

LOCAL TRANSPORT PLAN 3

Island Transport Plan

Strategy 2011-2038

Foreword

We all rely on transport as part of our everyday lives. Whether it's to get to work, school, recreation, leisure or to have things delivered to where we are. We all need transport – it enriches our lives and can help make things happen.

The ability to get to where you want to go, with ease, safety and at a time which is convenient is crucial to our quality of life. We are keen to improve accessibility for our residents, businesses and visitors alike and are looking to offer people real travel choice – whether by car, public transport, walking or cycling.



Maintaining and improving the Island's transport system is therefore key to achieving our local goals and ambitions. This plan gives us the opportunity to take stock and plan for our future

For many years Island residents and businesses have voiced concerns over the condition of our highway network. Although we have increased investment in our roads and pavements, the volume of repairs has meant that we have been unable to make any significant progress in addressing the backlog. The development of a Highway Private Finance Initiative (PFI) is seen as the only real way in which we can deal with this important issue.

Our PFI is progressing well and we were pleased to learn that our outline business case received government approval in March 2010. We are now seeking a commercial partner for the project and are on course to start work on the ground in April 2013. Not only will the PFI bring our roads up to the required standard it will also deliver wider benefits for the Island's economy and offer local employment and training opportunities.

There is much to do if we want to bring about a positive change. Everybody has a role to play and the council looks forward to working with residents and businesses, service providers and all those groups with an interest in transport in delivering the first class transport system that our Island deserves.

A handwritten signature in black ink, appearing to read 'Edward Giles'.

Councillor Edward Giles

Isle of Wight Council Cabinet Member for Environment and Transport and Corporate Services

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A. Executive Summary

This section gives a brief overview of our Island Transport Plan. It explains the way in which the plan was developed, how it builds upon our first two Local Transport Plans (LTP1 and 2) and fits with other local plans and initiatives including the development of our Highway Maintenance Private Finance Initiative (PFI).

A.1 Background

This plan sets out the long-term transport vision for the Island. The government guidance on plan preparation relaxed the need to produce a five year strategy and instead allowed local authorities to produce a longer term plan and to update the plan as and when they see fit.

Advantage has been taken of this flexibility to tie in the delivery of our long-term transport strategy to that of our 25 year PFI programme, and as a consequence this plan covers the period 2011 to 2038.

A.2 Strategy and Implementation Plan

The Local Transport Act 2000 requires every Local Highway Authority in England and Wales to produce a Local Transport Plan and to keep the plan under review. In 2008 the Act was supplemented with the need for the plan to include two distinct elements: an area wide strategic policy (or strategy) and an implementation plan setting out how the local authority intends to deliver improvements on the ground. These two elements can be within one document or in separate documents.

It is considered that the production of two separate documents allows further flexibility in that the strategy gives the overall vision and direction which can be reviewed as required, whilst the implementation plan can be tailored to reflect funding priorities and, in our specific case, the delivery of our PFI project.

A.3 Building on existing plans and consultation

This plan builds on our first two LTPs and draws upon the extensive consultation undertaken during LTP development and delivery, as well as other local consultations including our Sustainable Community Plan (Eco Island), our emerging LDF (Island Plan), local parish and town plans and other key documents.

During the preparation of this plan full consideration has been given to how our existing plans and policies fit together and how our Island Transport Plan can help deliver tangible improvements on the ground.

The Draft Island Transport Plan was the subject of a 12 week consultation process during which time the draft strategy and implementation plan, accompanied by the SEA Environmental Report and HRA Screening Report, were made available on the council's website. The council received 35 formal responses and have used these comments to help refine the final plan.

A.3.1 Working together

The council is not a major transport provider and recognises that we can only deal effectively with our transport challenges and issues by working in partnership with a broad range of people and organisations. These include transport operators, transport users, the public at large, Town and Parish Councils, the business community and our neighbouring authorities.

We also recognise that many of our local transport journeys do not stop at our boundary and it is therefore important that we work with our mainland neighbours, operators and others to help maintain and improve cross-boundary coordination and integration.

A.4 Improving highway condition – our PFI

The condition of highway network is our major transport challenge. Even with the additional maintenance funding secured via our first two LTPs, we have been unable to address the backlog of repairs which have arisen from years of underinvestment in our roads. We have therefore developed a Highway Maintenance Private Finance Initiative (PFI).

The PFI will be a 25 year partnership between the council and a contractor who will be responsible for the design, reconstruction and maintenance of our entire highway network through the PFI project from 'fence to fence,' subject to consideration of the relevant environmental protection legislation in place at the time. This will not only include our roads, structures, footways and cycleways but also street lighting, grass verges, drainage and street furniture. The PFI will bring about much needed highway improvements and in addition, the council will seek to ensure that the contract will make the most of the major economic, employment and training benefits and opportunities this will bring to the Island.

Our PFI 'Outline Business Case' was approved by the Department for Transport in February 2010 and it is anticipated that delivery on the ground will commence in April 2013. The PFI will be the primary delivery vehicle of this plan.

A.5 Increasing accessibility

The council is keen to improve and increase accessibility. The ability to access employment, education, health services, shopping, leisure and other opportunities can significantly impact on people's life and life chances. Local transport has a significant part to play in improving accessibility by ensuring that people can access key destinations with ease and at times that are convenient.

This plan seeks to increase accessibility and offer real travel choice. We recognise the importance of offering a range of transport options, making the best of our local bus and rail systems, whilst acknowledging that for some, alternatives to the car may not always be viable.

One of our challenges is to improve our network to make the best use of our highway space. The Island has a limited transport network with often narrow roads and historic urban street patterns. The width and route of our roads

means that we have very few options in terms of improving traffic priority or providing route segregation.

Local traffic congestion is a growing problem particularly at peak commuting times, in school holidays and during the holiday season when the influx of tourists means that the Island's population almost doubles. Traffic hold ups can be exacerbated when roads have to be closed for essential maintenance and repair resulting in the need to divert traffic on to other, often already heavily used, minor roads. Problems also regularly occur during inclement weather when the attraction of our beaches and countryside is reduced and visitors and Islanders turn to shopping and other pursuits for recreation. These issues emphasise the importance of good traffic management to keep traffic flowing, maintain accessibility and reduce congestion.

A.5.1 Public transport

The council recognises the important part public transport plays in increasing travel choice and creating an integrated transport system. We have embraced the national free bus travel initiative for those eligible through age and, by working in partnership with local operators, extended the scheme to include support for those who suffer severe and enduring health problems.

A.5.2 Walking and cycling

Opportunities also exist to increase walking and cycling. The Island has over 827 km of designated rights of way providing not only urban links but also good access to the countryside. We have a high quality cycle network which has been recognised by Lonely Planet who, in 2010, named the Island as 'one of the top 10 best cycling routes in the world'.

We are working with our Quality Transport Partners (QTP), transport operators, CycleWight, the Ramblers and others to help create a sustainable transport network, where journeys are simple, convenient and integrated and the mode of travel can fit the journey.

A.6 Improving the quality of life for everyone

An integral part of the development of this plan has involved the consideration and assessment of the consequences of any work or initiatives contained in the plan. This appraisal has been done through four processes – a Strategic Environmental Assessment (SEA), Habitats Regulations Assessment (HRA), Health Impact Assessment (HIA) and Equality Impact Assessment (EQIA) which together look at how transport could impact on the environment, air quality, landscape, water and people.

This process has helped shape the content of this plan and, through ongoing monitoring, will help ensure that our delivery and implementation will continue to take full account of these issues.

A.7 Effective management

A.7.1 Making the best use of what we have

The council recognises the importance of making the best use of the available transport facilities and networks. The improved focus on the coordination of street works, road closures and diversions can help to keep traffic flowing, maintain accessibility and reduce congestion and the potential for pollution.

A.7.2 Ensuring value for money solutions

This plan has been developed against a backdrop of change at a national government level. The impacts of a global recession and moves to cut costs across the board means that the council will need to ensure that we use our funding and work with partners to the best effect.

A.7.3 Targets monitoring and evaluation

The council recognises the benefits of setting challenging but realistic targets by which our performance can be measured. Consideration has been given to the lessons learnt during our first two LTPs and as the period progresses, these will be assessed and, if necessary, modified to take account of PFI delivery.

The council has continued a rigorous monitoring regime and has reported progress against targets as a matter of course, even where this has not been a requirement at a national level. This has been seen as being beneficial at a local level and government have used this information to inform their decision making process.

A.8 Our Island Transport Plan

The Island Transport Plan has been compiled to reflect the aims and objectives established through the Island's Sustainable Community Strategy (Eco Island) and takes into account our emerging Local Development Framework (the Island Plan). To effectively deliver our transport plan we have established our transport vision:

TRANSPORT VISION

To improve and maintain our highway assets, enhancing accessibility and safety to support a thriving economy, improve quality of life and enhance and conserve the local environment.

This vision can be broken down into six core goals:

TRANSPORT GOALS

- Improve and maintain our highway assets.
- Increase accessibility.
- Improve road safety and health.
- Support economic growth.

- Improve quality of life.
- Maintain and enhance the local environment.

This **Strategy** element of our transport plan outlines the key challenges to be addressed under each of our transport goals, details our objectives and identifies possible interventions.

Our **Implementation Plan** outlines how we intend to prioritise our spend during the first two years of the plan period (2011-2013).

A.9 Review and updating

Section 109 of the Transport Act 2000 places a duty on local authorities to keep their LTPs under review and to make amendments when, and if, they consider are necessary. The council welcomes this flexibility and has deliberately chosen to produce this plan in a way that it will allow us to revise and update sections and take account of any relevant and significant changes, such as the development and finalisation of our emerging LDF “the Island Plan”.

The Government have recently announced changes to local authority reporting with the establishment of a new ‘single data list’ including a range of transport indices. The new requirements take effect from April 2011 and the council will use the transport related indices to monitor our performance and identify any areas requiring review.

The council will discuss any potential changes to the plan with the Department for Transport, our external partners, wider public, groups and organisations and will consult as necessary as part of this process. The council will make the best possible use of its web site www.iwight.com and other information and consultation processes, so as to make these changes easily accessible and as widely available as possible.

B. Introduction

The 2000 Transport Act required all Local Highways Authorities in England and Wales to produce a Local Transport Plan (LTP) and to keep the plan under review. The 2008 Act retained this duty but specified that the plan should include two distinct elements – a Strategy (or policy) and an Implementation Plan. The Act also allows authorities to set different timescales for each element and to replace and renew different parts of the plans at different times.

The current government continue to be committed to the LTP process, stating that: *“we think development of local transport plans is crucial and of course you will be aware you have a statutory duty to produce your LTPs by next April 2011. We happen to think that local transport plans remain the best way for authorities to plan transport strategy and delivery”*.

B.1 Timescales

This Island Transport Plan (ITP) is the council’s third LTP. In setting the timescales of the plan, the council have considered the timeframe for our Highways Private Finance Initiative and have therefore compiled our Strategy to cover the period 2011 to 2038 – the 25 year PFI contract period and two year procurement phase - accompanied by a two year Implementation Plan (2011 to 2013).

B.2 Plan Development

As part of the development of the plan, the council have taken into account a range of policies and procedures including:

- Locally adopted and emerging plans.
- Previous LTPs (successes and lessons learnt).
- Statutory assessments.
- National transport legislation
- Government guidance.
- Local consultation and feedback.

The Draft Island Transport Plan, SEA Environmental Report and HRA Screening Report were also released for 12 week public consultation (November 2010 - February 2011). During this time the documents, background paper and other information were posted on the council’s website with paper copies available for inspection at Newport County Hall and Enterprise House.

As part of the process the council notified statutory consultees - Natural England, Environment Agency and English Heritage - as well as a wide range of local partners including transport operators, transport users, local elected members, members of the Quality Transport Partnership, Town and Parish Councils, environment groups, local authorities and others¹. We received 35

¹ Full details of the consultation are included within the Island Transport Background Paper – see www.iwight.com/transport

formal responses to the consultation which have been used to help shape the final plan².

B.3 Isle of Wight - background

The Island covers an area of 38,014 hectares (147 sq miles) and is unique in many ways. We have some of the country's finest landscapes and approximately half of the Island is designated as an Area of Outstanding Natural Beauty (AONB).

Our road network radiates from Newport, the county town at the centre of the Island, to a number of coastal settlements including Cowes, East Cowes, Ryde, Bembridge, Sandown, Lake, Shanklin Ventnor, Freshwater and Yarmouth. These key corridors, supplemented by smaller roads, form a total network of over 500 miles (800km). In addition the Island has over 515 miles (830 km) of public rights of way which themselves provide excellent access to the coast and countryside.

Our 8.5 mile (13.6km) local railway links the east coast towns of Shanklin, Lake, Sandown, Brading and Ryde with connections to Ryde passenger ferry terminals. An additional passenger only ferry service operates from Cowes, with vehicle services from Fishbourne, East Cowes and Yarmouth.

B.3.1 Background Paper

To support this plan, the council have prepared a separate 'Island Transport Plan Background Paper' giving further details on how the plan has been developed, policy background and including an Isle of Wight overview. A copy of this paper can be downloaded from the council's website at: www.iwight.com/transport.

² A summary of the comments received and proposed actions are included on the council's website: www.iwight.com/transport.

C. Strategy – our transport vision

This section sets out our transport vision for the Island, our goals, and objectives. It seeks to identify the challenges that we face at a local level and, with these in mind, how we intend to deliver our transport vision over the period of the plan.

C.1 Introduction

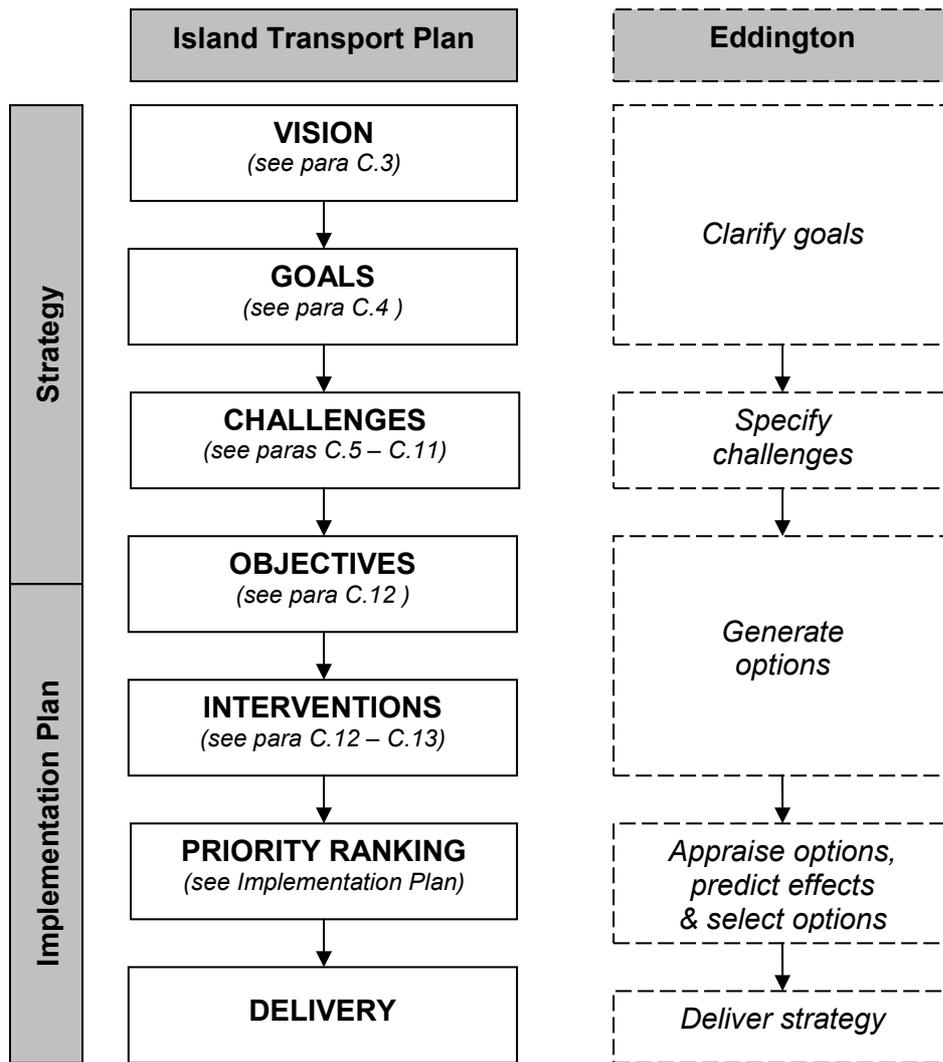
Transport – the ability to get from where you are to where you need to be - is a means to an end and gives people the ability to access their everyday opportunities for work, education and leisure.

Transport affects nearly everything we do and the sustainable and efficient movement of people and goods not only contributes to the social and economic success of the Island, but, in the manner and frequency of journeys, can also impact significantly upon the very necessary obligation to reduce greenhouse gas emissions.

Access to transport can also contribute to wider local and national objectives including health, social inclusion, equality of opportunity, quality of life, safety and security.

C.2 Developing our Island Transport Plan

In compiling this plan, the council have sought to follow a clear development process and have taken account of the best practice recommended by the Eddington study (see para B.2 - Island Transport Plan Background Paper for more details). Our process includes the establishment of a transport vision supported by goals, challenges, objectives and the identification of possible interventions.



C.3 Our transport vision

Our transport vision reflects the existing aims and objectives as established through the Island’s Sustainable Community Strategy and fully accords with the national and local transport objectives. (See Background Paper Section B).

OUR TRANSPORT VISION

“To improve & maintain our highway assets, enhancing accessibility and safety to support a thriving economy, improve quality of life and enhance and conserve the local environment”.

C.4 Our transport goals

We have broken our vision down into six core goals:

OUR TRANSPORT GOALS

- Improve and maintain our highway assets.
- Increase accessibility.
- Improve road safety and health.
- Support economic growth.
- Improve quality of life.
- Maintain and enhance the local environment.

These local goals support and contribute towards the delivery of the national transport goals (see para B.2 - Island Transport Plan Background Paper for more details).

Local Goals:	National Transport Goals:				
	Support economic growth	Tackle climate change	Better safety, security & health	Equality of opportunity	Improve quality of life & natural env
Improve & maintain our highway assets	✓	✓	✓	✓	✓
Increase accessibility	✓	✓	✓	✓	✓
Improve road safety & health	✓	✓	✓		✓
Support economic growth	✓			✓	✓
Improve quality of life	✓	✓	✓	✓	✓
Maintain and enhance the local environment	✓	✓	✓		✓

C.5 Our transport challenges

This plan will span the next 27 years and, during this time, we will no doubt have to adapt to a changing world including a number of transport related challenges at a global, national and local level.

The Island will have to face up to and overcome a variety of challenges if we are to achieve our transport vision. Some of these issues will be similar to those experienced by other authorities such as helping to address climate change, increasing accessibility, improving transport choice, tackling social exclusion and reducing the need to travel.

Others will be more particular to us, and at a local level we recognise the need to improve and maintain our highway assets for all forms of travel and this will now be done through the delivery of our Highway Private Finance Initiative (PFI) which is an intrinsic part of this plan. In addition we recognise that maintaining and improving our cross-Solent links are fundamental to the Island's economic success, accessibility and quality of life.

The following section outlines the key challenges to be addressed under each of our transport goals.

C.6 Improve and maintain our highway assets

The maintenance and improvement of our highways is of paramount importance to all users – whether travelling by car or bus, walking, cycling or for the transfer of freight.

The council's highways network has suffered from decades of underinvestment and is in poor condition despite a concerted effort to target the relatively limited funding available. It is our aim to have a highway network that is fit for purpose and able to meet the demands of an Island seeking economic growth as part of our sustainable community strategy – Eco-Island. (See Background Paper – B.2.1).

C.6.1 Funding

One of the key challenges for local government is the limited availability of funding. Although the Isle of Wight Council has benefited from increased transport investment over the last 10 years, indications are that future funding will be significantly reduced.

In June 2010 the government reduced the council's 2010/11 transport funding allocations. This resulted in a 27% cut in our 2010/11 road safety revenue, 100% cut in road safety grant and a 25% cut in our integrated transport (IT) allocation. A further 22% reduction in IT funding allocation is confirmed for financial year 2011/12 with only a marginal increase proposed for 2012/13.

The government has also helpfully agreed to recover costs associated with the Ryde Gateway scheme through a phased reduction of the integrated transport grant. This is as a result of the failure to agree terms with the majority landowner, which prevented implementation of this project. These costs are to be repaid at a rate of approximately £200,000 per year from the integrated transport allocation and will increase the reduction in IT funding 2011/12 by a total of 39%.

These reductions in funding highlight the importance of working in partnership with others, so as to maximise any funds available and in doing so help deliver the best possible transport solutions. (See Implementation Plan para A.4 for further detail).

C.6.2 Highway maintenance (2011-2013)

Even with the increased highway investment during our first two LTPs, we have been unable to address the backlog in highway repairs which will now be addressed by the Highways PFI.

We anticipate that the PFI will commence delivery on the ground in April 2013 and, until such time, the council will continue to make the best use of our limited maintenance funding utilising our Transport Asset Management Plan (TAMP) and ranking system to prioritise our highway repairs and ongoing maintenance. (See Implementation Plan - A.5).

C.6.3 Our Private Finance Initiative (2013-2038)

The council has put considerable effort into developing our Highways Private Finance Initiative (PFI) and were pleased to learn that our 'Outline Business Case' was approved by the Department for Transport in February 2010. The award of the Highways PFI contract is considered to be very good news for the Island and all those who use our roads, pavements and cycleways.

The PFI will be a 25 year partnership between the council and the service provider who will be responsible for the design, reconstruction and maintenance of the Island's Highway network from "fence to fence", subject to consideration of the relevant environmental legislation at the time. It is envisaged that the contract will not only include our roads, structures and footways but also street lighting, grass verges, drainage and street furniture. The project will commence with a 'core investment period' (to address the backlog) followed by a longer term maintenance programme and will be funded by PFI grant and council contributions. Further details of this project can be found at www.iwight.com

The council is aware of the theoretical potential for significant effects to arise from the implementation of activities contained within the PFI project. This issue was considered during the HRA of the draft transport plan³ and the council accepts the recommendations set out in paragraphs 5.4.2 and 5.4.3 of the HRA screening statement which are as follows:

Avoidance measures for the PFI in general

5.4.2 Turning to the PFI, in general terms there exists the theoretical potential for significant effects to arise from the implementation of activities contained in the PFI, which is promoted through LTP3 Interventions 1b and 2a. The Council, as competent authority, and the PFI provider need to be aware of this risk and seek to avoid it through detailed plans for implementation, including the need for effects on European sites to be considered through lower-tier assessments. The supporting text to section C.6 should be strengthened with the use of the following words:

- a) The LTP3 Habitats Regulations Assessment cannot reasonably predict the effects of the PFI on European sites in a meaningful way; whereas

³ A copy of the Habitats Regulations Assessment Screening Assessment (November 2010, UE Associates) can be viewed at : www.iwight.com/transport

- b) The Habitats Regulations Assessments of the lower tier Implementation Plans and projects, to be carried out by the Council or its PFI provider, which will identify more precisely the nature, scale and location of development, and thus its potential effects, will enable amendments to be made to any proposal where adverse effects on site integrity cannot be ruled out; and
- c) The Habitats Regulations Appraisal of the plan or project at the lower tier is required as a matter of law.

Avoidance measures specifically for the PFI's Bouldnor Road element

5.4.3 More specifically, in relation to the Bouldnor Road element of the PFI referred to at paragraph 2.19.10 of the Outline Business Case (Interventions 1b and 2a of the LTP3), the supporting text to section C.6 should be further strengthened again with the use of the following words

- a) Any development that would be likely to have a significant effect on a European site either alone or in combination with other plans or projects would not be in accordance with the development plan and would not, therefore, have the benefit of the presumption in favour of development; and
- b) Any development that would be likely to have a significant effect on a European site, either alone or in combination with other plans or projects, will be subject to assessment under the Habitats Regulations at project application stage. If it cannot be ascertained that there would be no adverse effects on site integrity the project will have to be refused or pass the tests of Regulation 62, in which case any necessary compensatory measures will need to be secured in accordance with Regulation 66.

C.6.4 Challenges to be addressed

The key challenges will be:

- To prioritise highway spending using our TAMP and priority ranking system to ensure best possible value for money.
- To secure the PFI funding.
- To engage a suitable PFI contractor.
- To ensure that transport proposals brought about by the PFI project and other works do not have any significant effects on European sites within or surrounding the Island.
- To achieve maximum benefit from the PFI contract including wider economic and training opportunities.
- To reduce as far as possible the inconvenience caused during highway improvements.

C.7 Increasing accessibility

Transport has a fundamental role in promoting equality of opportunity and increasing social inclusion. The ability to get from where you are to where you want to be can significantly impact on people's quality of life and life chances.

Substantial improvements to accessibility have been made during the LTP2 period. Improved public transport coverage accompanied by more accessible buses and infrastructure improvements has increased transport choice particularly for those with mobility impairments.

C.7.1 Working in partnership

The council recognise the benefits of working in partnership with others and, in particular, local transport operators. During our first LTPs the council, in partnership with operators, have delivered a variety of schemes and initiatives to increase accessibility. Key strategic schemes include: the introduction of a bus/taxi/cycle contraflow in central Newport; new bus park and ride at Cowes; doubling the number of taxi ranks in Newport, repair and strengthening of Ryde St John's road over rail bridge and Ryde Esplanade tunnel; improved rail park and ride facilities at Ryde St Johns and Sandown. The council will continue to work in partnership with others to ensure schemes offer good value for money and maximise potential benefits.

C.7.2 Travel by bus

It is acknowledged that buses have a key role to play in the delivery of an integrated public transport and can carry people in large numbers within the urban and rural environment. The local Southern Vectis buses are all Disability Discrimination Act (DDA) compliant low floor vehicles running at Euro 3 emission standard or better.

The introduction of the national concessionary fares scheme together with local council support, helped generate a dramatic increase in the numbers of people travelling by bus during the period of LTP2. So great was the success, that the ridership figures easily overtook our LTP target and hence the target was subsequently increased.⁴

The review of routes and timings, the introduction of new buses and bus station upgrade at Newport, improvements to bus stops and waiting facilities elsewhere on the Island have all helped to improve the experience of travelling by bus.

C.7.3 Travel by train

Although only comparatively short, the Island's 13.7 km (8.5 mile) railway nevertheless plays an important role by offering a traffic free connection between the fast ferry and hovercraft at Ryde to Ryde St Johns, Smallbrook, Brading and the coastal resorts of Sandown, Lake and Shanklin. The connection at Ryde Pier Head offers a good connection via the catamaran to the mainland rail network with links to London and elsewhere. There are also

⁴ See Island Transport Plan Background Paper section A.3 for more details - www.iwght.com/transport

good connections into the mainland railway network via the Brockenhurst line from Lymington Pier and the bus connection to Southampton Station from the Red Jet terminal at Southampton Town Quay

The number of train passenger journeys on the Island has continued to increase during recent years no doubt assisted by the council's support for the locally extended concessionary fares scheme. The reliability and punctuality of local trains have been maintained and Island Line continues to be the most punctual and reliable rail service in the country.

Recognised as a unique railway the DfT in 2006 formally designated the route as a Community Rail Partnership (CRP) line. Supported by an executive committee including local transport operators Wightlink, Hovertravel, Red Funnel, South West Trains, Southern Vectis and DfT, the CRP is looking to encourage integrated sustainable transport, improve accessibility and deliver station enhancements.

The Isle of Wight Steam Railway is a member of the CRP and operates its historic rolling stock as a tourist attraction on a section of the former Ryde to Newport line, between Wootton and Smallbrook Junction, which gives passenger interchange with the Island Line service.

C.7.4 Taxi and private hire vehicles

The council acknowledges that taxi and private hire vehicles are an important part of the integrated public transport system. They have the ability to fill the gap for journeys which cannot be undertaken by bus, train or are too far or impractical to undertake by foot or bicycle.

The council recognise the importance of access for all and welcomes the facility to carry wheelchairs. The council will continue to work with operators and others to ensure the best possible service is available for users.

C.7.5 Walking

Although not flat, the size of the Island and compact nature of its towns mean that travel by foot for shorter journeys makes sense for sound environmental, economic and health reasons. The Island has an excellent web of routes which can offer sustainable links between settlements, the countryside and the coast. Our Rights of Way Improvement Plan has helped establish a sound strategy for the improvement of the network and will help to ensure that the best possible outcomes are achieved.

C.7.6 Cycling

The council is aware of the benefits of cycling, both as a form of sustainable transport and to increase health and fitness. The Island has an extensive network of cycle routes and links and it is recognised that cycling can in some circumstances be quicker and easier than travelling by car.

Recent years have seen an upsurge in the number of cycles purchased for leisure use and the opportunity exists to extend their use to include everyday journeys. It is recognised that a number of factors will help increase the numbers cycling. These include the cost and availability of other means of travel, improved routes and relatively simple things such as new signage; well

placed cycle parking and other facilities can all help increase the numbers of journeys undertaken by cycle.

Over the plan period the council will improve on and off road cycling through the PFI project and continue to seek improvements and route extensions through the planning system, and in partnership with CycleWight and others.

C.7.7 Workplace and School Travel Plans

The bulk of our everyday journeys are to work and to school. It is generally recognised that the ability to increase travel choice for these journeys can help reduce the reliance on the car with benefits in terms of reducing the cost of travel, improving road safety, health and fitness as well as tackling congestion and pollution.

The council has for many years been working with local schools and others on the development of safe routes to schools projects and other training and safety initiatives. We have more recently extended this work to support the development of School Travel Plans. Discussed elsewhere in this plan under “improving road safety and health” it is recognised that the development of School Travel Plans can, as well as the wider environment and transport benefits, also help boost the independence and self reliance of the participating children and young people.

Travel to work is increasingly for some becoming a time consuming and costly experience. The recent and ongoing increases in the cost of fuel have encouraged many to consider both their mode and frequency of travel. The development of workplace travel plans can help to explain and bring together a range of beneficial alternatives including walking, cycling, car sharing, travel by public transport, flexible and home working.

These plans can be established in partnership with employers through the planning system, as part of development proposals or on a voluntary basis with existing firms. The Island’s business community, transport operators the council and other large employers, such as the hospital have a clear role to play in this work if the maximum benefits are to be achieved.

C.7.8 Land use planning

Transport is only part of the solution and land use planning decisions, such as the location of new development and the ability to access new sites by sustainable transport, plays an important part in improving travel choice and social inclusion.

The council are currently preparing the Island’s Local Development Framework (‘the Island Plan’) which will include policies relating to the location of new development, sustainable travel and highway infrastructure improvements (see Background Paper para B.25 for more details).

As part of the development of the Island Plan, the council commissioned consultants to compile a Newport traffic model to consider the impact that future developments would have on our existing road network by the year 2020. This work identified a number of traffic ‘hot spots’ and suggested four strategic junction improvements to mitigate the impact of new developments on traffic flows:

- Coppins Bridge – widening of approach roads and junctions.
- Riverway – remodelling of roundabouts including carriageway widening.
- St Mary's Roundabout - remodelling of roundabout including new junction with Forest Road.
- Hunnyhill/Vicarage Walk - remodelling of junction including carriageway widening.

These improvements will be considered as part of the Public Examination into the Island Plan Core Strategy and funded via Section 106 developer contributions.

C.7.9 Equality and social exclusion

Transport and the availability of transport can play a key role in promoting equality and tackling social exclusion. Simple things such as the provision, widening or extension of a footway, the creation of a cycle link or provision of a dropped kerb or raised bus stop can help make travel easier or even, in some circumstances, possible for the first time. The provision and availability of travel information and cost of travel can also be barriers for some.

Deprivation

Some pockets of higher levels of deprivation exist on the Island and improving accessibility and mobility is one way in which we can help tackle social exclusion and deprivation. Research into both accessibility and road casualties have shown that currently our most deprived areas benefit from relatively good accessibility and have fewer road accidents than other areas. We are keen to ensure that this trend continues and will work with our partners on local accessibility and casualty reduction.

Equality Impact Assessment

We have carried out an Equality Impact Assessment (EQIA) as part of the preparation of this plan. This process has tested the integrity of the plan and will help ensure that our transport policies, proposals and initiatives promote equality of opportunity. A copy of our EQIA can viewed on the council's website.⁵

C.7.10 Challenges to be addressed

The key challenges will be to:

- Ensure the integration of our local land use and transport plans and policies to reduce the need to travel and increase accessibility.
- Ensure new developments include transport infrastructure improvements to support the development and minimise impact on the existing highway network.

⁵ www.iwight.com/transport

- Enhance social inclusion by increasing access to social networks, goods and services by helping to improve the accessibility, availability and affordability of transport.
- To ensure the development of workplace and school travel plans.
- Maximise opportunities which will increase travel choice and travel by sustainable means.
- Increase the quality, availability and take up of car alternatives.

C.8 Improving road safety and health

The mode and frequency of our travel can have a considerable influence on our safety, security and health. This is not only in terms of improving access to society, services and facilities, but also in terms of helping to encourage more healthy lifestyles.

C.8.1 Road safety

Considerable work has been done through LTP2 to increase road safety on the Island. The council and its partners have not only made physical improvements to individual sites, but also delivered a range of 'hearts and minds' initiatives including road safety education and training. We have seen good progress in the overall reduction in the number and severity of casualties killed or injured on our roads.

By taking a data led approach we have been able to identify priority areas and improve safety through a combination of road crash data analysis, safer engineering, speed management, education, publicity, training, vehicle safety improvements and partnership working.

In terms of engineering solutions, many of our 'accident cluster sites' (ie where 4 or more injury accidents have occurred over a 3 year period) have now been treated and we will now switch our emphasis to route studies, area-wide analysis and mass action plans to maintain the impetus established in LTP2 . We will also continue to use education, training and publicity to help road casualty reduction. However the key challenge will be to continue to build on these initiatives against a backdrop of reduced funding.

C.8.2 Transport and health

Clinical research has shown that our changing lifestyles can have an impact on our health and well being. Walking and cycling at moderate intensity can provide ideal ways of achieving the recommended levels of activity with significant personal health benefits as well as helping to reduce car use and carbon emissions.

The 2001 Census highlighted that over half of all Island commuter journeys were less than 5km - offering real opportunities for walking and cycling. However, in reality, only 20% of Island employees regularly walk or cycle to work.

Recent surveys have also shown that one third of the Island's year 6 pupils are overweight and the availability and use of the private car for sometimes even the shortest journey is a contributing factor. The use of the family car

for those journeys where children may once have walked or cycled to school, is having a detrimental impact on our children's health as well as contributing to peak time traffic, increasing congestion, pollution levels and the perception of child road safety. These were, perversely, many of the reasons cited by parents as to why they are reluctant to let their children walk or cycle to school.

The development of school and workplace travel plans and health promotion initiatives (including 'Change for Life' and 'Healthy Schools') can help encourage a change in "hearts and minds". These initiatives, accompanied by infrastructure improvements (eg safer routes to school) can help to reduce actual and perceived barriers and encourage walking and cycling.

The challenge in this area will be to maintain a holistic approach to transport and health and to work with our planning and health partners to ensure that we maintain links and maximise investment opportunities.

C.8.3 Challenges to be addressed

The key challenges will be:

- Through engineering and "hearts and minds" initiatives help reduce the number and severity of road traffic accidents.
- To support initiatives which recognise the health benefits associated with walking and cycling as part of everyday journeys.
- To continue the support for schemes and initiatives which encourage sustainable travel including the development of travel plans.

C.9 Supporting economic growth

The Island's Sustainable Community Strategy, Eco Island, recognises the importance of ensuring the Island's economic prosperity and regeneration with "Thriving Island" as one of four core themes. Transport has a key role to play in the economic prosperity of the Island and the ability to easily access work and deliver goods and services both within and off the Island is essential if we are to prosper.

The Island is part of the South East one of the wealthiest regional economies in the world and, in order for the Island to share in this prosperity, we must develop our economy as part of the wider regional and national economy.

The council has been working with Portsmouth and Southampton city councils for some while on a range of mutually beneficial schemes and initiatives the Island and was a founding partner of the Solent Local Economic Partnership (SLEP). This group which was established in October 2010 allows us to participate in the wider sub regional debate and includes four local universities, the further education sector, three upper tier authorities (Isle of Wight, Portsmouth and Southampton), eight district councils (East Hampshire, Eastleigh, Fareham, Gosport, Havant, New Forest, Test Valley and Winchester) and the voluntary and community sector.

C.9.1 Maximising the Highways PFI benefits

The delivery of our Highways PFI will have significant benefits for the Island's economy. The contract itself will provide a high quality road network, facilitating the movement of goods and people and assisting in the provision of an efficient, fully integrated transport network. However there are also other major associated benefits linked to the project with the opportunity to significantly increase local employment and training opportunities. As part of the contract the council will seek to maximise these economic opportunities for the benefit of our local economy.

C.9.2 Journey time reliability and predictability

Reliability and predictability of journey time is of key importance to businesses. Lost productivity time due to delays on the network can have implications for onward freight transfer and also customer and employee travel. This is even more important on the Island where many journeys are linked to cross Solent journeys where the loss of only a few minutes may result in a missed ferry with major implications for onward travel connections.

By making the best use of our highway space, network management and traffic management, the council can help to reduce hold ups on our highway network, encourage travel by sustainable means, maintain and reduce current traffic levels with positive benefits in terms of improving local air quality and the reliability and predictability of local journey times.

The council recognises that issues such as parking availability, cost, duration and signage can all impact on journey time predictability and end journey experience. This plan covers 27 years during which time the council will need to consider a range of strategic options including the possible development and/or expansion of existing park and ride facilities.

C.9.3 Cross Solent

As an Island, residents, tourists and businesses are heavily reliant on cross Solent services for the movement of people and good and therefore maintaining and improving cross Solent connections is seen as essential for the economic and overall well-being of the Island.

Although not a ferry operator, the council has a key role to play in ensuring good access to terminals whilst minimising traffic impact on neighbouring residents and landscapes. The council will seek to make the best use of our highway space and will support the utilisation of appropriate traffic management and other techniques to improve information and accessibility to help tackle congestion in and around Island ferry ports.

C.9.4 Tourism

Tourism is one of the Island's main industries with one in four jobs linked to the sector. Although a major economic asset to the Island, tourism can also bring significant transport challenges particularly in respect of congestion in and around our tourism destinations and during major events and festivals.

Recent years have seen a national increase in the popularity of walking and cycling holidays. With our designated landscapes, stunning and varied

coastline, extensive rights of way network, off road cycling routes, public transport network, combined with award winning walking and cycling festivals, the Island is considered ideally suited to develop the green tourism market.

The council will work in partnership with others to promote green tourism and, in particular, encourage visitors to leave their cars at home and enjoy a car-free stay. We will also work with transport operators, providers and tourist attractions to seek to increase walking, cycling and public transport access to key tourism destinations.

C.9.5 New employment developments

The location of new and extended employment sites can have a major implication for both local and Island wide traffic. By ensuring sites can be easily accessed by all forms of transport – including public transport, walking and cycling – will give employees and customers a real choice on how they travel to work and minimise the effect the business will have on the existing highway network.

C.9.6 Challenges to be addressed

The key challenges will be:

- Ensure the maximum possible level of investments and economic benefits through the PFI programme.
- Reduce hold ups and ensure the reliability and predictability of journey times including consideration of seasonal issues.
- Improve access in and around ports.
- To work with others to make the best use of existing cross Solent facilities.
- Ensure that new employment development can be easily accessed by all forms of transport including by public transport, walking and cycling.
- Encourage green tourism.
- Work in partnership with transport operators and tourist attractions to increase public transport access to key tourism destinations.

C.10 Improving quality of life

The Island is renowned for its natural and scenic beauty and many people choose to visit and settle here because of the landscape, slower pace and quality of life.

It is generally recognised that whilst transport can be beneficial in many ways – such as reducing social exclusion and increasing accessibility - it can also have an adverse impact on our lives. Issues such as air pollution, traffic volume and noise are often cited as having a detrimental effect on our quality of life.

C.10.1 Air quality

Our local air quality monitoring has indicated that pollutant levels associated with transport are within acceptable levels and there are currently no designated Air Quality Management Areas (AQMAs) on the Island. However recent monitoring in Newport and Lake have indicated a rise in some transport related pollutants and therefore it is important that we continue with our monitoring regime to ensure that levels do not rise further and to take appropriate action where necessary.

C.10.2 Transport noise

The council recognises the adverse effect transport noise can have on residents. The installation of noise reducing surfaces accompanied by appropriate screening can reduce and control traffic noise.

C.10.3 Light pollution

Street lighting can be a significant source of light pollution and energy usage. The council is aware of this issue and has for some while purchased its electricity from renewable sources and worked to ensure that new street lights installed on the Island, are of a design which contain the light and reduce up-lighting to a minimum. This design requirement will be included as part of the PFI project, which includes street lighting.

C.10.4 Crime

The Island is generally a safe place to live with the number of offences recorded on the Island significantly below both regional and national averages. However some residents, particularly older people, report a 'fear of crime' which can affect the way in which they use the highway network. The design of highway infrastructure combined with appropriate security measures (eg CCTV) can help reduce crime and increase actual and perceived community safety.

C.10.5 Challenges to be addressed

The key challenges will be to:

- Work with others on air quality monitoring and reporting.
- To consider opportunities to reduce and minimise traffic noise including installation of noise reducing surfaces and appropriate screening.
- Ensure that the design of any new and replacement street lights help reduce local light pollution.
- Ensure new highway designs consider crime and the fear of crime to maximise personal safety.

C.11 Maintaining and enhancing the local environment

Everything we do has an impact on our environment. Every element of our lives, from how we source our food, buy our clothing, how we heat and light

our homes and our personal travel all have an impact on both the local and global environment.

C.11.1 Natural landscape and built environment

The Island is widely recognised in terms of its geology, geomorphology, biodiversity and nature conservation. Much of the Island is covered by nature conservation and biodiversity designations including a number of sites which are considered of national and international significance including:

- Five SACs (Special Areas of Conservation) - including a section along the south west coast close to the Military Road;
- A SPA (Special Protection Area); and
- A Ramsar site.

Together these designations cover over 6% of the land mass and over 90% of our inshore waters.

The Island's natural beauty is also recognised with:

- Over half the Island designated as AONB (Area of Outstanding Natural Beauty);
- 11% designated as SSSI (Site of Special Scientific Interest);
- 10% designated as SINC (Sites of Importance for Nature Conservation);
- Over 2000 listed buildings; and
- 27 conservation areas.

(See para B.2 - Island Transport Plan Background Paper for more details)

Maintaining and improving our environment

Our roads and transport routes can help play an important role in nature conservation and have acted as communication routes for thousands of years. The Island's roads are a very significant public landholding, which needs to be managed in the long-term.

Whilst roads may be seen primarily as a route or connection between people and a method of getting from A to B, the entire land holding, supplemented by over 500 miles (805 km) of public rights of way, should also be recognised as an enormously environmentally diverse network of links and wildlife corridors as well as historic and natural landscapes in their own right.

The council will continue to take a proactive approach to landscape management and countryside activities and will seek to ensure that transport and the use and management of transport routes are, as far as possible, in harmony with one another.

When developing new transport infrastructure the council will, where appropriate, seek to promote and follow a hierarchy of avoidance in relation to areas of biodiversity value. This includes seeking to avoid the adverse effects, consideration of alternatives, necessary mitigation to reduce or remove the significant effect and finally compensatory measures, while also seeking enhancements where possible.

This transport plan will support the Island Plan which seeks to promote the development of high quality and multifunctional green infrastructure networks as set out in the Isle of Wight Green Infrastructure Strategy. Details of which can be found in www.iwight.com

The council will also seek to promote net gains in relation the local Biodiversity Action Plan targets and where possible contribute to the enhancements afforded by the Biodiversity Opportunity Areas which offer the opportunity to link fragmented and isolated sites. This overall approach fits well with our Rights of Way improvement Plan which recognises the importance of non-motorised routes and how they can help deliver landscape, biodiversity and climate change adaptation benefits.

C.11.2 Reducing carbon emissions

The Climate Change Act 2008 seeks an 80% in the reduction of carbon emissions by 2050. Transport itself accounts for somewhere in the region of 20% of carbon emissions and, as such, can have a key role in reducing the impact on the environment and improving local air quality.

Climate change introduces uncertain future changes, with increased erosion from extreme weather systems as one of the potential issues. Our coastline is considered an important asset to the Island with many residents living and/or working near the coast and our beaches a major attraction.

Conflict exists between human activity and natural processes on our coastlines. The impact of climate change, increasing rainfall and sea level rise can have a real impact on the Island and, in particular, our coastal roads. Managing these two aspects will pose an increasing challenge for us.

Reducing reliance on the car for every journey can help reduce carbon emissions and this Island Transport Plan package has been carefully developed to put in place a set of measures to help increase travel choice.

Addressing climate change

Experts predict that climate change is expected to result in a move away from what has previously been seen as established seasonal weather patterns, replaced by an ongoing increase in global temperatures, wetter winters, hotter drier summers and an increasing incidence of extreme weather occurrences.

Climatic changes such as these will have a direct impact on the Island, much of which is low lying, coastal or made up of clays soils which are prone to cracking and heave in prolonged hot weather. Some of our roads are also prone to the effects of heavy and prolonged rainfall which have implications in terms of drainage and especially those roads which run close to the coast where the impact of sea level rise, heavy rain and geological instability can together act to threaten the longevity of the road itself. Particular instances are the Military Road, Undercliff Drive and at Bouldnor (A3055), east of Yarmouth.

C.11.3 The assessment process

We have taken environmental issues into consideration during the compilation of this plan and have undertaken a Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA) as part of the plan development. This process has helped in the development of this plan. Further details are available on our website at www.iwight.com.

The council is taking a proactive approach to landscape management and countryside activities and is seeking to ensure that transport and the use and management of transport routes are, as far as possible, in harmony with one another.

We already have close contact with a broad range of groups and organisations and will refer to a range of plans and strategies as part of the decision making process. These plans and strategies include:

- Island Plan Core Strategy
- Strategic Environmental Assessment (SEA)
- Health Impact Assessment (HIA)
- Equality Impact Assessment (EQIA)
- Isle of Wight AONB Management Plan
- Shoreline Management Plan (SMP)
- Biodiversity Action Plan (BAP)
- Historic Environment Action Plan (HEAP)
- Rights of Way Improvement Plan (ROWIP)
- Transport Asset Management Plan (TAMP)
- Air Quality Progress Report
- Sustainable travel to school strategy

(See Section 2 - Island Transport Plan Background Paper for more details)

C.11.4 Challenges to be addressed

The key challenges will be to:

- Maintain and improve our transport network whilst at the same time ensuring that any works to or use of the transport routes and facilities do not adversely impact on the environment and the people within it.
- To ensure that in relevant cases new transport infrastructure avoids impact on biodiversity through avoidance (including consideration of alternatives) mitigation, compensatory measures, while also seeking enhancements.
- To plan for the increasing impacts of climate change and work with others to protect vulnerable transport infrastructure.
- To improve local air quality and help reduce the impact of climate change.
- Embrace new vehicle technology and fuels.
- Encourage and support the use of environmentally friendly vehicles including delivery of appropriate infrastructure.

- Encourage travel by sustainable transport – walking, cycling, public transport, car sharing and through the development of school and workplace travel plans.

C.12 Objectives

Our vision as set out earlier in this section is as follows:

“To improve and maintain our highway assets, enhancing accessibility and safety to support a thriving economy, improve quality of life and enhance and conserve the local environment”.

The six objectives included below set out the overall approach that we will take to deliver our transport vision. The detail as to how these will be put in place has been set out in more detail in the Implementation Plan which accompanies this strategy. The precise type and number of schemes that we can deliver will be dependant on the amount of funding available and will be prioritised using our agreed priority ranking system.

C.12.1 Objective A – Enhance and maintain our highway assets

The council acknowledges that the highway asset has deteriorated due to a historic lack of investment. Although recent investment has helped to address this to some extent, our aim is to have a highway network that is fit for purpose and more able to meet the demands of an Island seeking regeneration as part of the Eco-Island agenda.

The council will make the best use of the funds available and through the PFI project to enhance and maintain our highway assets. Over the plan period we will:

- Maintain and update our Transport Asset Management Plan.
- Continue the maintenance of highway network including roads, highway structures, rights of way network and street lighting.
- Prioritise the development and implementation of our Highways PFI.
- Ensure new developments include appropriate highway infrastructure (including planning obligations eg Section 106 agreements).

C.12.2 Objective B - Maintain and improve journey time reliability and predictability for all road users

The Island has a limited road network and the main routes radiate out from Newport as its hub. Hold ups and congestion can occur as a result of road works, special events – such as festivals and shows - and through the sheer weight of traffic, especially in the summer months.

We will help maintain and improve journey time reliability and predictability by:

- Making the best use of road space.
- Considering suitable locations for the introduction of bus and cycle priority.
- Highway improvements to increase traffic flow (eg remodelling of junctions, bus priority, Urban Traffic Control - UTC).

- Co-ordination of road works.
- Improved signage.
- Development of traffic management plans for major events.
- Working with others (including Hampshire Constabulary on traffic and enforcement issues).
- Parking enforcement.

C.12.3 Objective C - Protect and enhance the environment and quality of life

Everything we do has an impact on our environment and quality of life. Every element of our lives, from how we source our food, purchase our clothing, to our homes, how we heat them, light them and travel all contribute towards the global environmental impact.

Transport can have an impact on quality of life. A quarter of Island residents have no access to a car, many of whom live in rural areas with limited access to public transport. People without access to either public or private transport provision can, in effect, be excluded from society and the facilities they need. This can pose particular difficulties for those who have mobility problems, are on low incomes or who have trouble getting to basic services on or off the Island.

There are a number of ways by which we can help protect and enhance our environment and improve quality of life, these include:

- Tackling social exclusion considering issues such as transport cost, availability, affordability and suitability.
- Ensure that transport proposals do not prevent the conservation objectives of sites of international nature conservation importance from being met.
- Consider noise and crime (including fear of crime) in transport provision and infrastructure.
- Recognise and monitor impact of transport on air quality.
- Consider environmental and landscape issues when designing and installing new highway infrastructure (eg materials, timing of construction).

C.12.4 Objective D - Improve road safety and health

Transport can affect human health in a number of ways. These include a number of broad issues such as air pollution, noise nuisance, personal fitness and road safety. The availability of transport is also a primary consideration when looking at how easy it is to access health care and medical facilities and is a contributing factor when identifying areas of deprivation.

Improving road safety and health is a primary aim of this plan and will be achieved by:

- Delivery of our Road Safety Plan.
- Ongoing analysis of accident patterns and trends.
- Accident remedial schemes.
- Delivery of road safety training and education.

- Working in partnership with others (eg Hampshire and Isle of Wight Constabulary, NHS).
- Installation of speed reactive signage.
- Promote links between active travel and health & obesity (including school and workplace travel plans).

C.12.5 Objective E - Reduce the need to travel

It is possible to reduce travel demands by a number of means. These include locating new employment development close to where people live and through the use of computers and ever faster links brought about by broadband. For some people it is now easier to work from home than travel to the office. Cutting out the journey time allows for time to be spent working leading to improved production and a better work/life balance.

To reduce the need to travel we can:

- Working with planners and developers to ensure new developments are suitably located to reduce the need to travel.
- Encourage and facilitate home working.

C.12.6 Objective F - Promote travel choice

Public transport and taxis have a key part to play in an integrated transport system. By making these forms of transport more accessible, we can help increase travel choice for both Island residents and visitors alike.

Walking and cycling can often be as quick as or quicker for short journeys than travelling by car. The Island has an extensive rights of way network including some excellent cycleways linking some of our major towns. There are considerable health benefits associated with walking and cycling and, on an Island where everyday journeys are often less than 5 km, journeys can be quicker and more conveniently made by cycle or foot.

There are a number of ways in which we can promote travel choice including:

Walking and cycling:

- New and improved on and off-road routes and links in conjunction with both our Highway PFI and other funding opportunities.
- Give full consideration of walking and cycling needs in highway improvements and new developments.
- Provision of suitable infrastructure (eg dropped kerbs, pedestrian and cycle crossings, and cycle racks).

Public transport (bus, train, taxi, ferries):

- Increase public transport accessibility (eg bus priority, access to stops, bus and railway stations, collection /drop off points and at ferry terminals).
- Make the best use of the existing transport infrastructure and work with others to support improvements that will update and enhance the service and facilities.

- Support and embrace the move to new and suitable emerging technology, such as smart ticketing and real time information.
- Provision and maintenance of suitable infrastructure (eg bus stops, and raised kerbing).
- Support national concessionary fares scheme.

General

- Work in partnership with transport operators, user groups, the Quality Transport Partnership and others.
- Promote modal shift and increase mode share of alternatives to the car.
- Support development of workplace, residential, school and event travel plans.
- Support and encourage car sharing and the use of environmentally friendly vehicles.
- Encourage and support travel by powered two wheelers.
- Promotion of sustainable transport initiatives.

C.13 Delivery and monitoring of our objectives

The following tables summarise our challenges with possible interventions and show how these would contribute to the delivery of our objectives. We will monitor our performance using the transport indices of the emerging national single data list⁶.

⁶ See <http://www.communities.gov.uk/localgovernment>

Challenges			Interventions	Objectives						
				A. Enhance & maintain our highway assets	B. Maintain & improve journey & time reliability & predictability for all road users	C. Protect and enhance the environment & quality of life	D. Improve road safety and health	E. Reduce the need to travel	F. Promote travel choice	
Goal : Improve and maintain our highway assets										
Condition of highway network	Deterioration of network	Lack of funding	<i>Short term</i> – prioritise limited funding available	✓	✓	✓	✓		✓	
			<i>Long term</i> - develop Highway PFI to secure major funding to upgrade and maintain network	✓	✓	✓	✓		✓	
Goal : Increase accessibility										
Internal and external accessibility	Freight	Reliability and predictability of journey times	Improve highway condition (PFI)	✓	✓	✓	✓		✓	
	Employees		Best use of highway space	✓	✓	✓	✓			
	Customers	Lost time due to congestion	Network management	✓	✓	✓	✓		✓	
	Residents		Traffic management techniques	✓	✓		✓			
			Reduce reliance on car by increasing travel choice (walking, cycling, public transport)		✓	✓	✓		✓	
			Travel plans		✓	✓	✓	✓		
		Parking and loading	Parking strategy	✓	✓	✓			✓	
			Parking enforcement	✓	✓	✓	✓			
		Accessibility in and around ports	Highway and traffic management	✓	✓	✓	✓			
			Work with operators & stakeholders		✓	✓			✓	

Challenges			Interventions	Objectives					
				A. Enhance & maintain our highway assets	B. Maintain & improve journey & time reliability & predictability for all road users	C. Protect and enhance the environment & quality of life	D. Improve road safety and health	E. Reduce the need to travel	F. Promote travel choice
			Work with neighbouring authorities		✓	✓			✓
Accessibility	Quality of life	Access to facilities	Ensure residents and visitors have good access to services, employment and countryside	✓		✓	✓	✓	✓
Goal : Improve road safety and health									
Road traffic accidents	Casualty reduction	General	Compilation and delivery of Road Safety Plan			✓	✓		
		Data	Take a data led approach to monitor accident and casualty trends and identify appropriate action	✓		✓	✓		
		Training	Work in partnership with others on road safety training, awareness and travel initiatives			✓	✓		
		Infrastructure improvements	Treat any problem locations, routes and areas with appropriate engineering measures.	✓	✓	✓	✓		
		Safer routes	Provide safer walking and cycling routes and facilities	✓		✓	✓	✓	✓

Challenges			Interventions	Objectives					
				A. Enhance & maintain our highway assets	B. Maintain & improve journey & time reliability & predictability for all road users	C. Protect and enhance the environment & quality of life	D. Improve road safety and health	E. Reduce the need to travel	F. Promote travel choice
		Speed management	Introduce speed management measures where considered appropriate	✓	✓	✓	✓		
		Safety audits	Continue to undertake safety audits on all new and improved schemes	✓			✓		
Health	Lifestyle and obesity	Active travel	Work in partnership with others to promote health and lifestyle benefits of active travel			✓	✓		✓
	Young people		Encourage children to walk or cycle to school as part of School Travel Plans and healthy schools initiatives		✓	✓	✓		✓
Crime on network	Crime on transport network	Reduce actual and perceived risk of crime on transport network	Work in partnership with others to identify crime (and fear of crime) on transport network			✓	✓		✓
		New infrastructure	Consider crime and fear of crime when designing new highways infrastructure including lighting and CCTV	✓		✓	✓		✓

Challenges		Interventions		Objectives					
				A. Enhance & maintain our highway assets	B. Maintain & improve journey & time reliability & predictability for all road users	C. Protect and enhance the environment & quality of life	D. Improve road safety and health	E. Reduce the need to travel	F. Promote travel choice
Goal : Support economic growth									
Location of new developments	General	Ensure located in sustainable locations	Work with Planning colleagues on development and implementation of Local Development Framework			✓		✓	✓
	Industrial land	Infrastructure	Ensure infrastructure to support development (eg secure Section 106, Community Infrastructure Fund, accessibility contributions)	✓	✓	✓	✓	✓	✓
		Workforce	Locate employment close to workforce				✓	✓	✓
	Travel plans					✓	✓	✓	
	Housing	Additional pressure on transport network	Consider additional pressure on transport network and possible mitigation (eg network improvements, accessibility contributions).	✓	✓	✓	✓	✓	✓
		Reduce need to travel	Locate housing close to employment, schools, shopping and services			✓	✓	✓	✓

Challenges			Interventions	Objectives						
				A. Enhance & maintain our highway assets	B. Maintain & improve journey & time reliability & predictability for all road users	C. Protect and enhance the environment & quality of life	D. Improve road safety and health	E. Reduce the need to travel	F. Promote travel choice	
		Transport links	Ensure good access to transport links (eg walking & cycling routes, public transport links & infrastructure)	✓	✓	✓	✓		✓	
Tourism	Seasonal congestion	Congestion during summer period	Network management	✓	✓	✓	✓			
	Public realm	Visitor perception of public realm	Improve highways and associated areas as part of PFI	✓	✓	✓	✓			
	Accessibility	Cross Solent	Encourage car free tourism		✓	✓	✓	✓	✓	✓
			Access to ports	✓	✓				✓	
		Internal	Encourage walking, cycling, public transport to accommodation, attractions and events		✓	✓	✓	✓	✓	✓
Goal : Improve quality of life										
Tackle social exclusion	Transport availability	Locality	Work with in partnership with operators in service and infrastructure provision	✓		✓	✓	✓	✓	
	Transport cost	Young people and students	Work with operators to encourage discounted		✓	✓			✓	

Challenges			Interventions	Objectives						
				A. Enhance & maintain our highway assets	B. Maintain & improve journey & time reliability & predictability for all road users	C. Protect and enhance the environment & quality of life	D. Improve road safety and health	E. Reduce the need to travel	F. Promote travel choice	
			travel rates for young people and students							
		Free fares scheme	Support the free fares scheme for those who are eligible on the basis of age		✓	✓				✓
	Transport accessibility	Access to employment, education, services and social opportunities	Work with operators to increase access to key locations and promote national and local initiatives (eg Wight Wheels)	✓	✓	✓		✓		✓
	Travel information	Access to travel information	Seek to ensure travel information is widely available in a range of languages and formats			✓				✓
	Mobility impaired	Public transport	Support operators with introduction of suitable vehicles (eg installation of 'kassel' kerbing at bus stops).	✓		✓	✓			✓
		Walking	Installation of dropped crossings at appropriate locations		✓		✓	✓		
	Visually impaired	Infrastructure	Installation of appropriate infrastructure (eg 'tactile	✓		✓	✓			✓

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			cones' on controlled crossings)							
	Areas of multiple deprivation	Transport barriers	Consideration of transport barriers to those living in areas of multiple deprivation.			✓		✓		✓
Accessibility	Accessibility	Access to facilities	Ensure residents and visitors have good access to services, employment and countryside	✓		✓	✓	✓		✓
Noise	Noise pollution	Traffic noise	Consider noise reducing surfacing and landscaping as part of highway schemes (including PFI)	✓		✓	✓			
		Noise Action Plan	Consider development of a Noise Action Plan including management of transport noise.			✓	✓			
Goal : Maintain and enhance the local environment										
Impact on natural environment, landscape and heritage	Design and construction of transport infrastructure including signs and	Visual	Ensure developments in keeping with environment including design and materials including visual screening and landscaping where	✓		✓	✓			

Challenges		Interventions	Objectives						
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street furniture		appropriate							
	Street clutter	Appropriate location of new signs and street furniture to avoid street clutter	✓		✓	✓			
	Protected buildings and conservation areas	Respect settings of listed buildings, scheduled monuments and conservation areas	✓		✓	✓			
	Security measures	Ensure sensitively placed to strike balance between safety and townscape preservation	✓		✓	✓			
	Habitats and biodiversity	Ensure respect habitats with mitigation where necessary			✓				
		Vulnerability of habitats considered during scheme/site selection			✓				
		Timing of delivery			✓				
	Materials	Re-use of construction materials in Highway schemes where possible		✓		✓			
		Consider use of local materials where possible		✓		✓			

Challenges			Interventions	Objectives						
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		Water	Minimise risk of pollution of groundwater and surface water during construction	✓		✓				
Climate impact	Impact of climate change on highway network	Identification of issues	Work with others on the development of local climate change report including likelihood of occurrence, severity, risk, threats and actions.	✓		✓		✓		✓
		New infrastructure	Consider impact of sea level rises, storm surges, flooding and increased temperatures when designing highways infrastructure.	✓		✓	✓			
			Incorporate SUDS and balancing ponds into new infrastructure where appropriate	✓		✓	✓			
		Travel disruption	Work on emergency travel plans.		✓					

Challenges			Interventions	Objectives					
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		Increased tourism & resulting seasonal congestion	Increased mean temperatures may result in an increase in tourism and therefore seasonal congestion (see above)	✓	✓	✓	✓		
Air quality	Transport emissions	Reduce congestion	Improve highway network (PFI)	✓	✓	✓	✓	✓	✓
		Reduce reliance on car	Offer travel choice – walking, cycling, public transport, car sharing			✓	✓	✓	✓
			Promote travel plans and home working			✓	✓	✓	✓
			Work with planners and service providers on reducing the need to travel					✓	
		Air Quality Progress Report	Air quality monitoring and input into annual Air Quality Management Report			✓	✓		
		Environmentally friendly vehicles	Encourage use of environmentally friendly vehicles (eg provision of electric car charging			✓	✓		

Challenges			Interventions			Objectives					
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						D. Improve road safety and health					
						E. Reduce the need to travel					
						F. Promote travel choice					

D. Acronyms

Acronym	Name	Description
AAP	Area Action Plan	Optional development plan document specified in UK planning law forming part of a local development framework the aim of which is to establish a set of policies and proposals for a specific area
AONB	Area of Outstanding Natural Beauty	National designation established in 1947 to help protect the country's finest landscapes for the nations benefit. Over 50% of the Island is designated as AONB
APR	Annual Progress Report	Annual report produced by the council to give an update on delivery of Local Transport Plan and its targets.
AQMA	Air Quality Management Area	Area where air quality levels fall below national guidelines and where remedial action will be taken
BAP	Biodiversity Action Plan	Internationally recognised program addressing threatened species and habitats designed to protect and restore biological systems
CCTV	Closed Circuit Television	Localised camera system set up and operated to transmit a signal to a set of centralised monitors.
Community Strategy		Section 1 (a) of Local Government Act 2000 placed duty on local authorities to prepare strategy for promoting or improving the economic social and environmental well-being of their area
Conservation Area		Area designated by local planning authority for their special architectural and historic interest
Core Strategy		Key component of a local development framework - locally the Island Plan
CRP	Community Rail Partnership	Formally recognised railway line run by local stakeholders
CVI	Coarse Visual Inspection	Method of inspecting road condition at network level developed as part of the UKPMS
DfT	Department for Transport	National government department dealing with transport
DVI	Detailed Visual Inspection	Method of inspecting road condition developed as part of the UKPMS
Eco Island		Island's community strategy
Eddington Study		Transport study commissioned by the Treasury and DfT to look at long term strategy for UK's transport infrastructure
EQIA	Equality Impact Assessment	Systematic method by which public authorities can make sure that their policies and what they do are fair and do not discriminate or have an adverse impact
HC	Heritage Coast	Strip of coastline designated by the Countryside Agency as having notable beauty or scientific significance
HEAP	Historic Environment Action Plan	Areas of importance for archaeology, historic landscape and the historic built environment.
HGV	Heavy Goods Vehicle	A large goods vehicle with a maximum allowed mass of over 3,500 kilograms
HIA	Health Impact Assessment	A combination of procedures, methods and tools by which a policy, program or project may be judged as to its potential effects of a population
HRA	Habitats Regulation Assessment	A formal assessment of policy documents required by European and UK regulations to ensure that policies or works proposed will not adversely affect internationally important sites for nature conservation

Acronym	Name	Description
Island Plan		Local Development Framework - forward looking planning document.
IT	Integrated Transport	Walking, cycling and travel by public transport.
ITP	Island Transport Plan	Forward looking statutory transport policy
KSI	Killed and Seriously Injured	Grouping of injuries used for recording purposes. The lower grouping is slight casualties
LA	Local Authority	Local administrative area with democratically elected Councillors which acts within powers delegated to it by national government.
LDF	Local Development Framework	Forward looking statutory planning policy document. Locally know as the Island Plan
LGA	Local Government Association	Established in 1997 the LGA is a national group representing and acting on behalf of Local Authorities
Listed Building		Building formally recognised by government and protected as being of historic or architectural interest
LSP	Local Strategic Partnership	Formally constituted group bringing together representatives from the local statutory, voluntary, community and private sectors to address local problems and pool funding streams.
LSTF	Local Sustainable Transport Fund	Initiative under which local authorities and partners can bid for part of £560m government funding to be spent on promoting sustainable travel
LTP	Local Transport Plan	Statutory forward looking transport document setting out policies and proposals for a local authority area (excluding London Boroughs).
LTP1	First Local Transport Plan	LTP1 - first 5 year statutory plan covering the years 2001-2006
LTP2	Second Local Transport Plan	LTP2 - second 5 year statutory plan covering the years 2006-11
LTP3	Third Local Transport Plan	LTP3 - this most recent plan with locally agreed timescale. Isle of Wight plan covers 27 years 2011- 2038
NHS	National Health Service	UK health care provision funded primarily through taxation
Non-principal Road		Local authority maintained 'B', 'C' and unclassified roads
PFI	Private Finance Initiative	Method of establishing public private partnerships to deliver public infrastructure projects with private capital
PPG	Planning Policy Guidance	Guidance notes and their replacements Planning Policy Statements (PPS) prepared by government after public consultation to explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system
PPS	Planning Policy Statement	Guidance notes prepared by government after public consultation to explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system
Principal Road		Local authority maintained 'A' roads
PROW	Public Right of Way	Way marked public paths and routes open to a variety of forms of transport from walking to motorised transport, depending on the classification of the route.
QTP	Quality Transport Partnership	Local formally organised group including transport operators, users and others which meet on a regular basis to discuss strategic transport issues.
Ramsar		Areas of wetlands of international importance, designated

Acronym	Name	Description
		under the Ramsar Convention.
RCC	Rural Community Council	Charitable organisation which looks to promote and organise schemes and initiatives which will be of benefit to the community in the furtherance of health, conservation, protection of the environment for the relief of poverty, distress, disability and sickness.
ROW	Right of Way	Legally granted or formally agreed access
ROWIP	Rights of Way Improvement Plan	Countryside and Rights of Way Act 2000 required local authorities to prepare and adopt a formal plan setting out how they will manage and enhance their rights of way networks over a ten year period.
RSP	Road Safety Plan	Require by 1988 Road Traffic Act the plan sets out a programme of measures designed to promote and improve road safety
SAC	Special Areas of Conservation	Strictly protected sites designated under the EC Habitats Directive
SCANNER	Surface Condition Assessment of the National Network of Roads	Vehicle-mounted automated carriageway surface condition surveys
SCRIM	Sideway-force Coefficient Routine Investigation Machine	Lorry-based machine which measures the resistance to skidding of a wet pavement surface.
SEA	Strategic Environmental Assessment	Process required by EU and UK law under which policies plans and strategies are assessed and tested in terms of environmental impact.
Section 106		Provision under Section 106 (S106) of the Town and Country Planning Act 1990 under which a local planning authority (LPA) can enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission.
SINC	Site of Important Nature Conservation	Non statutory wildlife site designated by the local authority.
SMP	Shoreline Management Plan	Large-scale assessment of the risks associated with coastal processes which helps reduce these risks to people and the developed, historic and natural environments.
SPA	Special Protection Area	Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries
SPD	Supplementary Planning Document	Local development document that may cover a range of issues, thematic or site specific which provides further detail of policies and proposals in a parent planning document i.e. Core Strategy
SSSI	Site of Special Scientific Interest	Designated by Natural England as being of special interest by reason of its flora, fauna, geological or physical features.
SUDS	Sustainable Urban Drainage Systems	Natural drainage system that use cost effective solutions with low environmental impact to drain away dirty and surface water run-off through collection, storage, and cleaning before allowing it to be released slowly back into the environment.

Acronym	Name	Description
Sustainable Community Strategy		Created by the local strategic partnership the sustainable community strategy is the long term vision for an area which uses the local area agreement as the mechanism for making the vision a reality. Locally Eco-Island
TAMP	Transport Asset Management Plan	Strategic approach that uses a detailed understanding of transport infrastructure and resources to improve the improvement and enhancement of existing facilities to meet the needs of current and future customers
UDP	Unitary Development Plan	Old style forward looking planning document subsequently replaced by Local Development Frameworks, prepared by metropolitan or Unitary local authority to help guide the development of a local authority area.
UKPMS	United Kingdom Pavement Management System	Standard logical design for software used by highway authorities for the management of the maintenance of the road network.
Unclassified Road		Minor roads which are not designated as classified roads and which are owned and maintained by a local highway authority
UTC	Urban Traffic Control	Term used to describe the technique of co-ordinating traffic signals, normally through a centrally located computer.
VFM	Value for Money	Best possible use of funding based not only on the minimum price, but also the maximum efficiency and effectiveness.