2022)

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	CC7
Overall Length	3.2km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	02 February 2022

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	4.00	5.00
Gradient	1.90	3.27
Safety	3.00	4.81
Connectivity	2.10	1.78
Comfort	5.00	2.78



Number of Existing Critical Junctions/Crossings	1
Number of Potential Critical Junctions/Crossings	0

Figure 28 - Route Selection Tool output CC7

N.B. This route shows a notable drop in the comfort score due to the variables used to score comfort. Tarmac surfaced roads score highly for comfort, will block paved streets score much lower, and most of the town centre is block paved. Points are also deducted due to the need to share space with pedestrians. Overall, the gains in safety, directness and gradient are believed to be more important for this route than the reduction in scored comfort. There are also additional gains in terms of accessibility and navigability of the route, with current options requiring different routes in each direction due to one-way restrictions.

Route number: CC8

Working name: Gurnard to Cowes town centre via Crossfield Ave
Route length: 3.1km
Indicative cost: £1,028,500
Route overview: Route CC8 links the residential areas of Gurnard village with local trip attractors of the beach, village shops, pubs and the local primary school, and connects Gurnard into the rest of the network. It serves large areas of housing in the western part of Cowes and creates connections to Cowes Enterprise College, Cowes Primary School and Cowes town centre.

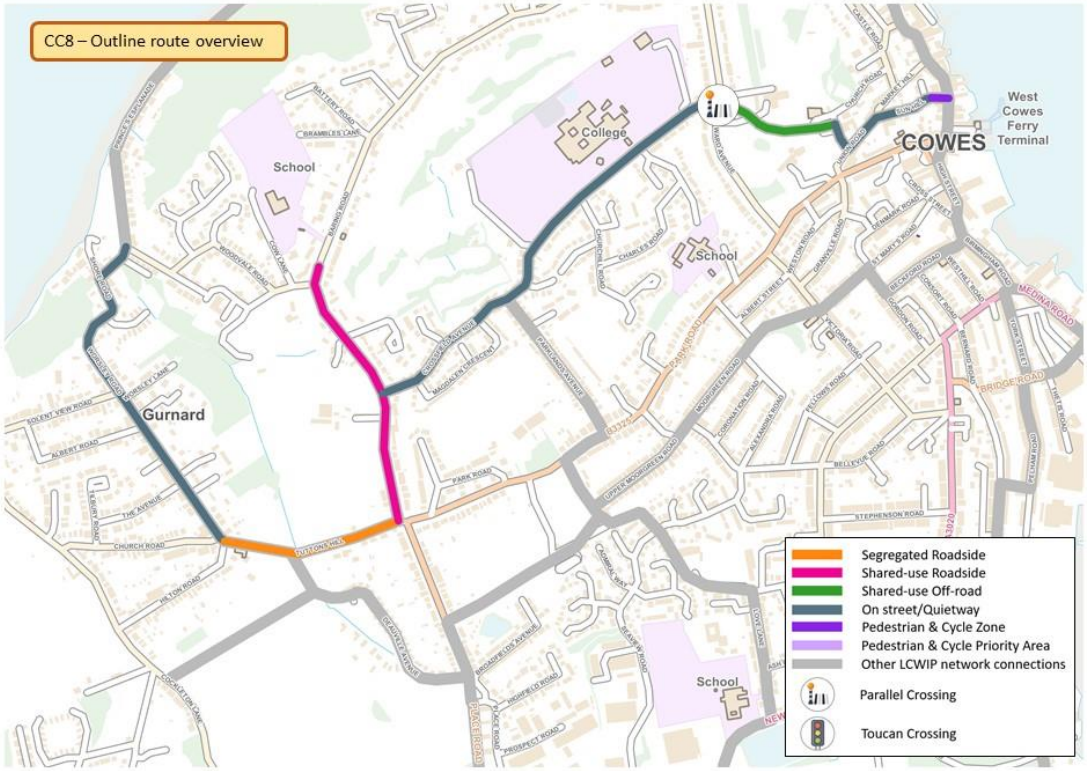


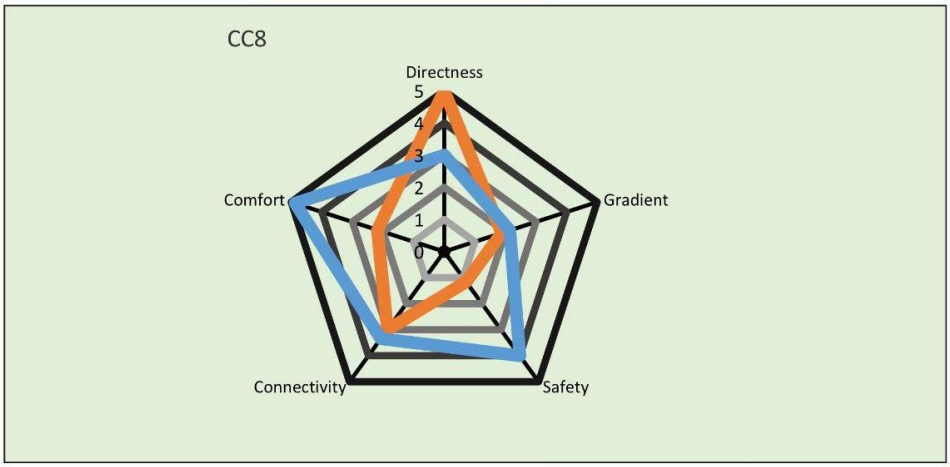
Figure 29 - Main suggested improvements CC8
(Map contains OS data © Crown copyright and database right 2022)

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	CC8
Overall Length	3.1km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	02 February 2022

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	3.00
Gradient	1.88	2.15
Safety	1.16	4.00
Connectivity	3.00	3.34
Comfort	2.18	4.87



Number of Existing Critical Junctions/Crossings	2
Number of Potential Critical Junctions/Crossings	0

Figure 30 - Route Selection Tool output CC8

Route number: CC9

Working name: Cockleton Lane to Place Rd/Tuttons Hill
Route length: 0.9km
Indicative cost: £210,000
Route overview: This route has a range of functions: it creates a connection from Place Rd into Gurnard that avoids cyclists having to negotiate the Roundhouse roundabout; it provides permeability for residents of the new housing estate who wish to access Gurnard by bicycle; and it links Gurnard Pines into the wider cycling network.

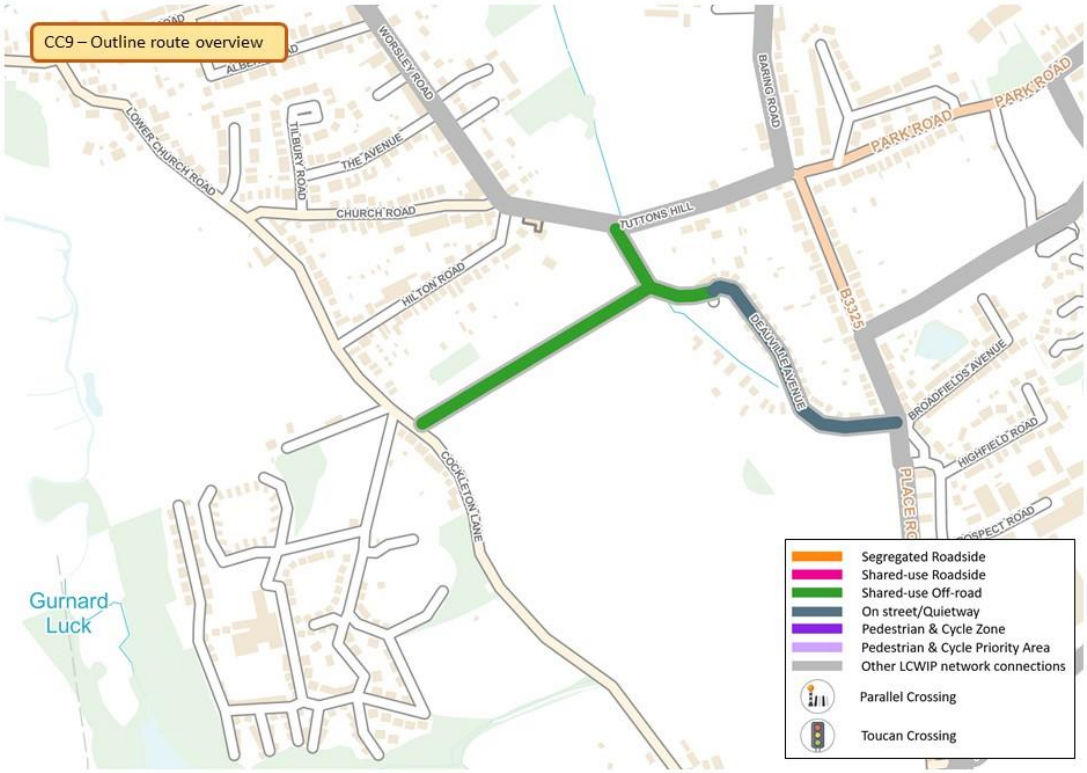


Figure 31 - Main suggested improvements CC9
(Map contains OS data © Crown copyright and database right 2022)

N.B. The Route Summary Tool has not been used as this is a completely new route with an unknown alignment.

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 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. Ensuring new developments meet at least the quality of provision outlined in this LCWIP, and so consideration should be given to whether guidance on infrastructure in new developments is suitable for ensuring high =quality walking and cycling infrastructure is delivered.

9.17. Particularly in the local context, it is also important that the LCWIP forms part of any strategic work on coastal sea defences. Any work to strengthen or raise sea defences should ensure it maximises opportunities to simultaneously provide enhanced active travel links along the seafront. A significant section of CC7 could be delivered alongside any work to improve the sea wall between Cowes and Gurnard, for example.

Glossary

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 pedestrian crossing time. This 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.

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.

Puffin crossing

A traffic-light controlled crossing for pedestrians.

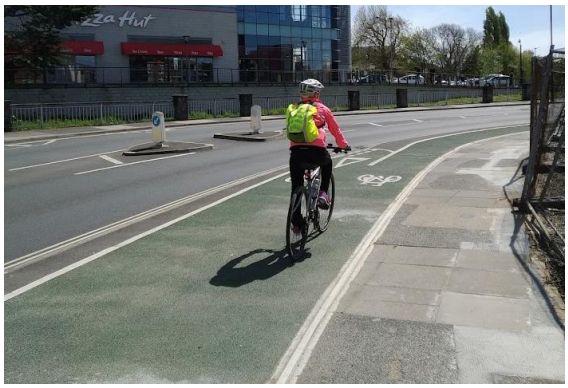
Quietway

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

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. Key feedback from the engagement process related to the following locations:

High Street

The High Street elicited many suggestions and comments from the community. Suggestions broadly followed four main themes:

- Improved signage is required to get cyclists to dismount in the High Street.
- A separated cycle lane should be provided through the High Street.
- The pedestrian zone should be converted into a pedestrian and cycle zone.

Responses to comments were largely supportive of allowing cycling in the High Street, citing the need for access to the Red Jet, shops, and a link to Gurnard. Alternative routes were not seen as viable (topography and traffic). Some were strongly against, citing safety concerns and often suggesting dismounting and walking is not problematic. Some suggested trialling a cycling/pedestrian zone with one noting Cowes Town Council had already agreed to pursue this option.

Two respondents highlighted problems with the narrow section of footway just south of the red jet exit, particularly for disabled pedestrians.

Church Road/Castle Road/Market Hill

Various suggestions were made in this area around permitting two way cycling and exempting cyclists from banned turns, either to create a cross-town route or to generally improve permeability.

Birmingham Road

Allowing contraflow cycling was suggested by several people, with largely strongly supportive responses, citing precedent elsewhere in the UK and Europe for contraflow cycling.

Floating Bridge

Various suggestions were made for a bridge, tunnel or zip-wire crossing. One respondent specified the temporary ferry arrangements need to be improved to give wheelchair access and improve cycle access.

Baring Road

A large number of suggestions were submitted for this street.

The existing cycle lane received 8 suggestions, with issues around lack of continuity, a need for lanes on both sides, continuation to the Roundhouse and a lack of parking restrictions meaning the lane is often blocked (N.B. new parking restrictions were introduced on some sections of this street shortly after the consultation). Speed was also raised as a concern with some suggesting a 20mph limit. Some suggested a crossing outside the school - either zebra crossing or crossing patrol.

Parking issues relating to the school were raised repeatedly. Dangerous parking, views obstructed, crossing made difficult etc. Some made suggestions that some form of drop-off area be created to facilitate safe drop-offs (possible remote with the last part of the trip walked).

North of the school there were several suggestions of a need for footways along this section. Some suggested a one-way loop for motor vehicles with remaining space reallocated for walking and/or cycling.

Crossfield Avenue/Baring Road

Various respondents suggested that these roads, taken together, could be made into a one-way system for motor vehicles with segregated walking and cycling routes created using the liberated space. Others suggested cycle lanes on Crossfield Avenue as a stand-alone measure.

Roundhouse Junction

Four separate suggestions were made for this junction, all related to safety of crossing the road. High turning speeds were noted, along with a tendency for drivers to treat the two adjacent junctions as one.

Northwood Recreation Ground

Multiple comments were made on the opportunity/need for a cycle route from Place Road through Northwood recreation ground, connecting to all surrounding streets. Multiple concerns were expressed about the impact on personal safety of a lack of lighting on paths in the park. C Narrow shared paths attracted several comments and lots of support for widening. Barriers at entrances were cited as restricting access.

Westbury estate

Various suggestions were made about completing the shared path network, upgrading the footpath to the west and completing missing links, particularly the link from Spinnaker Close to Broadfields Avenue.

A suggestion that priority should be amended at the Love Lane cycle track crossing of Seaview Road, was strongly supported. An additional submission noted poor visibility at the approach to the crossing, with hedges needing to be cut back.

Place Road/Nodes Rd/Pallance Road Junction

This junction was highlighted as dangerous for cyclists as well as causing problems for pedestrians crossing with limited visibility and lack of footways. Poor connectivity on foot towards Cowes was highlighted, with a footway only on one side and a lack of safe crossings to reach it.

Several people suggested a need for the whole of Place Road to be a 30mph limit and for additional enforcement or speed reduction measures.

Somerton Roundabout

Various comments were made on traffic speed/safety here, with suggestions that segregated cycle infrastructure is needed.

Cowes-Newport Cycle Track

Various responses highlighted the need to improve access to the cycle track from various areas of Cowes and Gurnard. Arctic Road received notable negative commentary around surfacing, parked cars, speed of vehicles and close-pass risks.

Medham Link

There was strong support on this section for an upgrade to surfacing and drainage. It was also suggested that Church Lane should be upgraded to allow cycling, connecting Medham Link further towards Cowes.

Northwood

Suggestions in Northwood village centred mostly around illegal and inconsiderate parking, particularly near the school.

Oxford Street/Newport Road junction was highlighted as unsafe to cross for children and there is no footway on the south side of Oxford Street at that end.

Rural Lanes

A number of rural lanes were highlighted as needing footways added or, failing that, alternative measures to improve pedestrian safety and comfort. Rew Street, Pallance Lane, Cockleton Lane, Pallance Road all received comments. Pallance Road and Cockleton Lane received particularly high response levels on this issue. On Pallance Road parking was also cited as an issue, particularly given the lack of footways, with pedestrians having to navigate around parked cars. A suggestion of a footway on Cockleton Lane received strong support. Some suggested making Cockleton lane one way to create space for a footway.

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. From this list four key clusters were identified as the major trip-attracting zones:

- Cowes Enterprise College, Cowes Primary School and Northwood Park
- Cowes Town Centre and Red Jet Terminal.
- Cowes Floating Bridge and adjacent employment areas
- Somerton and Three Gates Rd employment areas and Love Lane Primary School.

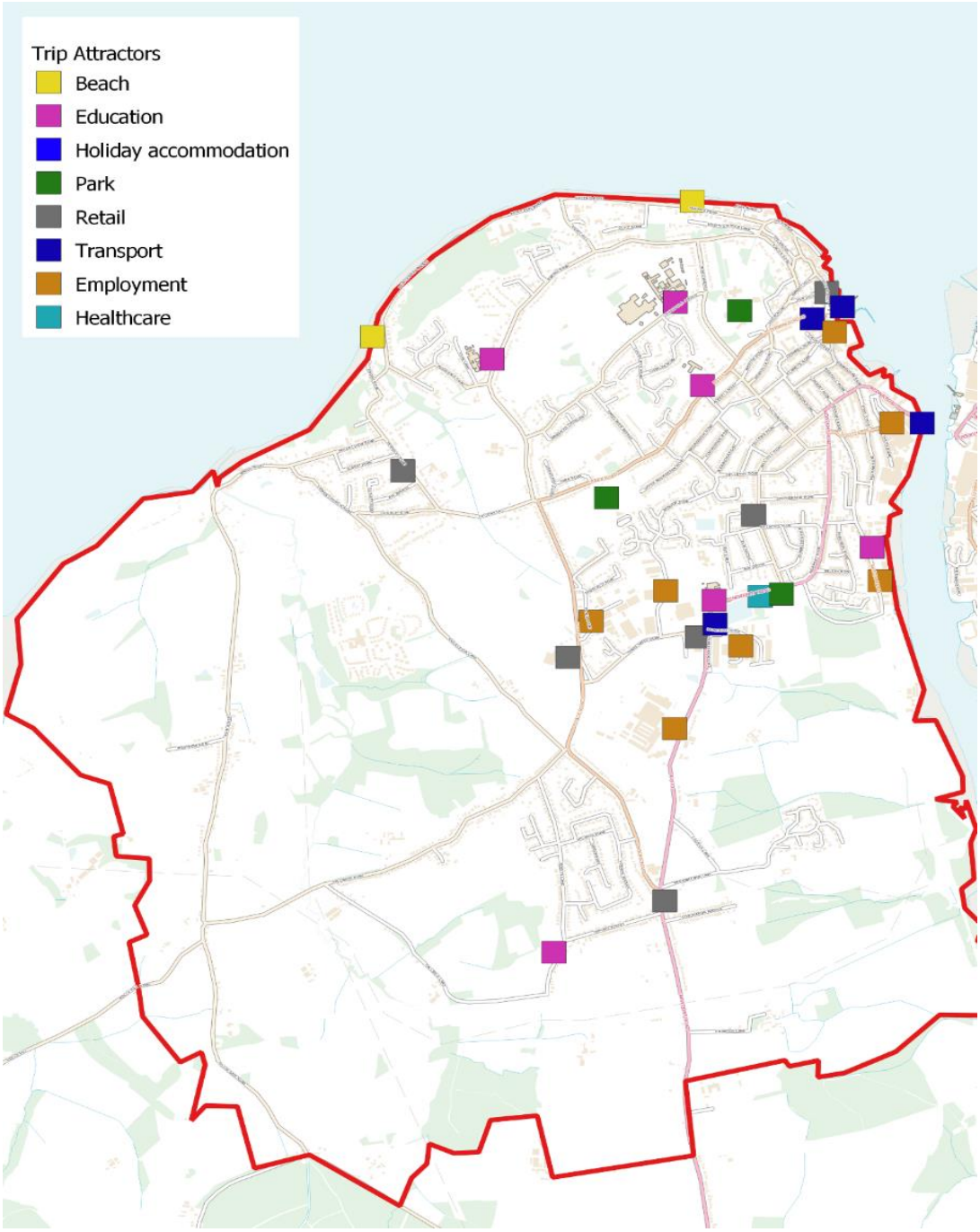


Figure A2_1 - Cowes, Northwood and Gurnard trip attractors
(Map contains OS data © Crown copyright and database right 2022)

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."

Cowes town centre clearly has a number of walking trip generators distributed throughout, including retail, employment, a ferry terminal and bus station. An initial CWZ was developed that encompassed the main pedestrian activity area around these.

The floating bridge and employment areas around it were initially deemed too small to create a CWZ, instead relying on the inclusion of a route to connect these to the town centre. The network planning workshop showed demand from stakeholders for this area to be included in the town centre CWZ as it functionally operates in this way. The CWZ boundary was redrawn to include the link to the floating bridge. In addition, minor modifications were made to the boundary elsewhere including incorporating the Northwood House car park on Park Road.

It was determined that a meaningful CWZ could not easily be shown encompassing Cowes Enterprise College, Cowes Primary School and Northwood Park. Northwood Park is in large part included in the town centre. An additional CWZ here would join the town centre CWZ and effectively extend that over a large area, mostly comprising lightly used residential streets. The network planning workshop highlighted the schools as important trip attractors to consider and so these were further reviewed, but it was considered that appropriate walking routes connecting these locations with surrounding residential areas and the town centre CWZ was the most appropriate way of incorporating the schools.

The area around Somerton has various trip attractors including a supermarket, out of town retail unit, various industrial estates, a primary school, doctors surgery and the cemetery, which functions in part as a public open space. There appeared to be potential for two CWZs, one focused around Place Road and the other around Somerton Industrial Estate. Ultimately it was decided that this should be one larger zone, also encompassing the employment areas along the south part of Seaview Road.

Consideration was made of creating CWZs for the villages of Northwood and Gurnard. In practice the main trip attractors in each village are relatively diffuse and it was determined it was more meaningful to ensure the walking route network adequately served these. This included creation of a looped walking route in Gurnard connecting the village shop, pubs, cafes and school.

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. In some instances, parallel routes which were quite close together were included initially, though with some reservations about whether all were appropriate to include (particularly Moor Green Road and Park Road). A series of pedestrian counts were undertaken on key planned routes to provide further insights. The results are shown in table A2_1 and in map format in figure A2_2. All counts were two-way flows on both sides of the street. Point 10 excluded pedestrian movements from Mill Hill Road towards Arctic Road (and vice versa) and point 11 excluded pedestrians turning into/out of Mill Hill Road. This was to restrict the count to movements to/from the core walking zone.

Count Point	Location	Average hourly flow
1	Medina Road, east of Birmingham Road	134
2	Northern end of Newport Road, south of Mill Hill Road	48
3	Mill Hill Road, west of Gordon Road	25
4	St Mary's Road, west of Gordon Road	51
5	Park Road, east of Ward Avenue	86
6	Crossfield Avenue, west of Ward Avenue	70
7	Place Road, north of Broadfields Avenue	39
8	Place Road, south of Three Gates Road	29
9	Newport Road, north of Oxford Street	69
10	Southern end of Mill Hill Road, north of Newport Road	44
11	Newport Road, east of Cemetery Gates	35

Table A2_1 - Average hourly pedestrian flows at key locations

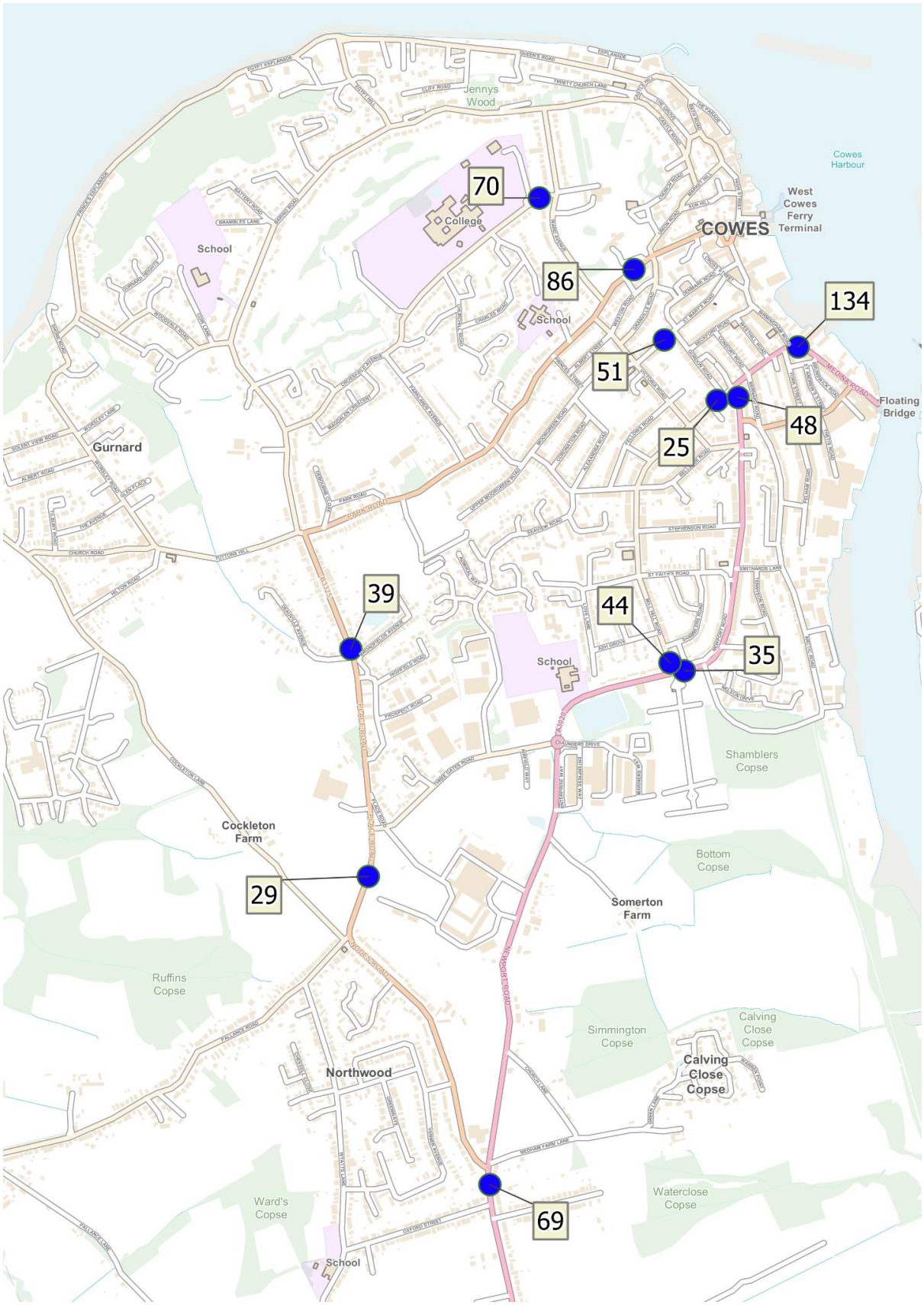


Figure A2_2 - Pedestrian counts (average hourly flow)
(Map contains OS data © Crown copyright and database right 2022)

These results led to the retention of both the Moor Green Road and Park Road routes and also supported the decision to include Medina Road within the town centre CWZ.

In addition to the typical approach of routes that serve the CWZs it was important to adapt to the more rural nature of the area to ensure that the villages of Northwood and Gurnard had appropriate connectivity. Observation of movement patterns and results of the community engagement process highlighted various additional routes which were needed. These were CW1, a loop route in Gurnard which connects the main trip attractors with the main residential areas; CW8, a proposed new connection between Cockleton Lane and Tuttons Hill/Place Road; CW9, connecting Medham Village, Northwood Village Stores, key bus stops on Newport Road and Northwood Primary School. CW8 was originally envisaged to run along Cockleton Lane, however the audit process and subsequent discussions around this route identified the final route as a more deliverable approach to connecting this part of Gurnard to key facilities.

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. 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_2 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 need for improvements to the route. One (CW2) route scored over 70% but recommendations for improvements have still been made for this route. CW2 scored poorly for side road crossings, improvements to which form most of the recommended upgrades. The upgrades also include improvements to issues not included in the WRAT scoring assessment. It should be noted that the WRAT scoring system does not score a comprehensive range of issues and it has not been used as the sole determinant of whether a route requires improvements.

Route	WRAT score (%)
CW1	68
CW2	78
CW3	53
CW4	65
CW5	69
CW6	50
CW7	61
CW8	43
CW9	58
CW10	66

Table A2_2 - Walking Route Assessment Tool (WRAT) scores

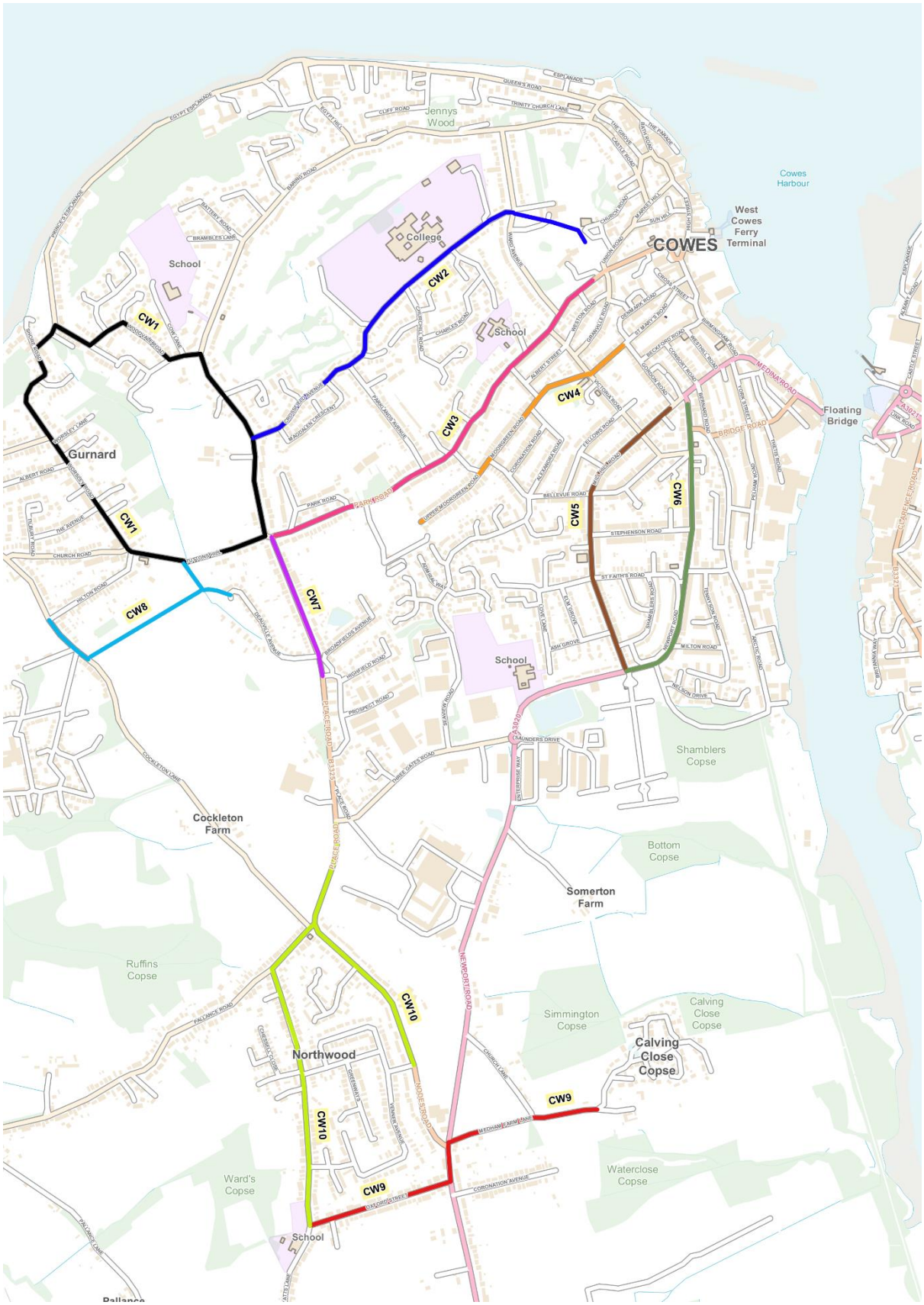


Figure A2_332 - Final proposed route network
(Map contains OS data © Crown copyright and database right 2022)

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) and shows relatively high flows on the two Newport-Cowes corridors and on certain routes across the three settlements. It should be noted that the distribution between specific routes is calculated by a routing algorithm and may not reflect real route decisions. Figure A3_2 shows the same data for travel to school, though absolute numbers of trips are very low rendering this data of limited use.

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). Based on this analysis a map (figure A3_3) was generated showing the most important sections of street/track in three broad categories. Many other streets are also used for cycling but with more diffuse patterns.

Figure A3_3 - Most used streets and cycle tracks
(Map contains OS data © Crown copyright and database right 2022)

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_4. From this list four key clusters were identified as the major trip-attracting zones:

- Cowes Enterprise College, Cowes Primary School and Northwood Park
- Cowes Town Centre and Red Jet Terminal.
- Cowes Floating Bridge and adjacent employment areas
- Somerton and Three Gates Rd employment areas and Love Lane Primary School.

These four clusters were then mapped along with five indicative residential zones (figure A3_5). In addition, flows to/from Newport were included, attributing all demand to the Cowes-Newport cycle track. Flows between each were estimated based on existing data and local knowledge with approximate flow variation indicated by differing line thickness.

This map was then generalised into an approximate major flow map (figure A3_6), again with varying line thickness giving an indication of likely variation in demand levels, accounting for various start/end destinations along approximate demand lines.

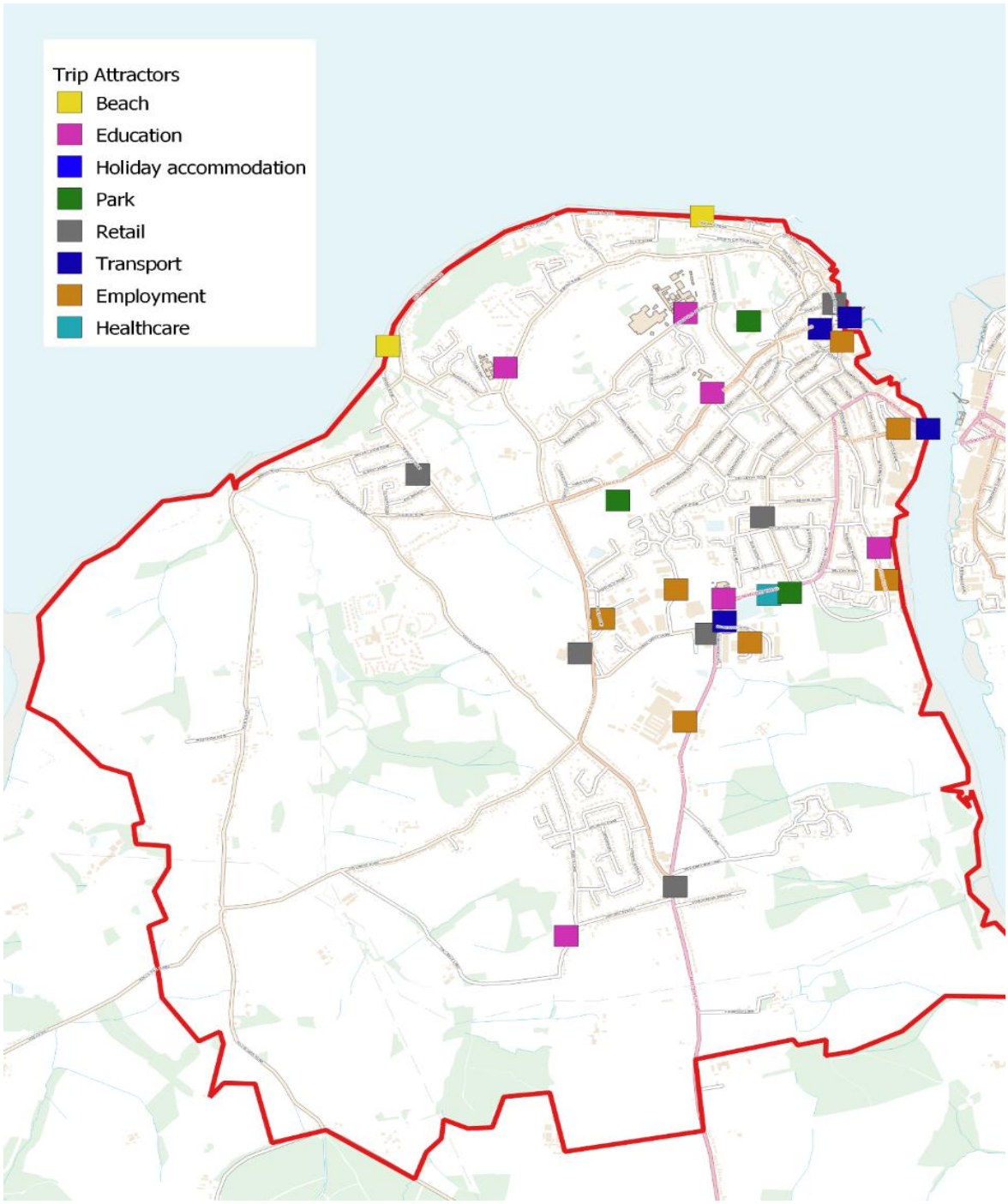


Figure A3_4 - Cowes, Northwood and Gurnard trip attractors
(Map contains OS data © Crown copyright and database right 2022)

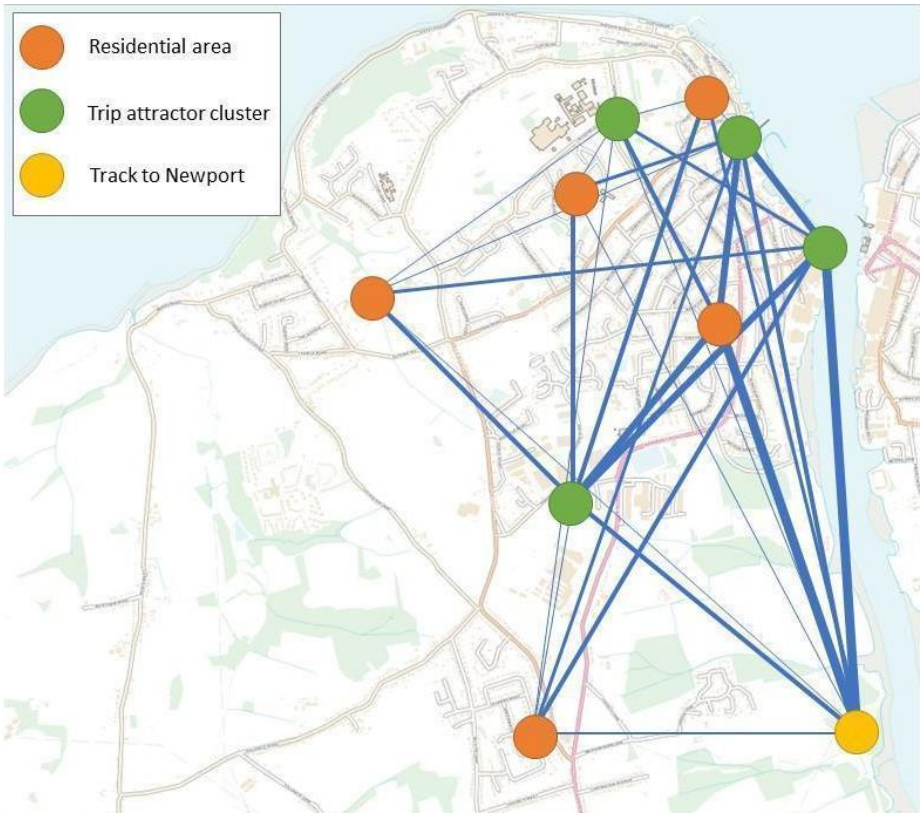


Figure A3_5 - Indicative flows between residential areas and trip attractors
(Map contains OS data © Crown copyright and database right 2022)

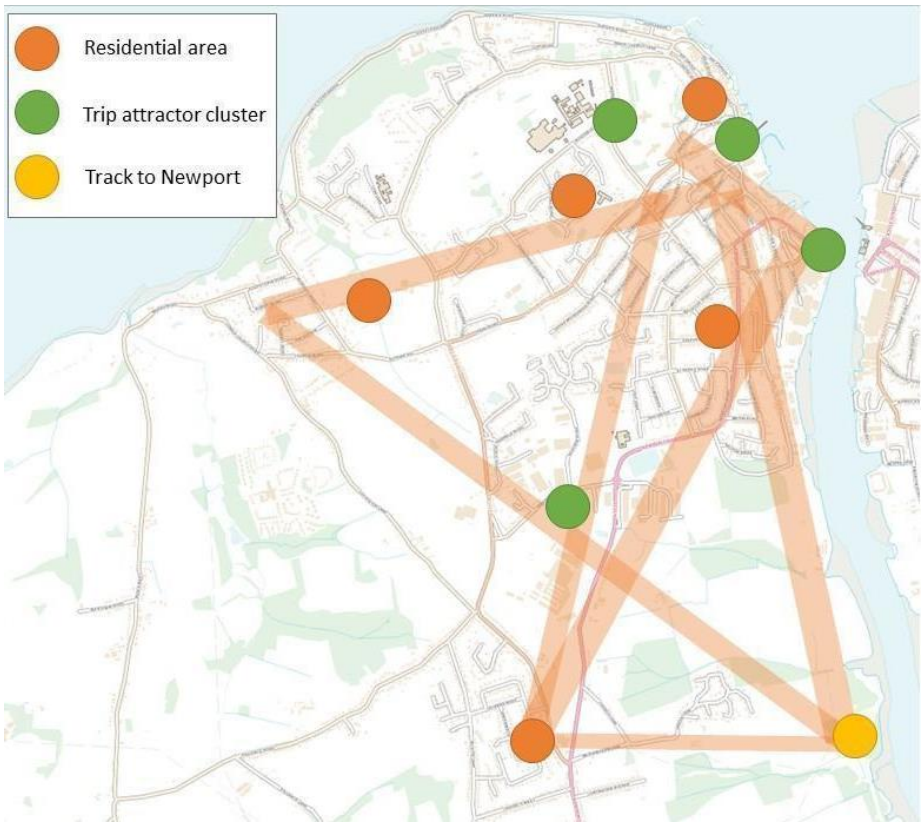


Figure A3_6 - Indicative flow map showing generalised movement patterns
(Map contains OS data © Crown copyright and database right 2022)

Developing a network of cycling routes

On the basis of this information a series of routes were drafted based on the current street network that provide the most direct routes on key desire lines. These routes (figure A3_7) were not planned on the suitability of particular streets for cycling, but rather to form a basis for identifying streets that may be suitable for upgrading or where this is not feasible to identify suitable alternative routes in close proximity.

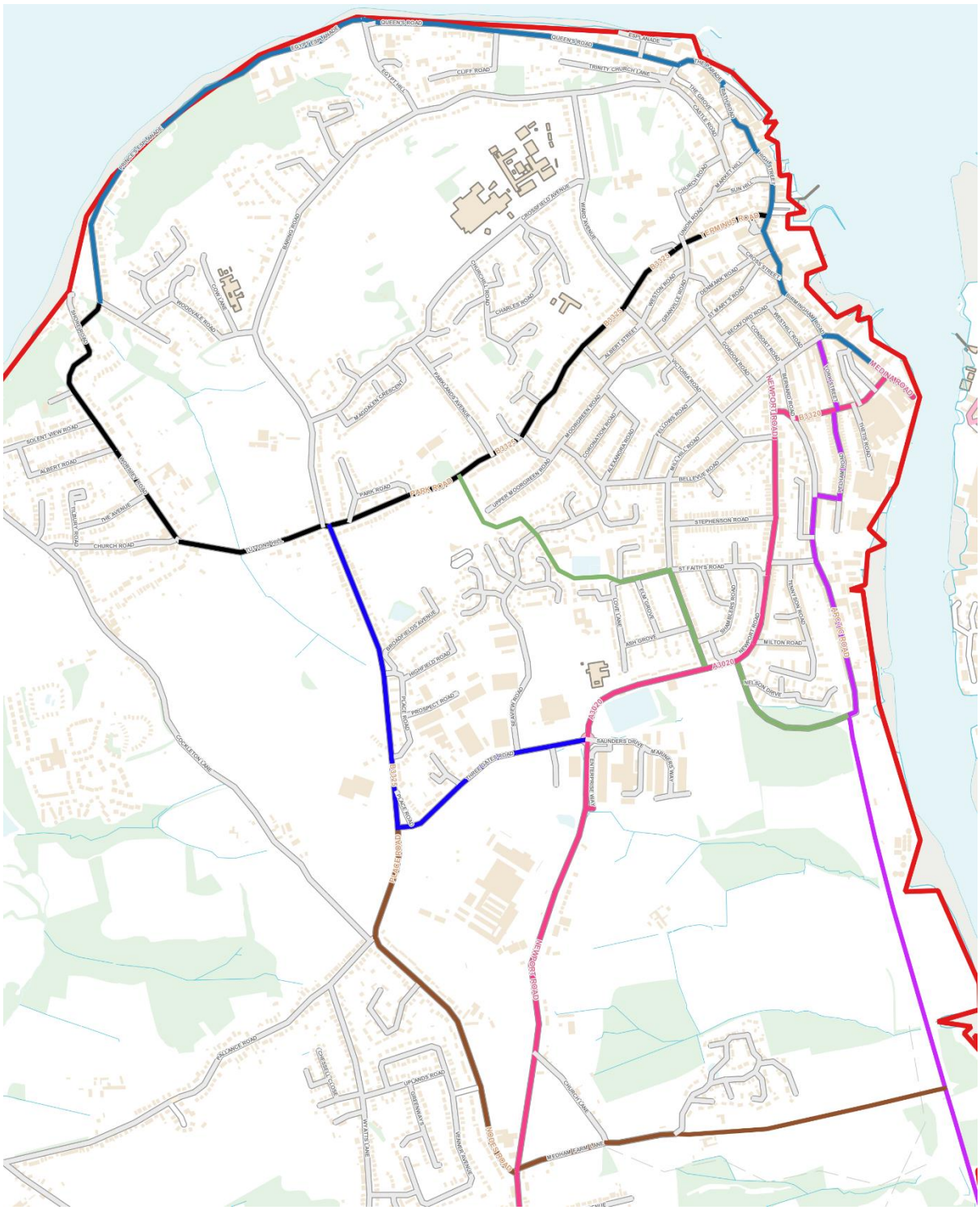


Figure A3_7 - Draft routes, overlaid on existing network following desire line of travel
(Map contains OS data © Crown copyright and database right 2022)

Initial evaluation of the identified routes was then undertaken to establish the suitability of particular streets for interventions to create high quality cycle routes. This led to several routes being modified to use parallel streets due to a lack of options on the direct route. In addition, feedback from online and in-person engagement activity was used to identify areas where there was significant support for routes to be improved. Collectively this process led to the development of a series of routes for auditing. These are shown in figure A3_8.

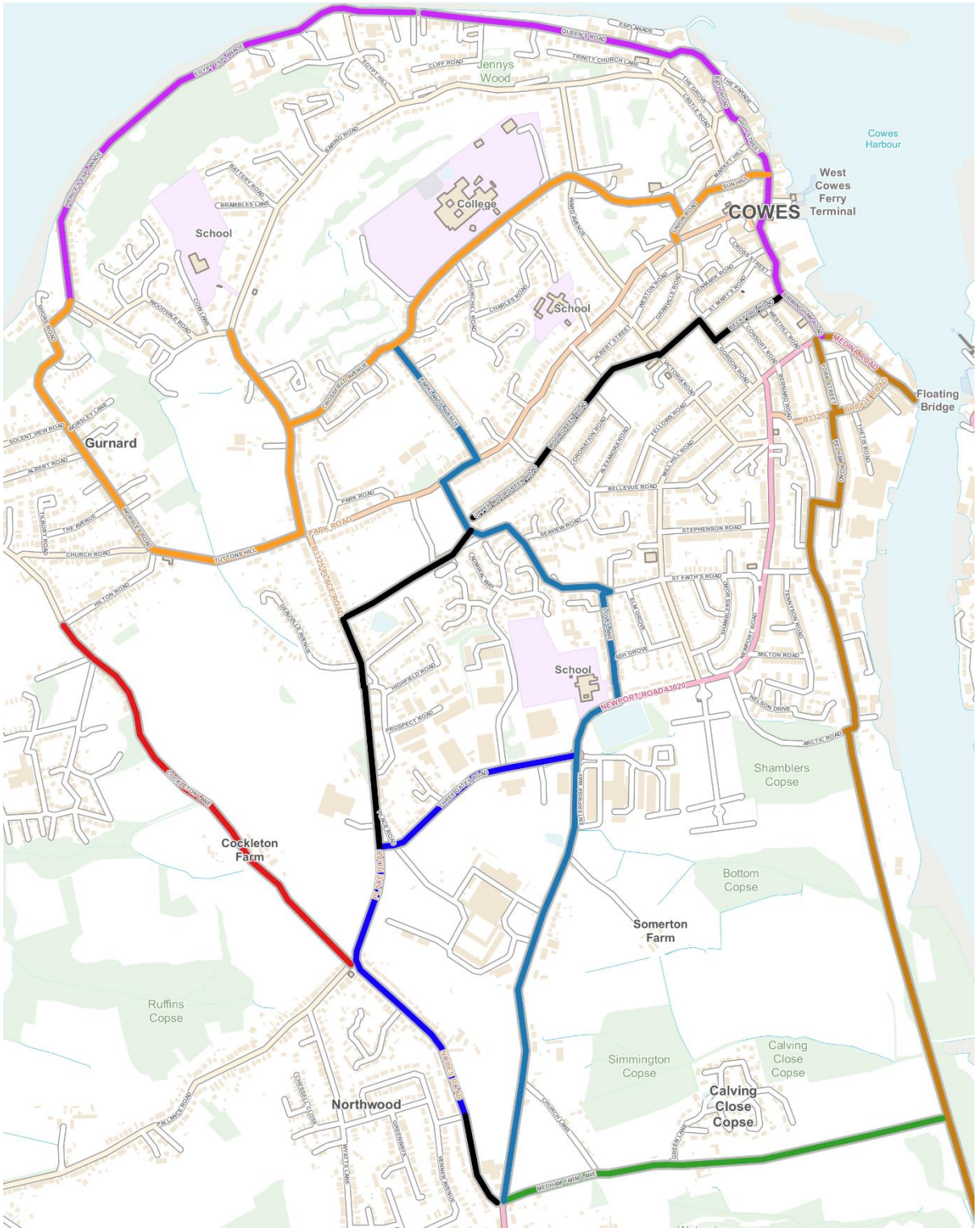


Figure A3_8 - Routes identified for auditing
(Map contains OS data © Crown copyright and database right 2022)

The existing street layout and use imposes several constraints on a future cycling network in the area and has determined the approach taken in this plan in a number of areas. Key areas to highlight are:

Park Road

Limited overall highway width restricts options for most of Park Road. It serves as the main vehicle access into Cowes, including for local buses and HGV access for the town centre. Within current constraints there is not space for segregated cycle infrastructure, which would be required for the volume, speed and nature of traffic on this route.

Northern end of Place Road and Place Road/Park Road junction

This section of street also has limited available width, similar to Park Road. In addition the junction is highly constrained. Improvements to the junction and reductions in vehicle speeds could assist those who need to use these streets but the lack of available space means providing segregated cycle infrastructure here is not feasible.

Cowes-Newport

In addition to the cycle track, there is fairly extensive use of the A3020 and for some trips using the cycle track as an alternative is impractical. At present available width on this road and the volume, nature and speed of traffic means providing safe cycle infrastructure is impractical. The focus in this plan has therefore been on the off-road Cowes-Newport cycle track, and improving links from that route to all parts of Cowes, Northwood and Gurnard. Should there be new development or highway improvements along the Newport Road corridor it may become possible to create a route here and planning decisions should seek to achieve this where possible, and as a minimum should not preclude such a route coming forward in the future.

Cowes High Street

The pedestrianised High Street in Cowes attracted significant feedback during community engagement work, largely supportive of permitting cycling. Alternative routes in this area are unlikely to offer the quality required and fail to connect people with key destinations clustered along the High Street. Evidence suggests that, while mixing people walking and cycling is not always ideal for comfort, it is generally safe. LTN 1/20 specified that there “should always be a preference for allowing cyclists to access (Vehicle Restricted Areas) unless there is good evidence that this would cause significant safety problems. On that basis the High Street has been included as part of the cycling network in this plan.

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 (for example, an upgrade to Park Road is not feasible so CC8 takes a parallel route which is slightly longer, but sees much improved comfort and safety) 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.

Further adjustments were made based on the audit output and ongoing evaluation. During this phase it became clear there was potential for a new route to be created between Cockleton Lane and Tuttons Hill/Deauville Avenue which provided a better option than attempting to improve Cockleton Lane (though such an upgrade could be considered in addition). A few minor routing amendments were also made. Figure A3_9 shows the final proposed network of routes.

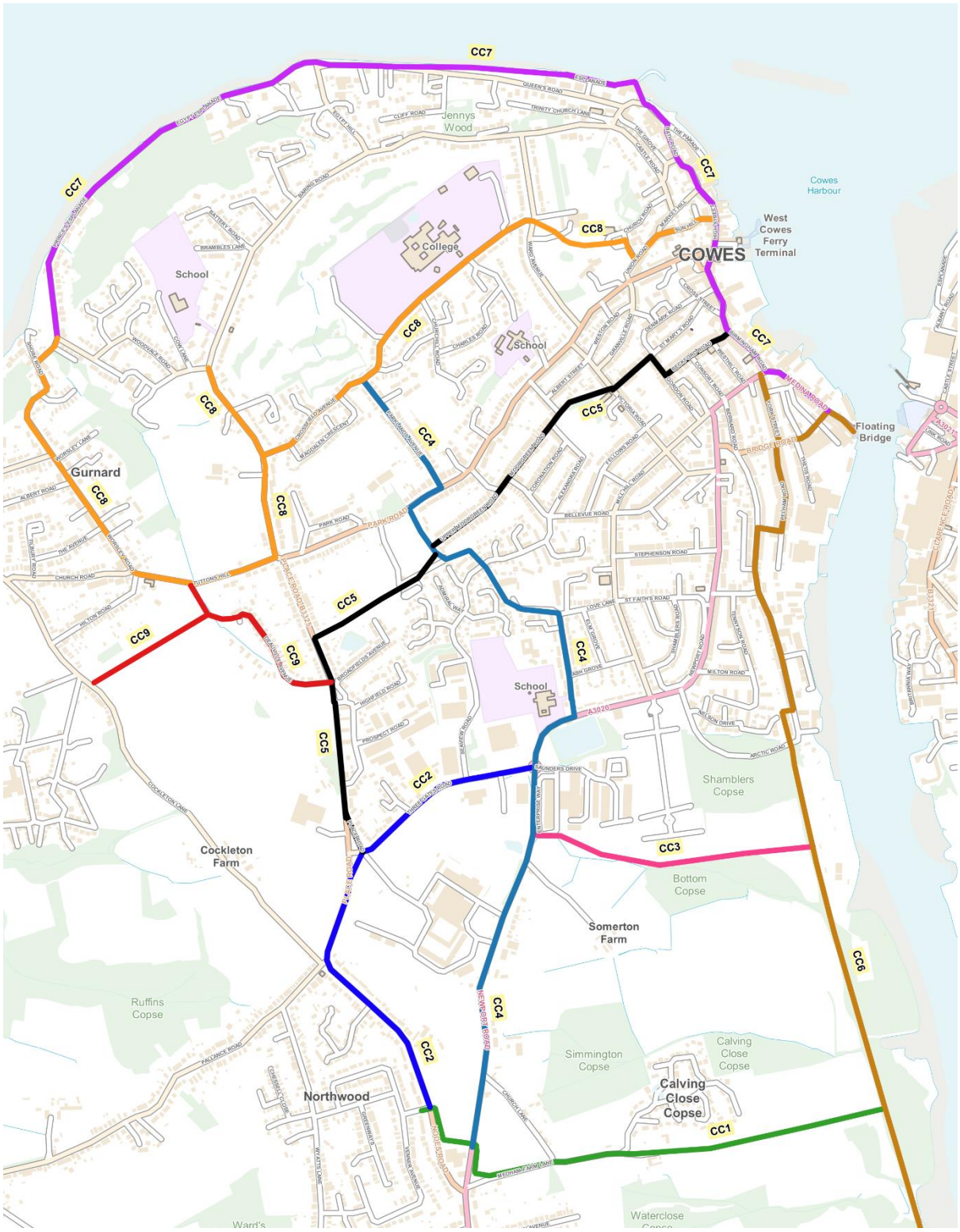


Figure A3_9 - Final proposed route network
(Map contains OS data © Crown copyright and database right 2022)

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 on page 17

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
CW1 - Gurnard Loop	Jct of Tuttons Hill and Baring Rd	New/modified crossing	Raised table across entrance to Baring Rd	£17,000	S
	Footway on Tuttons Hill	Lighting	Lighting columns moved to back of footway (4 columns)	£8,000	S
	Worsley Rd/Church Rd jct	New/modified crossing	South side of Church Rd across to Portland Inn: dropped kerbs need to be made flush and tactile paving installed. Also new crossing needs to be installed from north side of Church Rd across to Worsley Rd. Dropped kerbs and tactile paving to be installed.	£8,000	S
	Junction of Church Rd and Worsley Rd	New/modified crossing	Raised table across entrance to Church Rd	£17,000	S
	Outside Portland Inn	Footway improvements	Need to address uneven surface created by drainage channel etc	£2,000	S
	Worsley Rd between Portland Inn and Solent View Rd	Footway widening	Increase footways to min 2.0m while respecting existing trees (400m)	£100,000	M
	Across entrance to The Avenue (jct with Worsley Rd)	New/modified crossing	Continuous footway	£17,000	S
	Across Worsley Rd where NISA shop is located	New/modified crossing	Dropped kerb crossing (NB: all proposals for dropped kerb crossing include installation of tactile paving)	£4,000	S
	Across entrance to Albert Rd (jct with Worsley Rd)	New/modified crossing	Continuous footway	£17,000	S
	Albert Rd / jct with Worsley Rd	New/modified crossing	Dropped kerb crossings across Worsley Rd serving north and south sides of Albert Rd	£8,000	S
	Solent View Rd jct with Worsley Rd	New/modified crossing	Raised table crossing across entrance to Solent View Rd	£17,000	S
	Solent View Rd jct with Worsley Rd	New/modified crossing	Dropped kerb crossings across Worsley Rd serving north and south sides of Solent View Rd	£8,000	S
	Worsley Rd near start of Shore Rd	New/modified crossing	Dropped kerb crossing across Worsley Rd near where footway runs out on east side	£4,000	S

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
	Top of Shore Rd	Footway improvements	Remove bollards and replace with wider, fully kerbed footway (over approx 35m)	£8,750	S
	Winding Way	Lighting	Install lighting (100m length)	£16,000	S
	Entrance to road leading to sailing club	New/modified crossing	Continuous footway	£17,000	S
	From bottom of Winding Way across to south side of main Shore Rd	New/modified crossing	Dropped kerb crossing	£4,000	S
	Bottom of Woodvale Rd	New/modified crossing	Dropped kerb crossing	£4,000	S
	Steps leading to beach opposite Woodvale Rd	New/modified crossing	Realign steps/pathway further east to improve visibility and install dropped kerb crossing	£10,000	S
	Bus stop on east side of Woodvale Rd, just up hill from pub	Street furniture changes	Move bus stop to back of footway	£5,000	S
	Whole of Woodvale Rd, on east/north side	Footway widening	Widen footway to 2.0m (500m)	£125,000	S
	Entrance to Jordan Close	New/modified crossing	Continuous footway	£17,000	S
	Entrance to Gurnard Heights	New/modified crossing	Continuous footway	£17,000	S
	Entrance to Woodvale Close	New/modified crossing	Continuous footway	£17,000	S
	Across Woodvale Rd at junction with Baring Rd	Junction improvements	Improved junction geometry: tighter corner radii. Raised table crossing following desire line.	£25,000	S
	South side of junction of Woodvale Rd and Baring Rd	New/modified crossing	Zebra crossing	£25,000	S
	Across Crossfield Ave at junction with Baring Rd	Junction improvements	Improved junction geometry: tighter corner radii. Raised table crossing following desire line.	£25,000	S
	At various locations on route, spaced between 100m and 200m apart	Street furniture changes	Total of 7 benches	£7,000	S

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
CW2 -Crossfield Ave into Cowes	Across Magdalen Crescent (western end) at junction with Crossfield Ave	New/modified crossing	Continuous footway	£17,000	S
	Across Guppy Close at junction with Crossfield Ave	New/modified crossing	Continuous footway	£17,000	S
	Across Magdalen Crescent (eastern end) at junction with Crossfield Ave	New/modified crossing	Continuous footway	£17,000	S
	Across Parklands Ave at junction with Crossfield Ave	New/modified crossing	Raised table crossing following desire line.	£17,000	S
	Across King James Close at junction with Crossfield Ave	New/modified crossing	Continuous footway	£17,000	S
	Across Churchill Rd at junction with Crossfield Ave	New/modified crossing	Improved junction geometry: tighter corner radii. Continuous footway.	£25,000	S
	Crossfield Ave (school side) near entrance to Mounbatten Close	Street furniture changes	Remove guardrail	£1,000	S
	Across Mountbatten Ave at junction with Crossfield Ave	New/modified crossing	Improved junction geometry: tighter corner radii. Continuous footway.	£25,000	S
	Across entrance to CEC car park	New/modified crossing	Continuous footway	£17,000	S
	Crossfield Ave / Ward Ave junction	Junction improvements	Improved junction geometry: tighter corner radii. Removal of island. Raised table. Carriageway narrowing on Ward Ave.	£70,000	M
	Crossfield Ave / Ward Ave junction	Streetscape improvement scheme	Scope for installation of green infrastructure/parklet	£20,000	
	Route through Northwood Park from Ward Ave to Church Rd	Footway improvements	Widened pathway, surfacing improvements and installation of lighting where necessary (approx 300m)	£125,000	M
	At various locations on route, spaced between 100m and 200m apart	Street furniture changes	Total of 5 benches	£5,000	S

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
CW3 - Round Hse/Park Rd into Cowes	Round House roundabout	Junction improvements	Change layout of roundabout to reduce entry and exit speeds. Possible use of textured runover areas on corners to slow speeds.	£30,000	M
	Round House roundabout	New/modified crossing	Installation of zebra crossing on Park Rd arm of junction where dropped kerbs currently	£25,000	
	Across Debourne Close at junction with Park Rd	New/modified crossing	Continuous footway, inset owing to bus stop	£17,000	S
	Entrance to Debourne Close east side	Streetscape improvement scheme	Scope for installation of green infrastructure/parklet	£20,000	S
	Road sign on Park Rd south side, opposite Deborne Close	Street furniture changes	Cantilevered sign to reduce impediment on footway	£2,000	S
	Entrance to Park Rd nos 213-255	New/modified crossing	Continuous footway	£17,000	S
	Footway between Park Rd nos 213-255 and entrance to Cowes Communiity Club	Footway widening	Widen footway (25m length)	£6,250	S
	Entrance to access road to Northwood Rec car park and sports facilities	Footway improvements	Improve visibility by cutting back hedges either side, localised footway widening , installation of Dutch entrance kerb and traffic calming on access road to slow traffic emerging onto Park Rd	£15,000	S
	Next to start of cycle path on Park Rd	New/modified crossing	Dropped kerb crossing across Park Rd	£4,000	S
	Across entrance to Parklands Ave at junction with Park Rd	New/modified crossing	Raised table crossing	£17,000	S
	Junction of Parklands Ave and Park Rd, north east side	New/modified crossing	Dropped kerb crossing across Park Rd	£4,000	S
	Across entrance to Reynolds Close at junction with Park Rd	New/modified crossing	Improved junction geometry: tighter corner radii. Continuous footway.	£25,000	S

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
	Across entrance to Brooklands Rd at junction with Park Rd	New/modified crossing	Improved junction geometry: tighter corner radii. Raised table crossing following desire line. Scope for green infrastructure.	£45,000	S
	Across entrance to Firs Close at junction with Park Rd	New/modified crossing	Continuous footway	£17,000	S
	On Park Rd, just north of Firs Close	Street furniture changes	Remove two bollards on footway. Increase footway width on north side by realigning carriageway and taking some footway from south side	£30,000	S
	Park Rd from Parklands Ave to Victoria Rd	Footway widening	Widen footway to 2.0m where space allows (estimate 350m out of total distance of 550m)	£87,500	M
	Entrance to Princes Street at junction with Park Rd	New/modified crossing	Continuous footway	£17,000	S
	Junction of Princes St and Park Rd, south west side	New/modified crossing	Dropped kerb crossing across Park Rd	£4,000	S
	Opposite Premier shop on Park Rd, north side	Street furniture changes	Remove one of bollards by dropped kerb to increase accessibility	£1,000	S
	On Park Rd, next to entrance to Blackberry Lane	New/modified crossing	New dropped kerb crossing. Increase length of build out on south side	£16,000	S
	Across entrance to Victoria Rd at junction with Park Rd	New/modified crossing	Raised table crossing	£17,000	S
	On Park Rd west side opposite Victoria Rd	Street furniture changes	Cantilevered sign to reduce impediment on footway	£2,000	S
	Across entrance to Ward Rd at junction with Park Rd	New/modified crossing	Raised table crossing	£17,000	S
	Park Rd south side between Victoria Rd and Granville Rd	Footway widening	Widen footway to 2.0m (length of 240m)	£60,000	M
	At various locations on route, spaced between 100m and 200m apart	Street furniture changes	Total of 5 benches	£5,000	S
	Upper Moorgreen Rd, whole length	Traffic parking management	Measures to prevent footway parking	£10,000	S

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
CW4 - Upper Moorgreen Rd into Cowes	Junction of Upper Moorgreen Rd and Brooklands Rd	Junction improvements	Tighter geometry on corners, carriageway narrowing. Possible raised zebra across Brooklands Rd. Dropped kerb crossings on other arms of junction	£40,000	M
	Entrance to Bellevue Rd at junction of Moorgreen Rd	New/modified crossing	Raised table crossing	£17,000	S
	Entrance to Alexandra Rd at junction of Moorgreen Rd	New/modified crossing	Continuous footway	£17,000	S
	Entrance to Princes St at junction of Moorgreen Rd	New/modified crossing	Continuous footway	£17,000	S
	Junction of Moorgreen Rd, Victoria Rd and St Marys Rd	New/modified crossing	Dropped kerbs across Moorgreen and St Marys. Zebra across Victoria Rd south east of the junction. Extend existing footway build out (on north east side of Victoria Rd) by approx 30m to south east to increase visibility for vehicles emerging from St Marys Rd and create shorter crossing distance for pedestrians	£50,000	M
	St Marys Rd between Gordon Rd and Victoria Rd	Footway widening	Narrow footways require widening on this section but will necessitate traffic management changes due to limited highway width (135m length)	£67,500	
	Steps on footway on St Marys Rd, north side	Footway improvements	Hazard warning tactile paving needs to be installed	£2,000	S
	At various locations on route, spaced between 100m and 200m apart	Street furniture changes	Total of 6 benches	£6,000	S
CW5 - Mill Hill Rd	Junction of Mill Hill Rd and Newport Rd (south end), on Newport Rd east side	New/modified crossing	Dropped kerb crossing across Newport Rd	£4,000	S
	Junction of Mill Hill Rd (south end) and Newport Rd	Junction improvements	Tighten radius of Mill Hill Rd corner (west side); install zebra crossing across Mill Hill Rd as close to desire line as possible; install zebra across Newport Rd just to east of the junction	£60,000	M
	Junction of Shamblers Rd and Mill Hill Rd	New/modified crossing	Dropped kerb crossing across Mill Hill Rd to north of junction	£4,000	S
	Entrance to Shamblers Rd at junction with Mill Hill Rd	New/modified crossing	Continuous footway	£17,000	S

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
	Entrance to Ash Grove at junction with Mill Hill Rd	New/modified crossing	Continuous footway	£17,000	S
	Entrance to Love Lane at junction with Mill Hill Rd	New/modified crossing	Continuous footway	£17,000	S
	Entrance to St Faiths Rd at junction with Mill Hill Rd	New/modified crossing	Continuous footway	£17,000	S
	Mill Hill Rd zebra crossing near Coop	New/modified crossing	Put zebra onto a raised table	£35,000	S
	Entrance to Coop car park	Footway improvements	Dutch entrance kerb, plus narrowing of access road to car park in order to slow traffic	£10,000	S
	Outside Coop in general	Streetscape improvement scheme	Work with Coop to improve quality of space outside the store, planting, seating etc. Design out people parking on pavement outside store	£30,000	M
	Entrance to Stephenson Rd at junction with Mill Hill Rd	New/modified crossing	Continuous footway	£17,000	S
	Junction of Stephenson Rd with Mill Hill Rd	New/modified crossing	Two dropped kerb crossing either side of junction (across Mill Hill Rd)	£8,000	S
	Junction of Bellevue Rd with Mill Hill Rd	New/modified crossing	Two dropped kerb crossing either side of junction (across Mill Hill Rd)	£8,000	S
	Entrance to Bellevue Rd (west side) and Mill Hill Rd	New/modified crossing	Raised table crossing	£17,000	S
	Entrance to Bellevue Rd (east side) and Mill Hill Rd	New/modified crossing	Continuous footway	£17,000	S
	Entrance to Grove Rd at junction with Mill Hill Rd	New/modified crossing	Continuous footway	£17,000	S
	Junction of Victoria Rd with Mill Hill Rd	Junction improvements	Raised table across entrance to Victoria Rd (west side); Continuous footway across Victoria Rd (east side); zebra across Mill Hill Rd (south side)	£59,000	S
	Mill Hill Rd (east side) between Victoria Rd and Newport Rd	Street furniture changes	Change road sign to a cantilevered one	£2,000	S

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
	At various locations on route, spaced between 100m and 200m apart	Street furniture changes	Total of 6 benches	£6,000	S
CW6 - Newport Rd	Newport Rd (north end, west side)	Street furniture changes	Change road sign to a cantilevered one	£2,000	S
	Newport Rd - various locations along its length	Street furniture changes	Skid risk signs can be removed. No requirement now road has been resurfaced.	£2,000	S
	Entrance to Arctic Rd at junction with Newport Rd	New/modified crossing	Raised table crossing	£17,000	S
	Junction of Arctic Rd and Newport Rd, to north and south	New/modified crossing	Dropped kerb crossings across Newport Rd	£8,000	S
	Bus stop on Newport Rd by Spiriualist Church	Street furniture changes	Elongate the build out and relocate bus stop closer to kerbside (to increase width of footway)	£17,000	S
	Junction of Bellevue Rd with Newport Rd	Junction improvements	Tighten radius entrance to Bellevue Rd; continuous footway across Bellevue; dropped kerb crossings on both sides across Newport Rd	£33,000	S
	Newport Rd between Bellevue and Stephenson Rd	Footway widening	Footway widening on both sides and creation of passing points for vehicles (220m)	£110,000	S
	Entrance to Stephenson Rd at junction with Newport Rd	New/modified crossing	Continuous footway	£17,000	S
	Junction of Stephenson Rd with Newport Rd	New/modified crossing	Dropped kerb crossings across both arms (Newport Rd)	£8,000	S
	On Newport Rd, opposite Stephenson Rd	Street furniture changes	Remove bollard that is restricting footway width	£1,000	S
	Newport Rd (east side) between Stephenson Rd and Smithards Lane, in particular near bus stop	Footway widening	Widen to 2.0, especially around bus stop (120m)	£30,000	S
	Near junction of Smithards Lane and Newport Rd	New/modified crossing	Zebra crossing to be on a raised table	£35,000	S

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
	Entrance to Smithards Lane at junction with Newport Rd	New/modified crossing	Continuous footway	£17,000	S
	Between Smithards Lane and St Faiths Rd	New/modified crossing	Dropped kerb across Newport Rd	£4,000	S
	Entrance to St Faiths Rd at junction with Newport Rd	New/modified crossing	Tighten radii of corners and install continuous footway	£25,000	S
	To south of entrance to St Faiths Rd	New/modified crossing	Dropped kerb crossing across Newport Rd	£4,000	S
	Entrance to Milton Rd at junction with Newport Rd	New/modified crossing	Continuous footway	£17,000	S
	Junction of Milton Rd with Newport Rd	New/modified crossing	2 x dropped kerb crossings both sides of junction across Newport Rd	£8,000	S
	Junction of Arctic Rd (south end) with Newport Rd	Junction improvements	Tighten radii on north side of Arctic Rd; install zebra crossing; dropped kerb crossings on both arms across Newport Rd	£33,000	S
	Between Arctic Rd and the cemetary gates	Footway widening	Widen footway along cemetary side of Newport Rd (70m)	£17,500	S
	At various locations on route, spaced between 100m and 200m apart	Street furniture changes	Total of 4 benches	£4,000	S
CW7 - Place Rd	Place Rd, north end, approx 55m from Round House	New/modified crossing	Install dropped kerb crossing. Remove dropped kerb crossing across Place Rd near Round House roundabout	£10,000	S
	Place Rd, north end, west side	Street furniture changes	Replace road sign with cantilevered sign	£2,000	S
	Gated entrance to Northwood Rec, east side of Place Rd next to funeral directors	New/modified crossing	Continuous footway	£17,000	S
	Opposite funeral directors, on west side of Place Rd	Footway widening	Widen footway just to south of 47 Place Rd, distance of 10m	£2,500	S
	Bus stop by Broadfields Ave, on east side of Place Rd	Streetscape improvement scheme	Bus stop, bin and lamp column are all in ped desire line. Need to be reconfigured.	£15,000	S

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
	On Place Rd, just to north of Deauville Ave, by 50 Place Rd	New/modified crossing	Install zebra crossing across Place Rd	£25,000	S
	At junction of Deauville Ave and Place Rd		Raised table crossing across Deauville Ave entrance	£17,000	S
	At various locations on route, spaced between 100m and 200m apart	Street furniture changes	Total of 3 benches	£3,000	S
CW8 - Cockleton Lane to Place Rd/Tuttons Hill	Cockleton Lane (north end) between Hilton Rd and entrance to Old School Meadow.	Footway widening	Install continuous footway across Hilton Rd; create footway for first 25m of Cockleton Lane between Hilton Rd and new housing, with carraigeway down to single lane and priority working.	£24,500	M
	Miniroundabout / entrance to Gurnard Pines	Junction improvements	Junction re-configured to create pedestrian access to Gurnard Pines. Shared use track to Place Rd to start from entrance to Old School Meadow	£20,000	
	Cockleton Lane, through fields to Tuttons Hill/Deauville Ave	Footway creation	700m 3m shared use track from Cockleton Lane linking through to Tuttons Hill and Deauville Ave through fields and new housing.	£210,000	S
	At various locations on route, spaced between 100m and 200m apart	Street furniture changes	Total of 3 benches	£3,000	S
CW9 - Medham to Northwood Primary School	From entrance to Medham development to Church Lane	Footway creation	Install new footway on available verge, north side of the lane. Approx 200m. Requires land acquisition or access agreement.	£60,000	M
	From Church Lane to Newport Rd	Footway creation	New footway on land behind hedge, north side of the lane. 245m. Requires land acquisition or access agreement.	£73,500	
	Medham Lane/ Nodes Rd/Newport Rd junction	Junction improvements	Reconfigure junction to provide pedestrian crossing across Newport Rd within traffic light controlled junction. Dutch entrance kerbs across entrance to Medham Lane.	£200,000	M
	On footway next to entrance to Horseshoe pub	Street furniture changes	Remove three bollards at back of footway	£2,000	S
	Across entrance to Horseshoe pub	New/modified crossing	Continuous footway	£17,000	S

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
	Footway outside Horsehsoe pub (Newport Rd west side)	Footway widening	Widen to 2.0m for length of 25m	£6,250	S
	Bus stop area to south of Horseshoe pub (Newport Rd west side)	Streetscape improvement scheme	Footway needs levelling; move bus stop towards kerb to create more space for peds to move freely	£10,000	S
	Controlled crossing across Newport Rd	New/modified crossing	Increase footway width on both sides of crossing and get rid of central refuge to make for single stage crossing	£30,000	S
	West side of Newport Rd between controlled crossing and Oxford St	Street furniture changes	Remove guardrail	£1,000	S
	Oxford St (east end)	New/modified crossing	Extend footway on south side by approx 5m and widen to provide new footway and to narrow crossing distance to north side. Install raised table crossing.	£20,000	S
	Oxford St-entire length (north side only)	Footway widening	Widen to 2.0. Over approx distance of 400m	£100,000	M
	Next to no 28 Oxford St	New/modified crossing	Dropped kerb crossing across Oxford St for when footways runs out on south side	£4,000	S
	Next to no 50 Oxford St	New/modified crossing	Dropped kerb crossing across Oxford St for when footways runs out on south side	£4,000	S
	Junction of Oxford St and Wyatts Lane	Junction improvements	Tighten radii on corners of Oxford St	£10,000	S
	Zebra crossing next to Northwood school	New/modified crossing	Re-provide Zebra crossing on raised table and to at least minimum width and correct design	£35,000	S
	At various locations on route, spaced between 100m and 200m apart	Street furniture changes	Total of 8 benches	£8,000	S
CW10 - Wyatts Lane/ Pallance Rd/ Nodes Rd	Entrance to Venner Ave at junction with Wyatts Lane	New/modified crossing	Continuous footway	£17,000	S
	Junction of Venner Ave and Wyatts Lane	New/modified crossing	Dropped kerb crossing from footway on west side (which comes to an end) to east side	£4,000	S
	Wyatts Lane, from Venner Ave to entrance to scout hut	Shared space scheme	Traffic calming measures at various intervals, signage and road markings indicating space is shared	£30,000	M

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
	Next to scout hut, east side of Wyatts Lane	Footway improvements	Hazard warning tactile paving needs to be installed	£2,000	S
	Entrance to Uplands Rd at junction with Wyatts Lane	Junction improvements	Tighter radii on corners of Uplands; continuous footway	£25,000	S
	Harry Cheek Gdns at junction with Wyatts Lane	Junction improvements	Tighter radii on corners of Harry Cheek Gnds; dropped kerb across Harry Cheek Gdns; dropped kerb from north side of Harry Cheek Gardens to east side of Wyatts Lane	£18,000	S
	Wyatts Lane (east side) between Uplands Rd and Pallance Rd	Footway creation	Install footway along length of 275m	£82,500	M
	Junction of Wyatts Lane and Pallance Rd	Junction improvements	Tighter radii on corners of Wyatts Lane	£10,000	S
	Area outside shop on Nodes Rd	Streetscape improvement scheme	Create clearly defined pedestrians space on what is currently a confused semi road area.	£5,000	S
	Just to south of junction of Pallance Rd and Nodes Rd	New/modified crossing	Install puffin crossing across Nodes Rd	£50,000	S
	Place Rd, from junction of Pallance Rd to Three Gates Rd	Speed limit change	Reduce speed limit to 30mph (with TRO and removal of 40mph signs)	£5,000	S
	Place Rd between Pallance Rd and Three Gates Rd, north west side, where footway ends	New/modified crossing	Dropped kerb crossing across Place Rd	£4,000	S
	Place Rd between Pallance Rd and Three Gates Rd	Lighting	Addition of lighting along pathway next to BAE boundary (150m)	£24,000	S
	Bus stop on Nodes Rd, west side, next to no 8 Nodes Rd	Footway widening	Widen footway , move bus stop next to kerb to create clear area for ped desire line	£10,000	S
	Outside no 20 Nodes Rd	Street furniture changes	Replace double poled sign with cantilevered sign	£2,000	S
	Junction of Cranleigh Gdns and Nodes Rd	New/modified crossing	Replace existing tactile crossing with raised table across Cranleigh Gdns; reduce corner radii	£25,000	S

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
	Outside 41 Nodes Rd	New/modified crossing	Dropped kerb crossing across Nodes Rd where footway on east side ends	£4,000	S
	Junction Uplands Rd and Nodes Rd	New/modified crossing	Raised table across Uplands. Tighter corner radii	£25,000	S
	At various locations on route, spaced between 100m and 200m apart	Street furniture changes	Total of 7 benches	£7,000	S
Northwood CWZ (Three Gates Rd, W to E)	Three Gates Rd (west end) at junction with Place Rd	New/modified crossing	Zebra crossing across Three Gates Rd	£25,000	S
	Whole of Three Gates Rd	Speed limit change	Reduce limit to 30mph (with TRO and removal of 40mph signs)	£5,000	S
	Redundant, dead end road entrance on Three Gates Rd (west end, south side)	New/modified crossing	Remove tarmac completely, just have continuous footway	£17,000	S
	Entrance to old Place Rd off Three Gates Rd (west end, north side)	New/modified crossing	Tighter radii on corners, continuous footway	£25,000	S
	From old Place Rd to Rogerson Close on north side of Three Gates Rd	Footway creation	Install 2.0 footway along length of 120m	£36,000	S
	Junction of Rogerson Close and Three Gates Rd	New/modified crossing	Continuous footway across entrance to Rogerson Close	£17,000	S
	Entrance to Three Gates Rd Ind Est	New/modified crossing	Continuous footway across entrance to ind est.	£17,000	S
	Junction of Seaview Rd and Three Gates Rd	New/modified crossing	Raised table crossing across entrance to Seaview Rd; tighten radii of corners	£25,000	S
	Entrance to Bookers on Three Gates Rd	New/modified crossing	Continuous footway across entrance	£17,000	S
	Entrance to Airfield Way on Three Gates Rd	New/modified crossing	Tighten radii and install raised crossing on desire line	£25,000	S
	Three Gates Rd (eastern end) junction with Newport Rd /Somerton roundabout	Junction improvements	Revise roundabout design to Continental geometry to reduce speeds in and out of roundabout, narrow approaches to single lane, remove guardrail, and pedestrian deterrent paving, widen	£750,000	L

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
			footways surrounding roundabout, zebras across all arms of the junction. Also requires land acquisition or access agreement		
Northwood CWZ - Rogerson Close	Rogerson Close - all branches	New/modified crossing	Dropped kerb crossings required throughout	£12,000	S
Northwood CWZ - Airfield Way	Across both entrances to Aldi car park	New/modified crossing	Dropped kerb crossings need re-aligning	£8,000	S
Northwood CWZ - Somerton Ind Estate	Exit from Park and Ride onto Saunders Drive	New/modified crossing	Continuous footway across exit	£17,000	S
	Across multiple (x 4) entrances to industrial units	New/modified crossing	Installation of continuous footways across all entrances	£68,000	S
	Mariners Way (north east side)	Footway creation	70m of missing footway needed	£21,000	S
	Mariners Way	Traffic parking management	Parking restrictions along both sides of Mariners Way	£10,000	S
	Junction of Enterprise Way and Newport Rd	Footway creation	Footway needed linking into Enterprise Way	£9,000	S
	Enterprise Way along side industrial units	Traffic parking management	Measures to ensure footway remains unobstructed	£15,000	S
Northwood CWZ - Newport Rd south of Somerton roundabout	Entrance to Somerton Ind Est / Enterprise Way	New/modified crossing	Raised table across entrance	£17,000	S
	From entrance to Somerton Ind Est / Enterprise Way to bus stop by Cliftongrade	Footway widening	Widen footway to 2.0m over length of 560m	£140,000	S
	At either side of entrance to BAE systems	New/modified crossing	2 x dropped kerb crossings	£8,000	S
	Next to bus stop by Cliftongrade	New/modified crossing	Dropped kerb crossing across Newport Rd; general streetscape improvement next to bus stop	£24,000	S
Northwood CWZ - Newport Rd north of Somerton roundabout	From Somerton roundabout to Love Lane on north west side of Newport Rd	Footway widening	Widen to 2.0m over 190m length	£47,500	S

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
	From Somerton roundabout to entrance to medical centre on south east side of Newport Rd	Footway widening	Widen to 2.0m over 275m length	£68,750	S
	On Newport Rd next to entrance to Love Lane path	Footway widening	Localised footway widening to make dropped kerb crossing safer	£12,000	S
	On Newport Rd between Love Lane path entrance and Mill Hill Rd	Traffic parking management	Measures to deter pavement parking along whole length of road	£10,000	S
	Between bus stop on north west side of Newport Rd and Mill Hill Rd junction	Footway widening	Build out footway as a continuation of the bus stop build out, 25m long	£15,000	S
	Love Lane pathway where it meets Newport Rd	Street furniture changes	Remove bollard and guard rails	£2,000	S
	Love Lane pathway from Newport Rd through to primary school entrance	Lighting	Addition of lighting (50m length)	£16,000	S
Northwood CWZ - Seaview Rd	Entrances to all industrial sites along Seaview Rd	New/modified crossing	Continuous footways x 5. Tighter radii where applicable	£125,000	S
	Length of Seaview Rd to start of housing	Footway widening	Widen to 2.0m on both sides. Distance of 350m.	£175,000	S
Northwood CWZ - Place Rd and Prospect Rd area, north of Three Gates Rd	Entrance to The Range	New/modified crossing	Raised table across entrance	£17,000	S
	Adjacent to uncontrolled crossing by The Range	Footway improvements	Create gap in wall to enable peds to walk along old Place Rd and onto Three Gates Rd	£2,000	S
	Next to bus stop by The Range on west side of Place Rd	Footway improvements	Create pedestrian desire line access into The Range	£4,000	S
	Driveway entrance just to north of The Range, on west side of Place Rd	New/modified crossing	Continuous footway	£17,000	S

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
	Entrance to old Place Rd/Place Side at junction with Place Rd	New/modified crossing	Raised table crossing and tighter radii on corners	£25,000	S
	Place Rd between entrance to old Place Rd/Place Side (north and south entrances)	Footway widening	Widen to 2.0m , distance of 230m	£57,500	S
	Entrance to old Place Rd/Place Side/Broadfields Ave	New/modified crossing	Raised table across entrance; tighter radii on corners	£25,000	S
	Place Rd/Place Side/Highfield Rd junction	New/modified crossing	Dropped kerb crossings on all arms of the junction	£12,000	S
	Place Side/Place Rd, south of Prospect Rd	Shared space scheme	Signage and road markings indicating shared space	£10,000	S
	Eastern end of Prospect Rd	Footway improvements	Transition footway onto carriageway: dropped kerbs and hazard tactiles required	£4,000	S
	Eastern end of Prospect Rd	Footway creation	Future link from industrial estate through to public footpath CS7 (approx 20m link)	£6,000	S
	At various locations throughout the Northwood CWZ, spaced between 100m and 200m apart	Street furniture changes	Total of 10 benches	£10,000	S
Cowes CWZ - Medina Rd (starting from east end)	Between Floating Bridge and Bridge Rd, south side	New/modified crossing	Continuous footway across entrance to building	£17,000	S
	Between Floating Bridge and Bridge Rd, north side	New/modified crossing	Continuous footway across entrance to industrial units and creation of new footway to west of that entrance	£20,000	S
	Bridge Rd at junction with Medina Rd	New/modified crossing	Raised table crossing across Bridge Rd and two dropped kerb crossings on Medina Rd arms of junction	£25,000	S
	Outside Marinus block of flats	Street furniture changes	Relocate Coastal Path signs onto cycle route signs pole oppoosite Bridge Rd; remove coast path pole which obstructs footway	£1,000	S
	Outside Marinus block of flats	Street furniture changes	Relocate lighting column to back of footway	£2,000	S

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
	Outside entrance to Shepards Wharf	Street furniture changes	Change double pole road sign for cantilevered sign; relocate lighting column to back of footway	£4,000	S
	Entrance to Langley Rd, junction with Medina Rd	New/modified crossing	Continuous footway; tighten radii of corners	£25,000	S
	Junction of Langley Rd with Medina Rd	New/modified crossing	2 x dropped kerb crossings across Medina Rd arms of junction	£8,000	S
	Outside nos 13 and 15 Medina Rd	Footway improvements	Widen footway and address issues of levels, steps and drainage to make for hazard free pedestrian environment	£25,000	S
	Outside nos 7 and 9 Medina Rd	Footway improvements	Remove dished channel with alternative, flush drainage arrangements	£5,000	S
Cowes CWZ - Mill Hill Rd (from northern end)	Controlled crossing outside Duke of York	New/modified crossing	Build out footway on south side to make crossing distance shorter and allow for level footway	£12,000	S
	Junction York St and Mill Hill Rd	New/modified crossing	Continuous footway across York St and tighten radii of corners into York St	£25,000	S
	Entrance to West Hill Rd at junction with Mill Hill Rd	New/modified crossing	Continuous footway across West Hill Rd	£17,000	S
	Junction of West Hill Rd wth Mill Hill Rd	New/modified crossing	2 x dropped kerbs crossings across Mill Hill Rd arms of junction	£8,000	S
	Outside 18 Mill Hill Rd	Street furniture changes	Remove single bollard on footway	£1,000	S
	Entrance to Consort Rd at junction with Mill Hill Rd	New/modified crossing	Continuous footway	£17,000	S
	Entrance to Bernard Rd at junction with Mill Hill Rd	New/modified crossing	Road needs to be narrowed to single lane exit; continuous footways installed	£30,000	S
	Junction of Newport Rd (north end) with Mill Hill Rd	Junction improvements	Tighter radii on corners, install zebra (set back minimum distance from Mill Hill Rd to minimise deviation from desire line)	£35,000	M
	Entrance to West Hill Grove at junction with Mill Hill Rd	New/modified crossing	Continuous footway	£17,000	S
	Entrance to Gordon Rd at junction with Mill Hill Rd	New/modified crossing	Raised table crossing	£17,000	S
Cowes CWZ - Gordon Rd (from east end)	Entrance to Ashton Terrace at junction with Gordon Rd	New/modified crossing	Continuous footway	£17,000	S

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
	Junction of Gordon Rd and Beckford Rd	New/modified crossing	Dropped kerb crossing across Gordon Rd, east side; continuous footway across Beckford Rd	£21,000	S
	Junction of Gordon Rd with St Marys Rd	New/modified crossing	Raised table crossing across Gordon Rd; 2 x dropped kerb crossings across St Marys Rd arms of junction	£25,000	S
Cowes CWZ - Consort Rd (from east end)	Consort Rd (south west side) echelon parking area	Footway widening	Localised footway widening to counter effects of vehicle "overhang" onto footway (approx 50m distance)	£12,500	S
Cowes CWZ - Beckford Rd (from south west end)	Junction of Beckford Rd and Consort Rd	New/modified crossing	Continuous footway across Consort Rd; 2 x dropped kerb crossings across Beckford Rd arms of the junction	£25,000	S
	Junction of West Hill Rd and Consort Rd	New/modified crossing	Continuous footway across West Hill Rd; 2 x dropped kerb crossings across Beckford Rd arms of the junction	£25,000	S
	Beckford Rd between West Hill Rd and B'ham Rd	Footway widening	Widening of footways on both sides of the road; change Beckford Rd to one way (south to north) for motor vehicles (50m length)	£12,500	S
	Beckford Rd / Shooters Hill/ B'ham Rd junction	Junction improvements	Reconfigure junction to maximise pedestrian priority, install raised table across whole junction	£45,000	M
Cowes CWZ - B'ham Rd (from south east end)	Junction B'ham Rd and Mill Hill Rd	New/modified crossing	Raised table crossing of B'ham Rd and carriageway narrowed to single lane up to where parking is allowed on south west side (25m of widened footway)	£24,500	S
	Whole length of B'ham Rd (north east side)	Footway widening	Widen to at least 2.0m over length of 150m	£37,500	S
	Whole length of B'ham Rd (south west side)	Street furniture changes	Move all parking restriction signs to back of footway	£3,500	S
	Outside Charlotte's Academy (no 9) B'ham Rd	Street furniture changes	Remove 2 bollards	£1,000	S
Cowes CWZ - St Mary's Rd (from junction with Denmark Rd)	St Mary's Rd between Denmark Rd and the St Mary's Rd car park	Footway widening	Remove on street parking and widen footways on both sides to 2.0m (length of 130m)	£38,500	S
	St Mary's Rd cul de sac adjacent to no 74	New/modified crossing	Continuous footway	£17,000	S
	Opposite Spencer Rigging	Street furniture changes	Remove bollards on footway	£1,000	S
	St Mary's car park entrance	New/modified crossing	Continuous footway	£17,000	S

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
	St Mary's Rd (north west side) between entrance to car park and Cross St	Footway widening	Widen footway to 2.0m (length of 75m)	£18,750	S
	Junction of St Marys Rd and Cross St	New/modified crossing	Raised table over St Marys Rd	£17,000	S
Cowes CWZ - Denmark Rd (from junction with St Mary's Rd)	Entrance to Denmark Rd at junction with St Marys Rd	New/modified crossing	Raised table crossing across Denmark Rd	£17,000	S
	Denmark Rd (west side) between St Marys Rd and Granville Rd Bridge	Footway widening	Footway widening to 2.0m over 105m	£26,250	S
	Junction of Granville Rd Bridge and Denmark Rd	New/modified crossing	Raised table crossing across Granville Rd Bridge; tighter radii on corners of Granville Rd Bridge; 2 x dropped kerbs across Denmark Rd arms of junction	£33,000	S
	Denmark Rd (north west side) between Granville Rd Bridge and entrance to M& S car park	Street furniture changes	Remove bollards on footway	£1,000	S
	Denmark Rd between Granville Rd Bridge and Cross St	Footway widening	Widen to 2.0m on both sides of street over 130m	£65,000	S
	Entrance to The Maltings	New/modified crossing	Continuous footway	£17,000	S
	Entrance to M&S car park	New/modified crossing	Continuous footway	£17,000	S
Cowes CWZ - Cross St (from M&S end)	Cross St (west side), M&S end	Footway improvements	Flush transition needed between M&S footpath and Cross St footway	£2,000	M
	Cross St from western end to Denmark Rd junction	Shared space scheme	Shared space along whole section of street (55m)	£125,000	
	Cross St junction with Denmark Rd	New/modified crossing	Raised table across Denmark Rd	£17,000	
	Cross St (south side) between Denmark Rd and St Marys Rd	Footway widening	Widen to min 2.0m over length of 20m	£5,000	

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
	Cross St from St Mary's Rd to shared space area next to Painters Arms	Shared space scheme	Extend existing shared space scheme to junction with St Marys Rd (30m length)	£125,000	
	Outside Painters Arms	Streetscape improvement scheme	Accessibility improvements to area outside Painters Arms, in particular some dropped kerbs to allow flush access	£12,000	
Cowes CWZ - The Cut	Whole length of The Cut	Shared space scheme	Shared space along whole section of street (40m)	£140,000	S
Cowes CWZ - Granville Road (from western end)	Across entrance to Granville Rd at junction with Park Rd	New/modified crossing	Improved junction geometry: tighter corner radii. Raised table crossing following desire line.	£25,000	S
	Across entrance to Weston Rd at junction with Granville Rd	New/modified crossing	Continuous footway	£17,000	S
	On Granville Rd(west side) , just to south of Weston Rd	Footway widening	Localised widening for 20m; dropped kerb crossing Granville Rd	£9,000	S
Cowes CWZ - Park Rd (from Northwood Hse car park to Terminus Rd)	Across entrance to Northwood House car park at junction with Park Rd	New/modified crossing	Continuous footway	£17,000	S
	Across Park Rd between west side of Granville Rd and Union Rd	New/modified crossing	Raised zebra crossing	£35,000	S
Cowes CWZ - Terminus Rd (from south west end)	Entrance to Griffin Hse/Admiral Gdns and both accesses to M&S	New/modified crossing	Continuous footways x 3	£51,000	S
	Outside nos 14 and 16 Terminus Rd (north west side)	Footway creation	Reconfigure parking area to enable min 2.0m footway to be created on pedestrian desire line (30m of footway)	£9,000	M
	Terminus Rd between Carvel Lane and High St	Traffic calming	Surface treatment on Terminus Rd to indicate entering into area of high pedestrian activity (50m distance)	£10,000	S
	Across entrance to Union Rd at junction with Park Rd	New/modified crossing	Improved junction geometry: tighter corner radii. Raised table crossing following desire line into Cowes.	£25,000	S

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
Cowes CWZ - Union Rd (from southern end)	Union Rd (west side) between Park Rd and Church Rd (opposite no 29)	Street furniture changes	Move parking restrictions pole to back of footway	£1,000	S
	Union Rd (east side) adjacent to no 29	Streetscape improvement scheme	Scope for creation of improved public amenity space	£20,000	S
	Junction of Church Rd and Union Rd	New/modified crossing	Dropped kerb crossings needed on all arms of jct	£12,000	S
	From junction of Church Rd to Sun Hill (south east side)	Footway widening	Widen footway to 2.0m (90m)	£22,500	S
Cowes CWZ - Sun Hill (from south west end)	Whole length of Sun Hill	Traffic calming	Traffic calming and surface treatment to highlight carriageway as shared space (approx 160m)	£60,000	M
Cowes CWZ - Market Hill (from south west end)	Whole length of Market Hill	Traffic calming	Make Market Hill "Access Only" and then install traffic calming and surface treatment to highlight carriageway as shared space (approx 160m)	£60,000	M
Cowes CWZ - Church Rd (from jct with Union Rd)	At exit from Northwood Hse grounds onto Church Rd	New/modified crossing	Create small area of footway on park side, remove one parking space and install dropped kerb crossing across	£16,000	S
	From church to junction of Castle Rd	Shared space scheme	Make this section of Church Rd "Access Only" and then install traffic calming and surface treatment to highlight carriageway as shared space (approx 160m)	£60,000	M
Cowes CWZ - Castle Rd (starting from west end)	Junction of Castle Rd and Castle Hill	New/modified crossing	Dropped kerb across Castle Rd	£4,000	S
	Castle Rd (south side)	Street furniture changes	Remove bollards on footway	£1,000	S
	Entrance to Langtry Place	New/modified crossing	Continuous footway	£17,000	S
	Exit from Bars Hill	New/modified crossing	Dropped kerb crossing across Bars Hill	£4,000	S
	Where footway on south side runs out opposite Bars Hill	Footway improvements	Hazard warning tactile paving needs to be installed	£2,000	S

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
	From Bars Hill to Market Hill	Traffic calming	Make this section of Castle Rd "Access Only" and then install traffic calming and surface treatment to highlight carriageway as space that is shared (approx 90m length)	£34,000	M
Cowes CWZ - Castle Hill (from jct with Baring Rd)	Entrance to Grove Rd (at jct with Castle Hill)	Footway improvements	Replace steps with level access, continuous footway across The Grove entrance	£17,000	S
	From Castle Rd to The Parade on eastern side of street	Footway widening	Widen footway over length of 130m	£32,500	S
	Jct of Queens Rd and Castle Hill	New/modified crossing	Dropped kerb crossing of Castle Hill to south side of jct	£4,000	S
CWZ - The Parade (from western end)	Next to Royal Ocean Racing Club	New/modified crossing	Dropped kerb crossing across to footway on water side	£4,000	S
	Between Royal London YC and Royal Ocean Racing Club (south side of Parade)	Footway widening	Footway widening to min 2.0m over length of 25m	£6,250	S
	From One The Parade building to southern end of The Parade (next to Island Sailing Club)	Streetscape improvement scheme	With removal of 20 parking spaces, this whole area to become a high-quality public space/plaza	£250,000	M
CWZ - Bars Hill	Whole length of Bars Hill	Traffic calming	Make Bars Hill "Access Only" and then install traffic calming and surface treatment to highlight carriageway as space that is shared (85m)	£32,000	M
CWZ - Bath Rd (starting from west end)	Whole length of Bath Rd	Shared space scheme	Shared space along whole length to Watchhouse Lane (130m)	£500,000	M
CWZ - High St (starting from Watchhouse Lane)	Watchhouse Lane to start of High St pedestrian zone	Shared space scheme	Shared space (70m)	£380,000	
	At junction of High St and Market Hill (east side, next to Rosalie's)	Street furniture changes	Some consolidation of street furniture needed on footway. Very cluttered.	£20,000	S
	At junction of High St and Market Hill	Traffic parking management	Retention of disabled parking and loading bays, removal of other on street parking	£10,000	S

		Scheme			
Route/Zone name	**Location**	**Type**	**Description**	**Indicative cost**	**Deliverability**
	At entrance and exit to Town Quay	New/modified crossing	Continuous footway across both entrances	£34,000	S
	Just to west of exit from Town Quay	New/modified crossing	Addition of tactile paving to dropped kerb crossing	£2,000	S
	Between entrance to Town Quay and Carvel Lane (start of existing Pedestrian Zone)	Traffic calming	Coloured surface treatment across whole area of street to reinforce need to be aware of high pedestrian volumes (80m)	£15,000	S
	Jct of Terminus Rd and High St	New/modified crossing	Continuous footway across Terminus Rd	£17,000	S
	Outside 106 - 111 High St	Footway widening	Widen footway to min 2.0 on east side of High St, remove three parking spaces on west side to create space to do so	£9,000	S
	Outside Sainsbury's on High St	Streetscape improvement scheme	Some consolidation of street furniture needed. Very cluttered. Improved streetscape scheme needed.	£20,000	S
	At various locations throughout the Cowes CWZ, spaced between 100m and 200m apart	Street furniture changes	Total of 8 benches	£8,000	S

Appendix 5 – Schedule of cycling improvements

	Scheme				
Route name	**Type**	**Description**	**Location**	**Indicative cost**	**Deliverability**
CC1 Medham Link	New cycle track	25m of 3m wide separated cycle track connecting Uplands Road to crossing at Nodes Road	Verge south side of Uplands Road.	£7,500	L
	New cycle crossing	Toucan crossing over Nodes Road.	Just south of junction with Uplands Road	£50,000	
	New cycle track	175m of 3m shared use track connecting Nodes Road and Newport Road	Following hedge line (requires land acquisition or access agreement)	£52,500	
	New cycle crossing	Toucan crossing over Newport Road	Just north of Northwood Garage	£50,000	
	New cycle track	150m of 3m shared use track connecting Newport Road and Medham Farm Lane	Following hedge line to east of Newport Road (requires land acquisition or access agreement)	£45,000	
	Use of existing road	No interventions	Cycle route to follow existing Medham access road from Newport Rd to entrance to Medham development	£0	S
	New cycle track	730m of 3m shared use track connecting Medham Farm Lane to Cowes to Newport cycle track	On existing footpath alignment from Medham Village entrance.	£219,000	
CC2 Northwood to Somerton (via Three Gates Rd)	New cycle track	170m of 3m separated cycle track alongside Nodes Road	Behind hedge on east side of Nodes Road, between Uplands Road and Nodes Farm (requires land acquisition or access agreement)	£51,000	L
	New cycle track	350m of 3m cycle track alongside Nodes Road (separated where width allows, otherwise shared)	Within existing footway/verge/carriageway space between Nodes Farm and Cockleton Lane.	£105,000	
	New cycle track	Realignment of carriageway to create space for 100m of 3m separated cycle track on the east side	Bend adjacent Pallance Road junction (requires land acquisition or access agreement).	£155,000	
	New cycle track	350m of new 3m separated cycle track in verge on east side of Place Road.	From southern boundary of BAE site to Three Gates Road	£105,000	
	new cycle track	Conversion/widening of 520m existing footway to 3m shared use track along southern side of Three Gates Road	Between Place Road and Somerton roundabout	£312,000	S

	Scheme				
Route name	**Type**	**Description**	**Location**	**Indicative cost**	**Deliverability**
CC3 Somerton Link	New cycle track	800m 3m shared use track	Taking shortest viable route between Somerton Industrial estate and Cowes-Newport cycle track	£240,000	L
CC4 Northwood to Crossfield Avenue	New cycle track	1000m 3m shared use track on west side of Newport Road, potentially using a mixture of carriageway conversion, footway conversion and new track on adjoining land.	Between CC9 at Northwood and Somerton Roundabout (requires land acquisition or access agreement).	£600,000	L
	Modified junction	Modify Somerton Roundabout to continental geometry with separated cycletracks and footways	Junction of Three Gates Road and Newport Road (requires land acquisition or access agreement).	£750,000	
	New cycle track	250m 3m shared use track on west side of Newport Road	From Somerton roundabout to Love Lane	£75,000	S
	Cycle contraflow	170m contraflow cycling on carriageway (lines/signs only due to low volumes and speeds). Convert shared-use section of route to Ronsons Close to footway only.	From Ash Grove to 90-degree bend in Love Lane.	£5,000	
	Junction improvement	Removal of bollards, creation of kerb-free transition between carriageway and cycle track.	Junction of Love Lane and existing cycle track adjacent Southern Water site entrance.	£2,000	
	Cycle track improvements	Remove white lines on existing shared use track between Love Lane and Northwood Recreation Ground (and spur Spinnaker Close). Localised widening to improve intervisibility at bends and reduce user conflict. Improve both accesses to The Moorings. Total length including spur 700m	Love Lane to Northwood Recreation Ground and Spinnaker Close	£40,000	S
	Improved crossing	Convert existing crossing of Seaview Road to cycle/ped priority and improve sightlines	Seaview Road	£3,000	
	Barrier removal	Remove chicane barriers on cycle track	South east corner of Newport recreation ground and exit to Moorgreen Road.	£1,000	
	Cycle track improvements	Widen shared use route to 3m for 175m through Northwood recreation ground. Create new junction with Upper Moor Green Road.	East side of Northwood recreation ground (requires negotiation over access with Northwood Cricket Club)	£52,500	S

	Scheme				
Route name	**Type**	**Description**	**Location**	**Indicative cost**	**Deliverability**
	Junction improvement	Relocate western stone entrance pillar to widen entrance and improve visibility. Remove barriers. Form new entrance to cycle track.	North east entrance to Northwood recreation ground	£10,000	M
	New cycle track	Create 110m new cycle track on south east side of Park Road from carriageway, width of 2m plus 0.5m buffer to incorporate driveway entrance kerbs	Northwood recreation ground to Parklands Avenue.	£66,000	
	New Quietway	370m of Quietway treatment	Parklands Avenue (whole length)	£37,000	S
CC5 Place Road to Cowes town centre	Junction improvement	Reconfigure stubs of old Place Road to provide cycle route on old road with raised table parallel crossing over Three Gates Road.	Junction of Three Gates Road and old Place Road	£75,000	M
	New cycle track	500m of 3m shared use track through converting and extending existing footway into carriageway on east side of Place Road.	Junction of old Place Road and Place Road to south west entrance to Northwood recreation ground	£300,000	
	New cycle track	450m of 3m shared use track following southern boundary of Northwood recreation ground	From south west entrance to south east entrance (junction with CC3)	£135,000	S
	New Quietway	440m of Quietway treatment along Moor Green Road	From Brooklands Road to Victoria Road	£44,000	M
	Junction improvement	Creation of safe cycle crossing of Victoria Road through restricting direction of vehicle movements in/out of Moorgreen Road and St Mary's Road	Junction of Moor Green Road and Victoria Road	£60,000	
	New Quietway	420m of Quietway treatment along St Mary's Road, Gordon Road and Beckford Road	From Victoria Road to junction of Birmingham Road/Shooters Hill	£42,000	
CC6 Stag Lane to floating bridge/Cowes town centre	Barrier removal	Modify entrance gateway to create ability for 2 way cycling through entrance with minimum 1.5m gaps.	At cycle track gateway just south of Arctic Road	£5,000	S
	Junction improvement	Improved junction with Arctic Road including flush transition and wider junction. Alignment to connect with new track opposite. Raised parallel crossing installed	Junction of cycle track and Arctic Road	£50,000	
	New cycle track	130m new 3m shared use track on former railway alignment to path with Fraser Close, then turning 90 degrees right to Arctic Road.	East of Nelson Drive.	£39,000	
	New Quietway	1000m Quietway along Arctic Road, South Road, Pelham Road, Bridge Road, Medina Road.	From Arctic Road junction with new cycle track (Fraser Close Path) to floating bridge	£100,000	M

	Scheme				
Route name	**Type**	**Description**	**Location**	**Indicative cost**	**Deliverability**
	New Quietway	200m Quietway along York Street	York Street (whole length)	£20,000	
CC7 Floating Bridge to Gurnard via seafront and town centre	New Quietway	350m Quietway along Medina Road and Birmingham Road, including contraflow cycling arrangements in Birmingham Road	From Junction of Medina Road/Bridge Road and junction of Birmingham Road/Shooters Hill	£35,000	S
	Creation of pedestrian and cycling zone	Convert town centre pedestrian zone to a pedestrian and cycling zone with signage to encourage appropriate shared use.	From Birmingham Road to Carvel Lane (including side streets)	£10,000	S
	New Quietway	80m Quietway along High Street including contraflow cycling arrangements and removal of three parking spaces outside the butchers.	From Carvel Lane to Fountain Quay	£8,000	
	Creation of pedestrian and cycling zone	Convert town centre pedestrian zone to a pedestrian and cycling zone with signage to encourage appropriate shared use.	From Fountain Quay to Market Hill	£10,000	
	Creation of pedestrian and cycling priority area	New restriction on motor vehicles except for access on northern section of High Street and Bath Road. Creation of level surface with demarcated area for vehicle access. Existing one-way restrictions retained with exemption for cycling. No motor vehicles except access on Market Hill, Church Road, Castle Road, High Street north of Market Hill, Bath Road. Level surface on Bath Road and High Street north of Market Hill	The High Street/Bath Rd, from Market Hill to The Parade (and adjoining roads)	£900,000	M
	New shared use route	Creation of shared use track around Cowes Castle. Including new transition to carriageway at the western end.	From The Parade to Esplanade following seafront.	£10,000	S
	Improved shared use route	Creation of smooth transition between carriageway and existing shared use route along Prince's Green	East and west ends of Prince's Green.	£5,000	
	New shared use route	Conversion of 120m of Esplanade to shared use track	From cabin on the green to western end of grass verge	£5,000	
	New cycle track	Creation of 1200m 3m segregated cycle track on north side of carriageway. Principally converted from carriageway with some space taken from edge of footway where necessary.	From opposite 45 Queen's Road to northern end of Gurnard Village Green	£720,000	M

	Scheme				
Route name	**Type**	**Description**	**Location**	**Indicative cost**	**Deliverability**
	New Quietway	210m Quietway treatment along Prince's Esplanade	Whole length of Gurnard Village Green	£21,000	
CC8 Gurnard village to Cowes town centre via Crossfield Avenue	New Quietway	785m Quietway treatment along Shore Road and Worsley Road	Woodvale Road to Church Road	£78,500	S
	Modified junction	Modify Church Road junction to create access to Tuttons Hill cycle track and accommodate width of final section of track	Outside Portland Inn	£35,000	M
	New cycle track	400m 3m cycle track on north side of Tuttons Hill, using excess carriageway width and segregation kerbs	Portland Inn to Baring Road	£180,000	
	New cycle track	670m of 3m shared use track on west side of Baring Road.	Tuttons Hill to Gurnard Primary School	£402,000	
	Modified junction	Modified junction to tighten geometry of Crossfield Avenue, narrow width of Baring Road and create safe access between west side cycle track and Crossfield Avenue	Junction of Baring Road and Crossfield Avenue	£20,000	
	New Quietway	1000m Quietway treatment along Crossfield Avenue	Crossfield Avenue (whole length)	£100,000	S
	Modified junction	Narrowed junction, creation of short cycletrack link to crossing	Junction of Crossfield Avenue and Ward Avenue	£25,000	M
	Improved crossing	Convert zebra crossing to raised parallel crossing	Ward Avenue south of Crossfield Avenue	£25,000	
	New cycle track	290m 3m cycle track through Northwood Park	Ward Avenue to Church Road (requires negotiation over access)	£87,000	
	Lighting	Lighting for cycle track through Northwood Park	Ward Avenue to Church Road	£46,000	
	New Quietway	300m Quietway treatment of Church Road, Union Road and Sun Hill	Northwood Park to High Street	£30,000	S
CC9 - Cockleton Lane to Place Rd/Tuttons Hill	New cycle track	700m of 3m shared use track linking Deauville Avenue, Tuttons Hill and Cockleton Lane	Land west of Deauville Avenue, east of Cockleton Lane, south of Tuttons Hill.	£210,000	S