Bay Area LCWIP

Version 1.0

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Prepared by People Powered CIC for Isle of Wight Council

ISLE of WIGHT COUNCIL

PEOPLE POWERED

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1. Introduction

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

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

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

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

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

1.5. In July 2023, People Powered CIC were contracted by the Isle of Wight Council to assist in the production of an LCWIP covering the parishes of Shanklin, Lake and Sandown.

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 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,

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

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 published the Island's first LCWIP, which focused on the towns of Newport and Ryde. More recently, some of the Isle of Wight Council's sustainable transport funding has been allocated to help parish and town councils to produce their own LCWIPs. LCWIPs for Cowes, Gurnard and Northwood; East Cowes and Whippingham; and Bembridge, Brading and St Helens were completed in 2022 and adopted by the Isle of Wight Council in 2023.

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. Isle of Wight Council intends to adopt LCWIPs as Supplementary Planning Documents. They are expected to be increasingly useful for ensuring developer contributions towards sustainable transport are secured and well utilised.

1.11. 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's first LCWIP was developed. The Bay area 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 July 2023 and March 2024, 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 People Powered CIC and the Isle of Wight Council to determine the geographical extent of the work, and reporting and governance arrangements.

2.4. It was agreed that The Bay area LCWIP should follow the boundaries of the three civil parishes of Shanklin, Lake and Sandown. The area is shown in Figure 1.

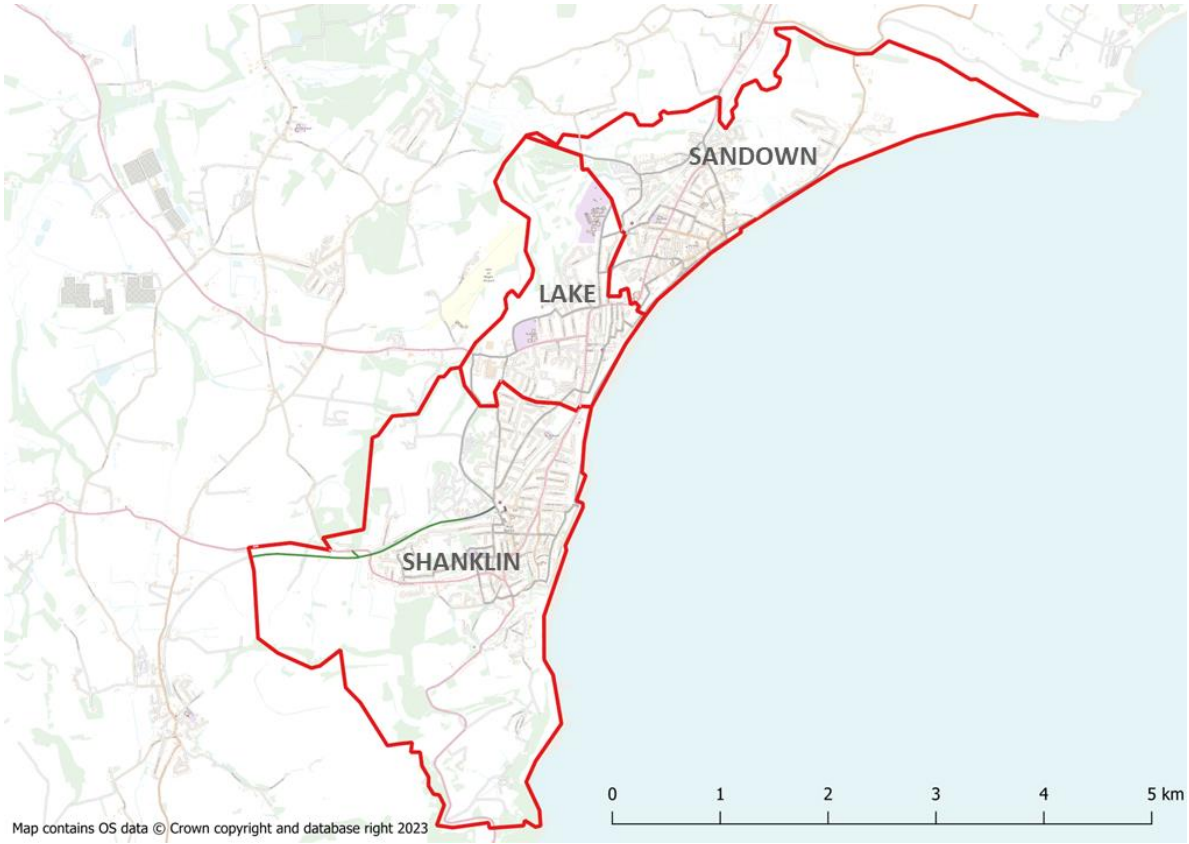


Figure 1 - Area covered by this LCWIP

Gathering Information

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

2.6. People Powered evaluated existing walking and cycling patterns and identified barriers to active travel in the area. The Propensity to Cycle Tool was used to examine existing commuter cycling patterns and count data from a number of permanent and temporary counters and Strava Metro data was used to evaluate broader existing cycling patterns.

2.7. An online community engagement tool was set up using the Placechangers digital planning toolkit. The platform enabled members of the public to submit their thoughts about walking and cycling infrastructure in the area and to comment on submissions left by others. The platform was live for 6 weeks with 223 ideas/issues posted and 382 comments made on ideas other people had posted. 128 people participated.

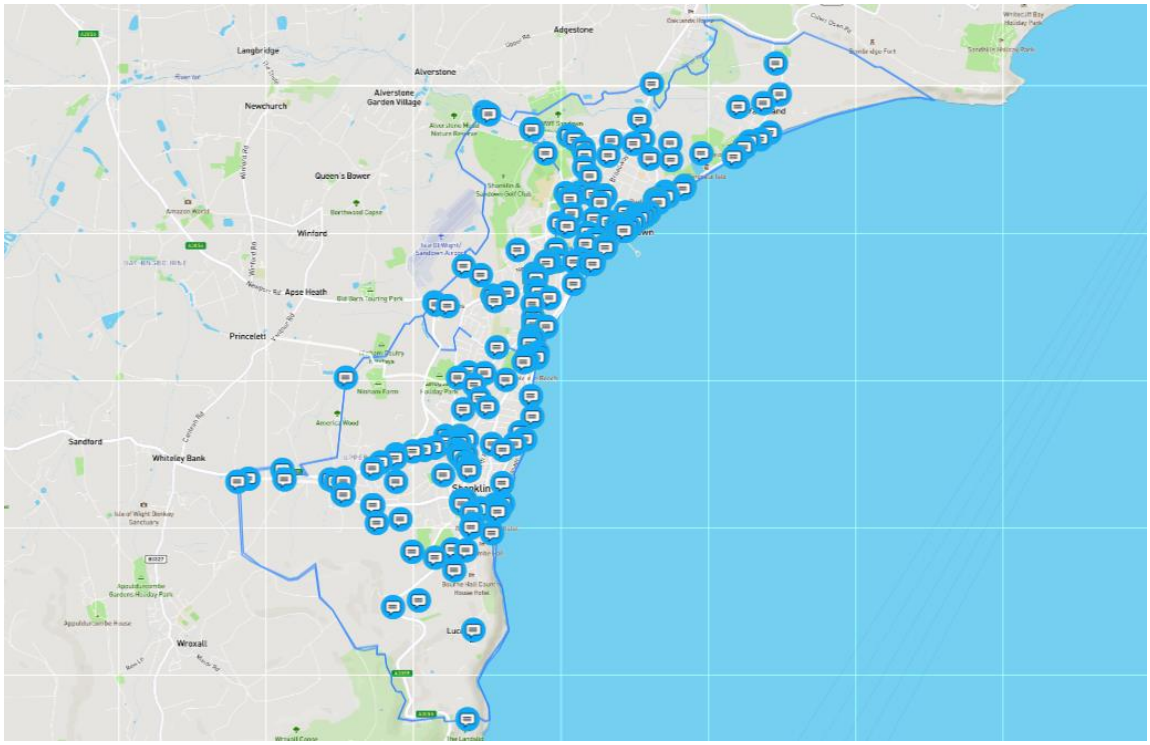
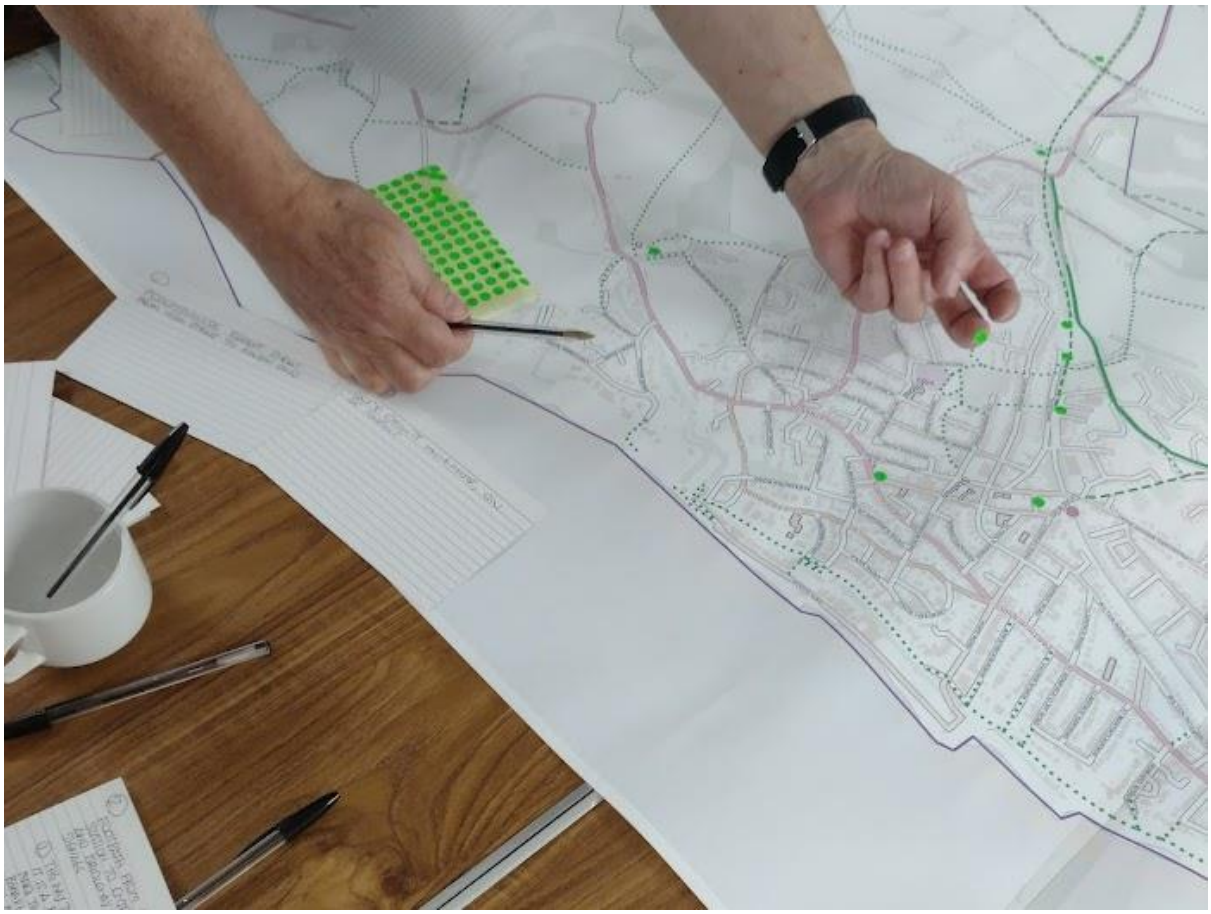


Figure 2 - Some of the responses received on the Placechangers platform

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



Community engagement workshops

2.9. Both the online engagement tool and the public meetings were extensively publicised through press releases, social media, posters, fliers, emails circulars, letters to schools, and via various stakeholder networks.

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

2.11. At the same time as work was progressing on the LCWIP, a Place Plan was under development, including extensive community engagement work. Key themes from this work were fed into the LCWIP development.

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 and retail areas 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 draft walking and cycling routes, and each street in the core walking zones, were audited on foot and bicycle by People Powered CIC 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; Cowes, Gurnard and Northwood; and Bembridge, Brading and St Helens 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 19 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 2.

Prioritising the delivery of improvements

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

2.21. In some cases, one of a set of interventions could be more readily delivered but would achieve little or no benefit without the surrounding measures being delivered as well. As

such, these interdependent interventions have been given a common ranking, based on the deliverability of the package as a whole.

2.22. 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 69 sets out recommendations in this area.

3. Existing walking and cycling levels in the local area

3.1. Cycling commuting levels were low across the three settlements in 2011, with 1.1% of adults in Lake cycling to work compared with 1.0% in Sandown and 0.7% in Shanklin (LCWIP area 0.9%, IOW 1.8%, England 1.9%). Looking at only those who travel for a commute (i.e. excluding people not in employment or who work from home), the figures rise to 2.0% in Lake, 1.8% in Sandown and 1.4% in Shanklin (LCWIP area 1.7%, IOW 3.3%, England 3.1%) of commuters travelling by bicycle[2]. N.B. Census data from 2011 has been used as commute data from the 2021 census was impacted by COVID restrictions.

3.2. Commuting only accounts for a relatively small proportion of overall trips per person (15.1% in 2021[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 cycle network provided. In 2022 14.6% of Isle of Wight residents cycled at least once per month (England 13.1%).[4]

3.3. Walking commuting levels vary between Lake and the other two settlements. 8.1% of adults in Lake walked to work compared with 9.9% in Shanklin and 11.6% in Sandown (LCWIP area 10.0%, IOW 10.5%, England 6.9%). Looking at only those who travel for a commute (i.e. excluding people not in employment or who work from home), the figures rise to 15.4% in Lake, 19.2% in Shanklin and 20.5% in Sandown (LCWIP area 18.8%, IOW 18.8%, England 11.3%) of commuters travelling on foot.[2]

3.4. Across the Isle of Wight, in 2022 26.6% of adults walked for travel (for at least 10 minutes) once per week or more, up from 23.6% in 2021 but down on the previous 5 years 32.9%-40.5%). This compares with 60.3% walking for leisure at least once per week (67.6% in 2021) suggesting significant opportunities for growth in walking for transport.[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 on the Isle of Wight showed a marked drop in travel to school by car (down 6.8 percentage points) along with small decreases in bus and cycling (less than 1 percentage point drop each) and scooting & skating (1.8 percentage point drop) while the modal share for walking increase by 10.2 percentage points. Comparison with the 2011 school census indicates a long-term increase in active travel modes of 8 percentage points between 2011 and 2019/20. Data suggests

[2] Office for National Statistics, Census 2011 QS701EW - Method of travel to work

[3] Department for Transport, National Travel Survey 2021

[4] Department for Transport, Participation in walking and cycling (local authority rates) 2023

[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

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 travel to school by active modes. [7] In the LCWIP area 86.4% of children attending the four primary schools live within 3 miles of school,[8] suggesting a large degree of self-containment within the Bay area and a strong potential for trips to school to be made by active modes. Broadlea Primary School has a relatively high number of pupils living further than one mile away, so targeting cycle infrastructure provision here may be helpful to facilitate the slightly longer trips to school. The secondary phase of The Bay Church of England School (the only secondary school in The Bay area) also has a high proportion of pupils living in the local area, with 79% living within 3 miles of the school.

School Attended	**<1miles**	**<2Miles**	**<3Miles**	**>3Miles**
Gatten and Lake Primary School	81	13	1	5
Broadlea Primary School	64	28	0	8
St Blasius Shanklin CofE Primary Academy	78	10	5	7
The Bay Church of England School (primary phase)	80	7	6	7
Average Bay Area primary	**76**	**13**	**4**	**7**
Average Isle of Wight Primary	**65.4**	**14.4**	**6.6**	**13.6**
The Bay Church of England School (secondary phase)	42	22	14	21
Average Isle of Wight Secondary	**44**	**16**	**8**	**32**

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 2023-24 School Census

4. Approach to the development of this LCWIP

Facilitating practical transport by active travel

4.1. Government guidance sets out that LCWIPs should develop "networks of walking and cycling routes that connect places that people need to get to, whether for work, education, shopping or for other reasons".[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 as such measures go beyond the scope of this process. But it does not mean that further reaching traffic management 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. For this LCWIP, which encompasses rural areas and small towns, a pragmatic approach to the 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.

4.7. The feedback received from the consultation on this LCWIP indicated that there is a local desire to see the development of walking and cycling routes that link the Bay area to other

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

settlements, including Brading and Newport. These routes have been included to the boundaries of the study area. In the case of the route to Brading the remainder of the route is covered by the East Wight LCWIP. The route to Newport already exists (as National Cycle Network (NCN) route 23) though it requires upgrading in a number of places between the Bay and Newport LCWIP areas. This work should be seen as a strategic priority to link the two areas.

Limits to the scope of the LCWIP

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 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.

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 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. The historic nature of most roads on the Isle of Wight means space for dedicated cycle infrastructure is often limited. As such the proposals make extensive use of quiet, low speed streets which are suitable for cycling with other traffic (or those that could be modified to create those conditions). In several areas shared use routes are suggested. These are typically in areas where volumes of pedestrians and/or cyclists are expected to be low (such as rural routes) or where space for new infrastructure is too limited to allow full segregation, and pedestrian volumes are low enough for shared use routes to be acceptable.

5.6. 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, which 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 (creating a greater visual change for pedestrians to highlight the potentially greater hazard at these busier locations). These treatments provide visual reinforcement of the 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.

5.7. 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.

5.8. 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.

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

5.10. 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, safer streets between main walking/cycling routes.

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

5.12. 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.

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

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.

5.13. The glossary on page 72 provides information on some of the key terminology used for infrastructure improvements, including those suggested in this plan.

6. Proposed improvements

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

Routes are indicative

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

Alternative approaches

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

Accepting limited compromises

6.4. While the design principles set out in Section 5 of this document should be the basis for any proposed improvements, it may be that space constraints or other obstacles to the implementation of ideal design solutions necessitate some limited compromise. Where the completion of a route or scheme can be achieved by the use of a short section of infrastructure that doesn't quite meet the high standards of LTN 1/20 or Manual for Streets/MfS2, such a compromise should not get in the way of the overall goal of improving connectivity and safety. However, in these circumstances every effort should be made to maximise the quality of the experience of people walking and cycling. For example, a short section of a cycle route may need to be shared with higher volumes of traffic than would normally be acceptable. Designs should focus on minimising the risk to cyclists and maximise their comfort, with particular attention on traffic calming measures and features to highlight the presence of a key cycle route to drivers.

Area wide approach to speed

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

Traffic reduction measures

6.6. The recommendations in appendices 4 and 5 contain numerous references to the implementation of Quietway schemes or shared space treatments. These have been proposed in locations where, with the appropriate street design techniques being applied,

conditions could be suitable for active travel modes to mix, unsegregated, with motor traffic. The key conditions that need to be achieved are low traffic speeds and volumes. In some locations, methods to limit or remove through traffic, such as modal filters, bus gates, or one-way only schemes should be considered as part of future feasibility studies.

Regeneration and creating a greater sense of place

6.7. This plan deals principally with provision of infrastructure to enable more people to walk and cycle more often, more easily. Creating high quality public spaces can form an important part of this work; placemaking activities are not addressed in detail in the LCWIP, though broad recommendations for areas where placemaking work is seen as most important are made within route and zone descriptions.

6.8. A Place Plan for the Bay Area was published early in 2024, and the recommendations in that plan should be considered as LCWIP projects are developed further.

6.9. Various specific recommendations from the Place Plan could be incorporated into new walking and cycling infrastructure, ensuring consistency with other placemaking work delivered in the area. This could include approaches to materials and colour palette, street furniture, landscaping, wayfinding and inclusion of public art.

Costing approach

6.10. 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. Recent, and ongoing, inflation in the construction industry has made it very difficult to assess scheme costs and so the broad cost estimates used in this report should be treated with extreme caution.

6.11. Costs of delivering new infrastructure have increased significantly since the production of other LCWIPs on the Isle of Wight, and hence indicative costings in earlier LCWIPs cannot be directly compared with this document.

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

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

6.14. 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.

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

7. Proposed walking network

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

Figure 3 - Proposed Walking Network and Core Walking Zones (shown hatched blue)

Walking route descriptions

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

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

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

Route number: BAW1

Working name: Chine Ave to Hope Rd
Route length: 1.32km
Indicative cost: £334,625
Route overview: This route provides access to the beach and seafront cafes, restaurants and other facilities from residential areas in the south of Shanklin, the retail and tourism area of Shanklin Old Village and holiday accommodation on the cliff top. At its northern end it connects with another route on the network providing a link to the rail station.

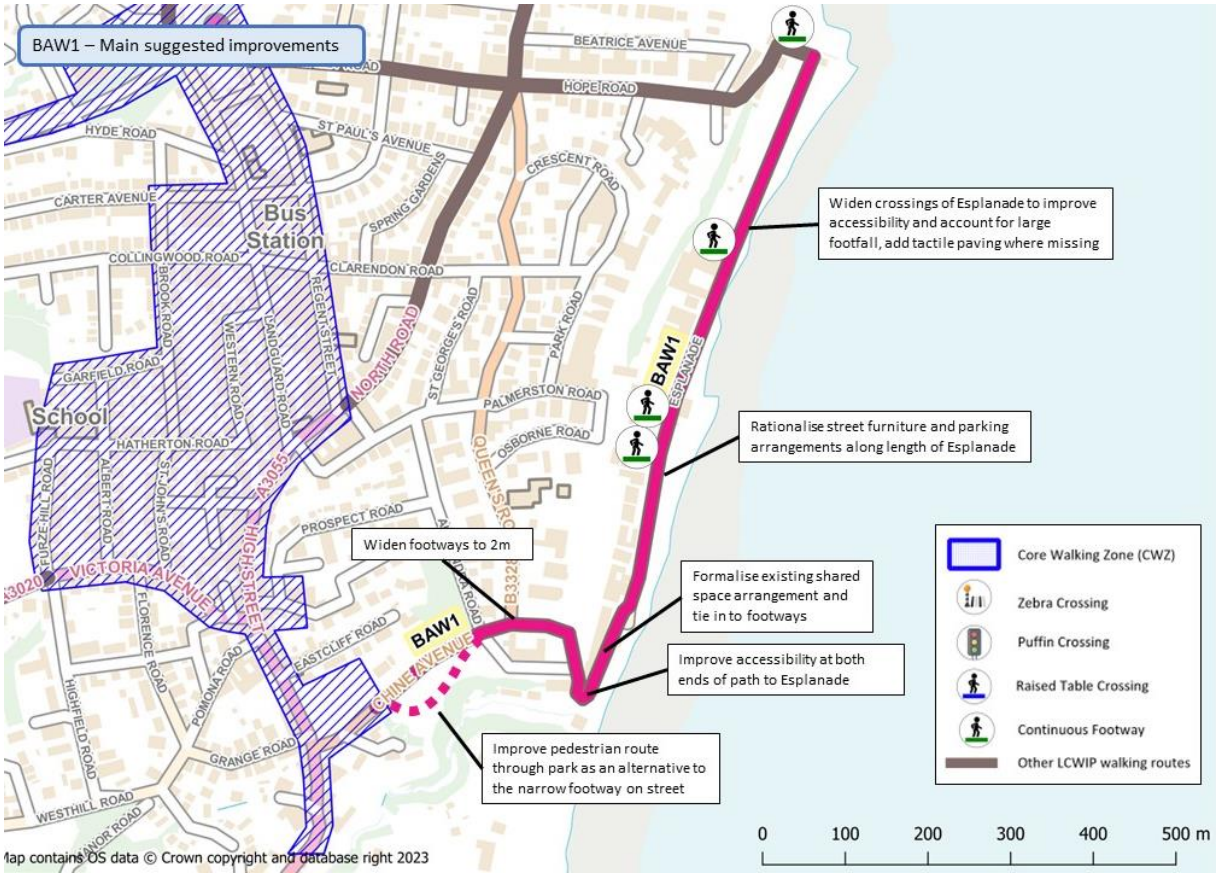


Figure 4 - Main suggested improvements BAW1

Route number: BAW2

Working name: Victoria Ave from Windsor Drive to Furzehill Rd
Route length: 0.7km
Indicative cost: £259,000
Route overview: This route functions as a main connection between residential areas in the south west of Shanklin and the retail, employment and leisure functions in the town's core walking zone. Numerous bus stops are also located on the route. A constraint to improved footway conditions/accessibility is the large number of mature trees on the footways at the eastern end, with roots that are buckling the surfaces.

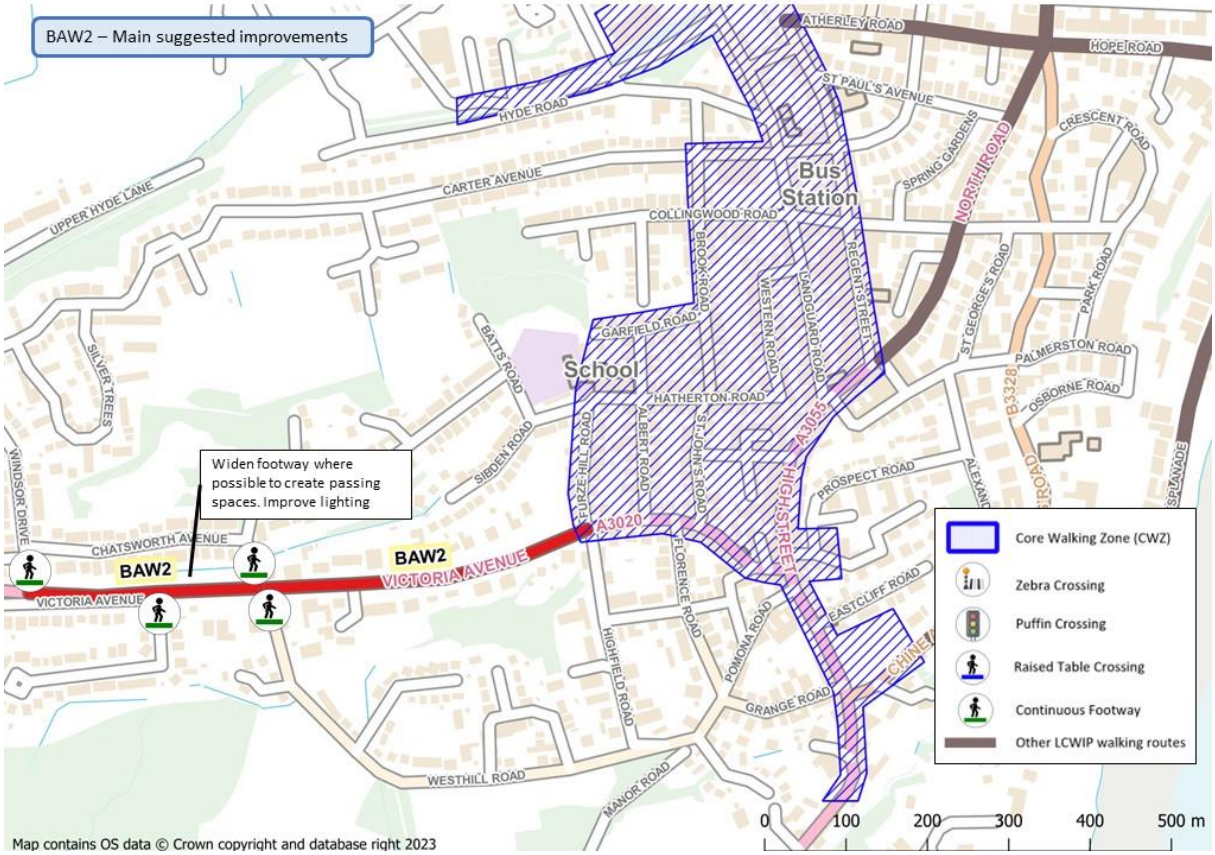


Figure 5 - Main suggested improvements BAW2

Route number: BAW3

Working name: Sandown Rd/North Rd (A3055) from Heath Rd, Lake to Cross St, Shanklin
Route length: 2.08km
Indicative cost: £1,456,750 (figure does not include measures labelled "TBC" in appendix 4)
Route overview: Route BAW3 is the main north-south route running through residential areas between Lake and Shanklin centres and connects the respective core walking zones at either end. The street layout in the area precludes north-south movement on less trafficked streets, so this route functions as a funnel route from residential areas on either side of it. It also provides access to a local primary school, Lake railway station and bus stops the length of the route. There are high levels of traffic at times and traffic speed (both real and perceived) is one of the challenges that needs to be overcome to create a comfortable walking environment.

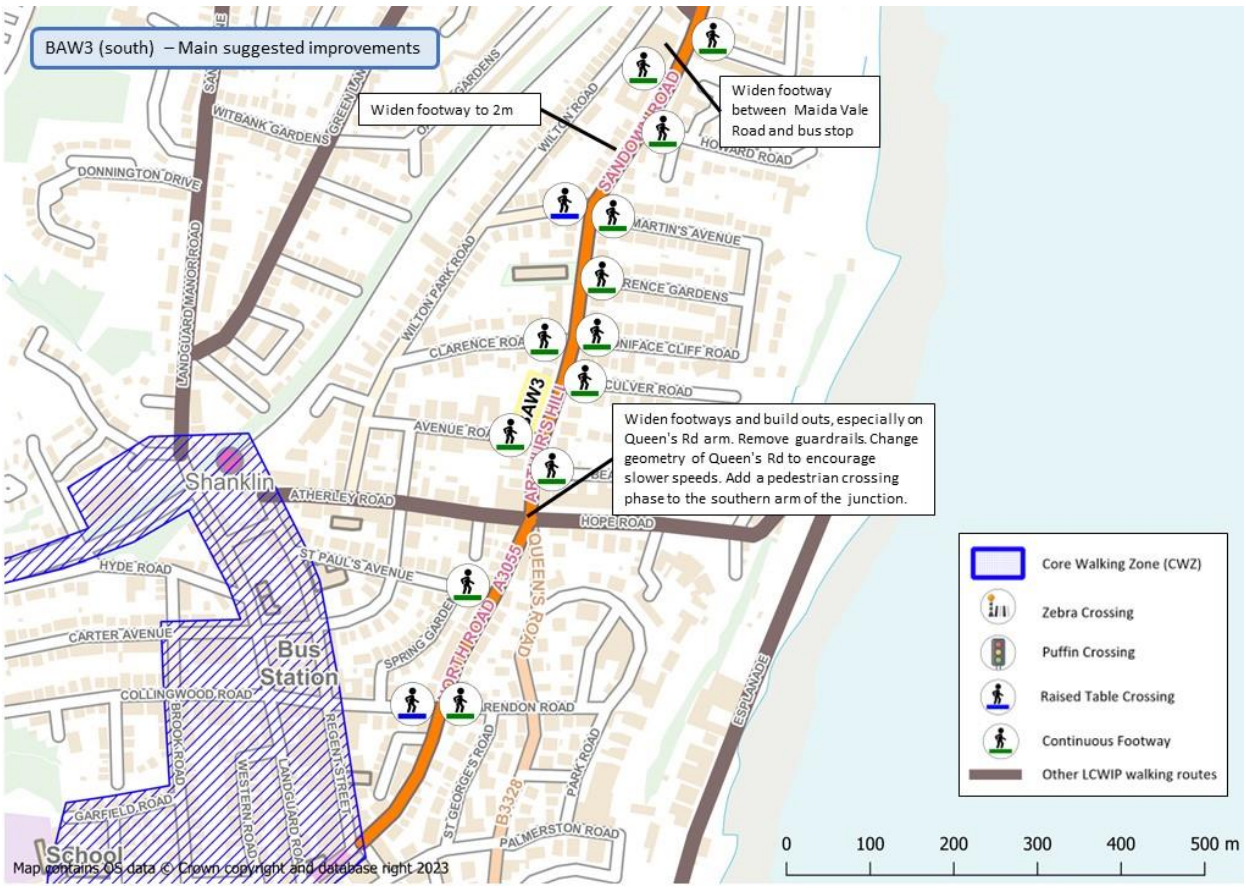


Figure 6 - Main suggested improvements BAW3 (south)

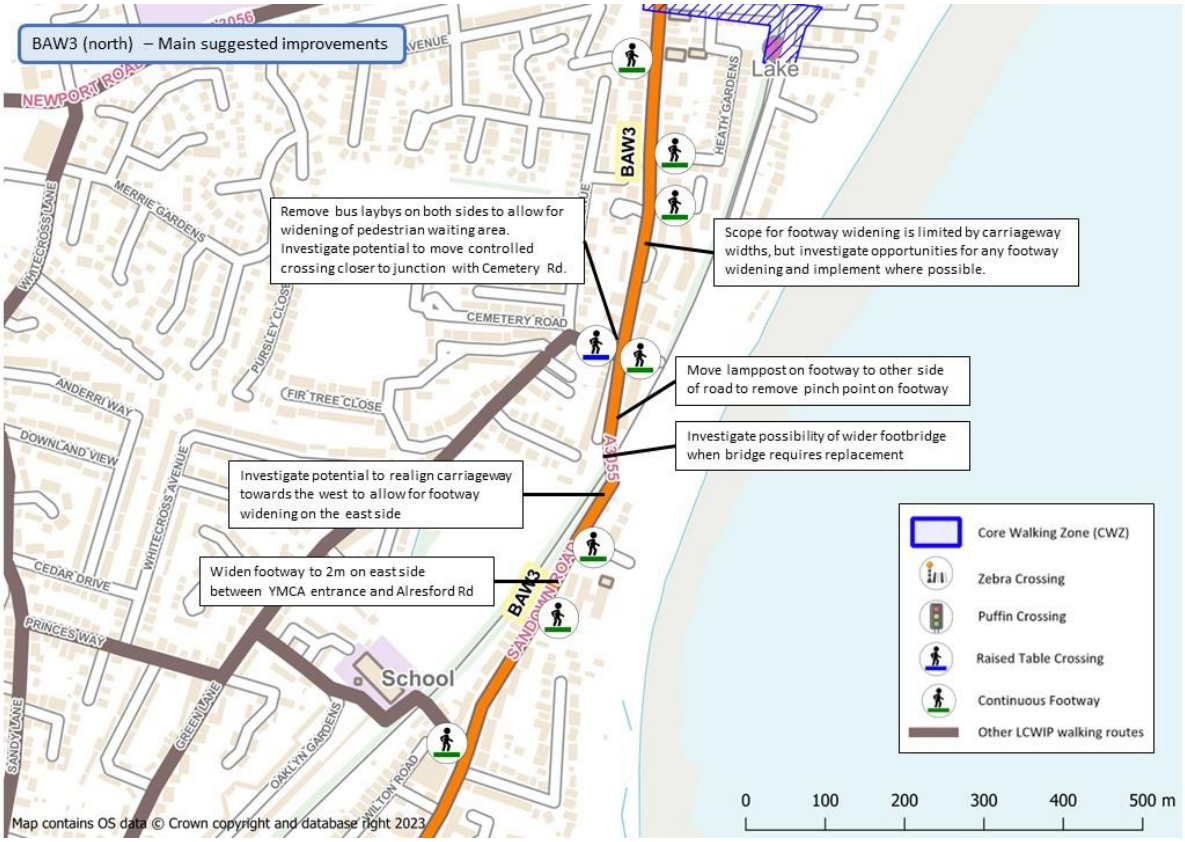


Figure 7 - Main suggested improvements BAW3 (north)

Route number: BAW4

Working name: Esplanade to Regent Street
Route length: 0.72km
Indicative cost: £419,000
Route overview: Route BAW4 follows the only access road to the beach in the southern part of the Bay area. It connects the northern part of Shanklin's core walking zone with the seafront and it also provides a direct route between the railway station and the Esplanade.

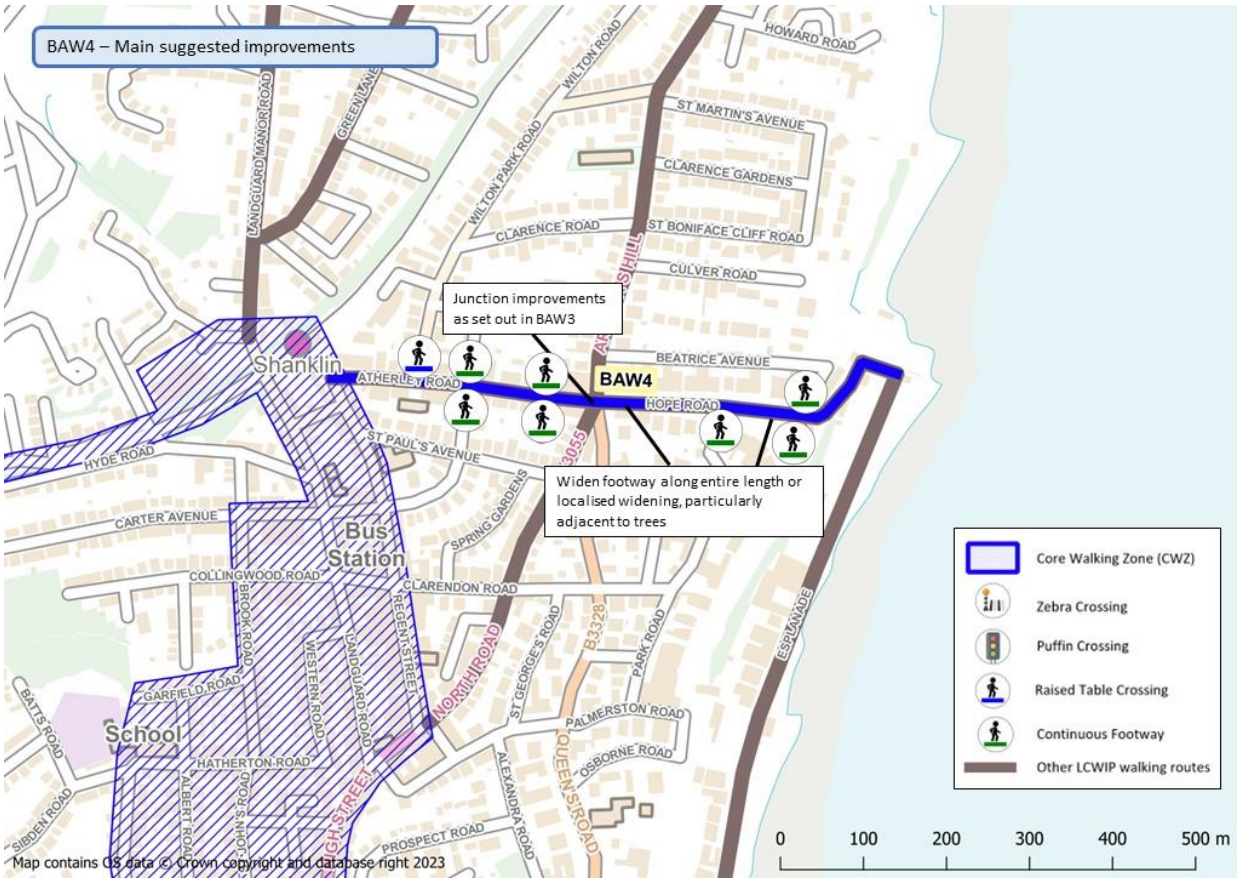


Figure 8 - Main suggested improvements BAW4

Route number: BAW5

Working name: Merry Gardens roundabout to Atherley Park Way, Shanklin
Route length: 1.37km
Indicative cost: £556,875
Route overview: Route BAW5 forms the main north-south route on the western side of the settlement. Its main function is to connect residential areas with Shanklin core walking zone and railway station at the southern end and the retail and employment sites at the northern end. There is also a large holiday park located midway along the route and local buses also serve it. Traffic speeds can sometimes make the walking environment unpleasant, something that will need to be tackled when the LCWIP route is developed.

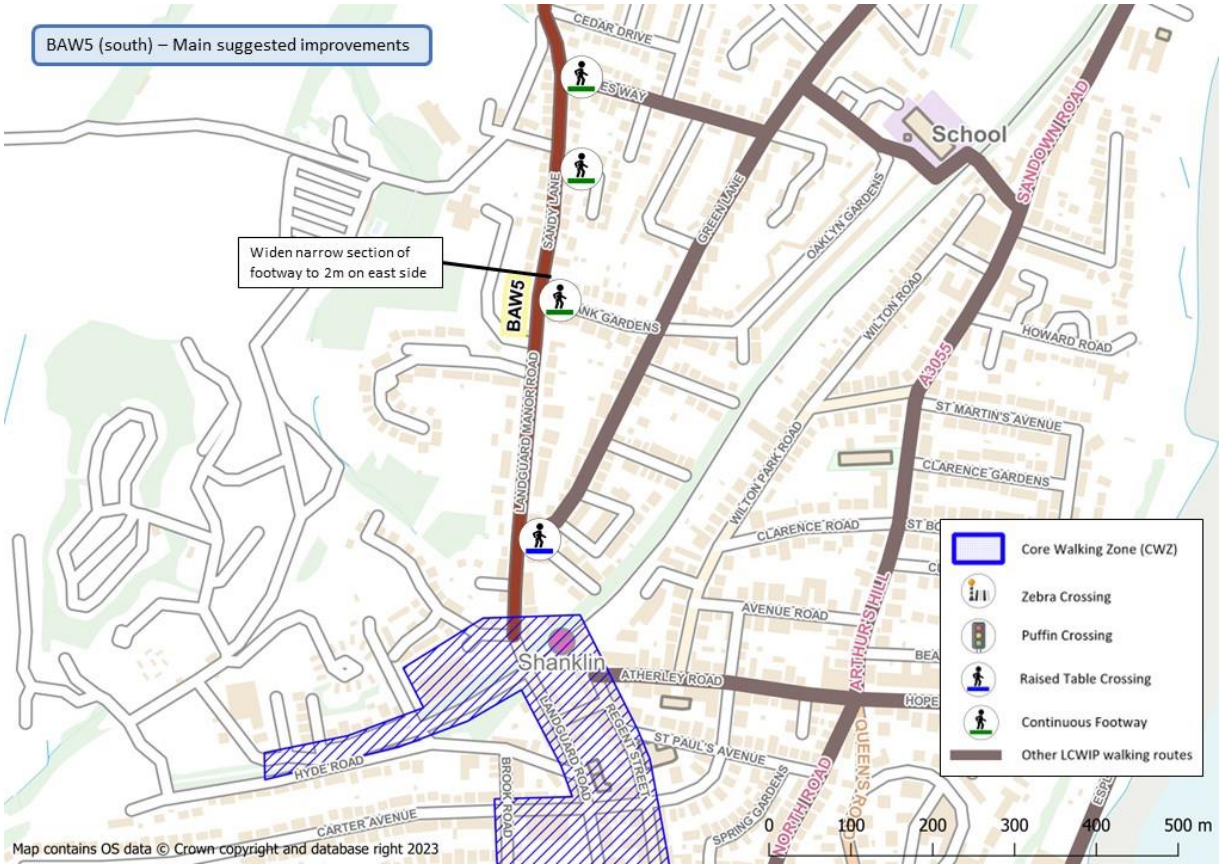


Figure 9 - Main suggested improvements BAW5 (south)

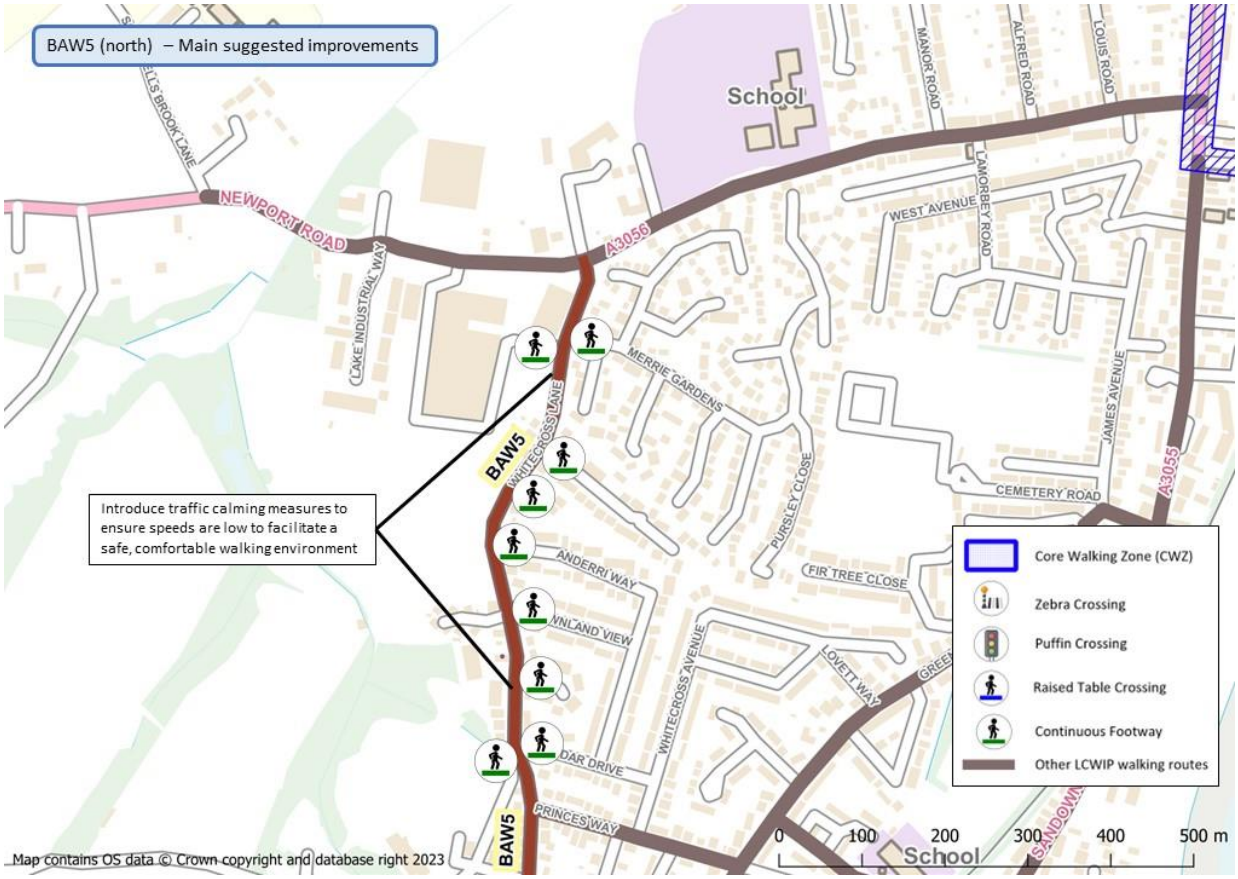


Figure 10 - Main suggested improvements BAW5 (north)

Route number: BAW6

Working name: Green Lane from Landguard Manor Rd to Sandown Rd (A3055)
Route length: 1.28km
Indicative cost: £622,500
Route overview: Route BAW6 connects a large area of housing with the wider walking network, providing access to the north towards Lake core walking zone and to the south towards Shanklin core walking zone. Bus stops are located along its length and it is a busy route for local school children accessing the nearby Gatten and Lake primary school. Green Lane is characterised by narrow pavements and although traffic speeds are not high, the proximity of passing vehicles makes for a less than ideal walking environment. Slowing traffic speeds and creating wider footways where possible are essential measures for an improved walking route, along with providing clearer priority over the many minor side roads.

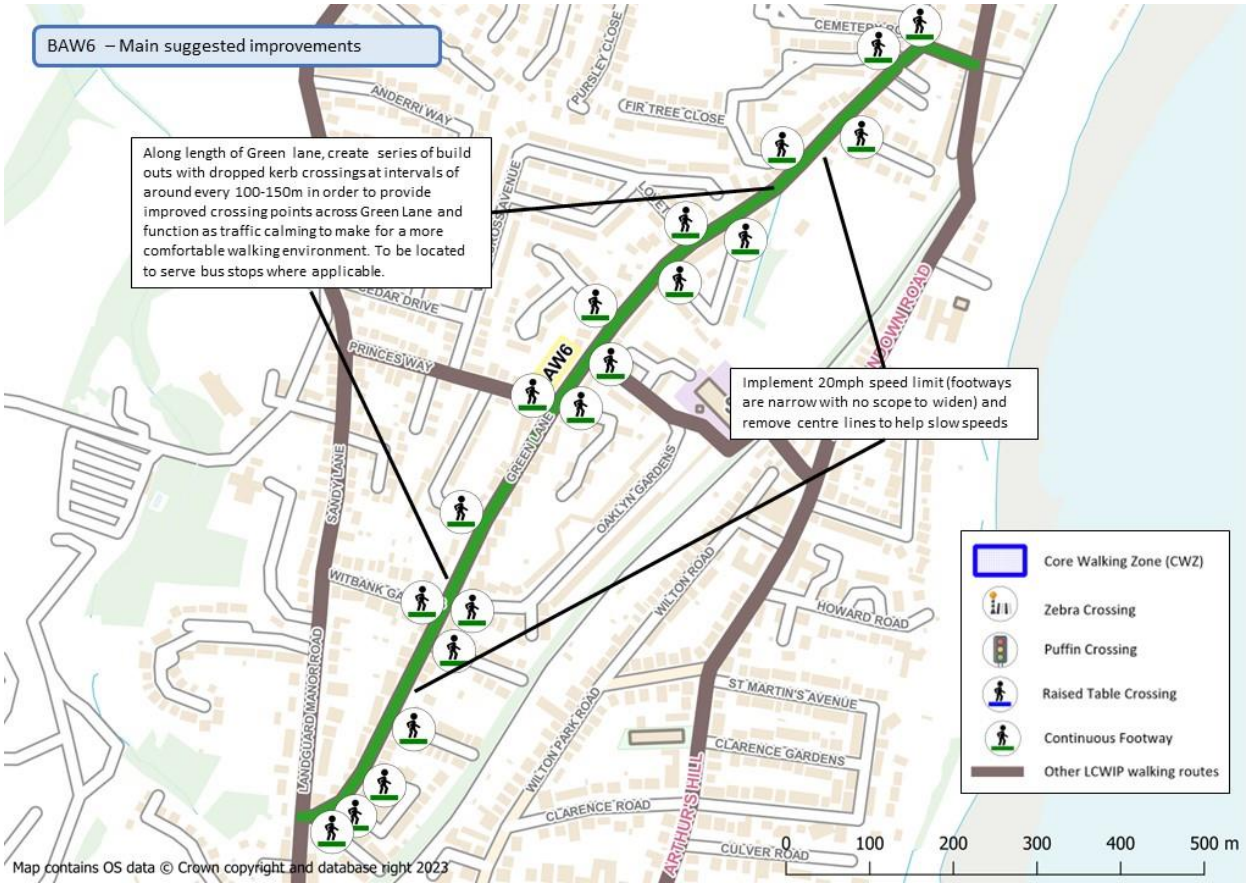


Figure 11 - Main suggested improvements BAW6

Route number: BAW7

Working name: From Sandy Lane to Sandown Rd (A3055)
Route length: 0.66km
Indicative cost: £249,000 (figure does not include measures labelled "TBC" in appendix 4)
Route overview: There are a limited number of reasonably direct east-west routes in the Bay area. One of the main constraints is the railway line that runs north-south. Route BAW7 provides an east-west route. It intersects with three north-south LCWIP routes and also connects housing and a local school. In terms of accessibility, the major limitation is the existing footbridge over the railway which is substandard in terms of gradient and design.

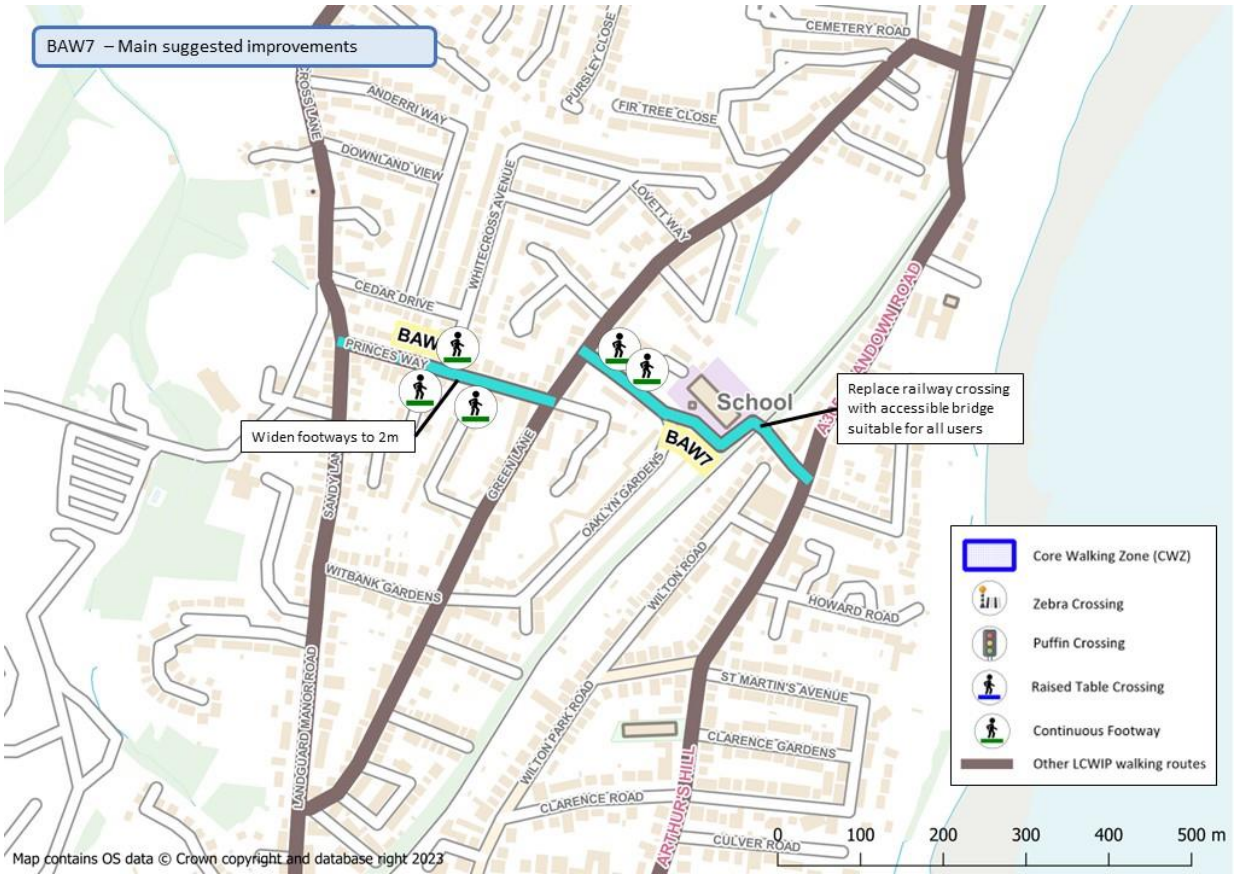


Figure 12 - Main suggested improvements BAW7

Route number: BAW8

Working name: Sandown airport access road to Lake core walking zone
Route length: 1.25km
Indicative cost: £703,500
Route overview: Route BAW8 links a busy retail area, an industrial estate, a primary school and housing with Lake core walking zone. It is served by a bus route. Traffic levels are relatively high.

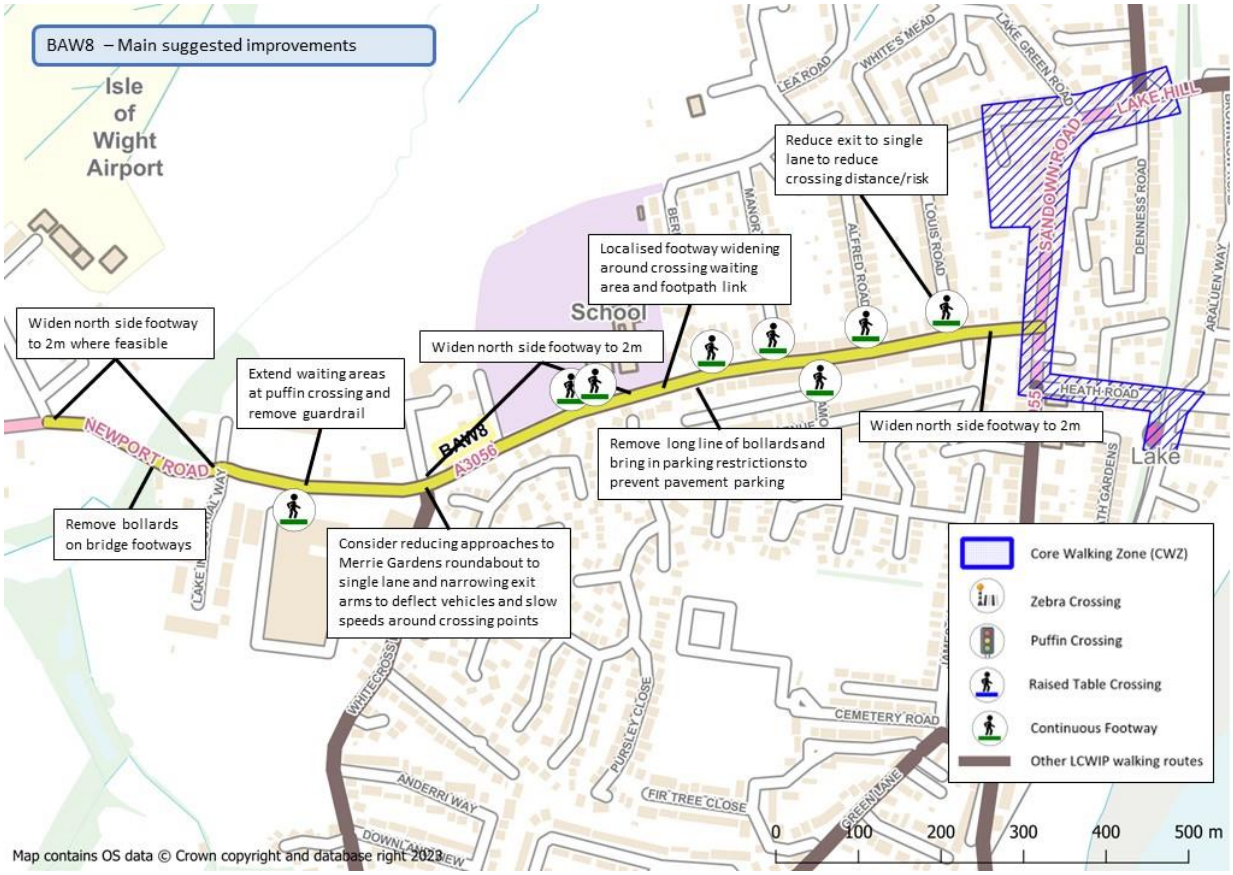


Figure 13 - Main suggested improvements BAW8

Route number: BAW9

Working name: Sandown core walking zone to Lake core walking zone
Route length: 0.91km
Indicative cost: £985,750
Route overview: As the working name of route BAW9 suggests, it links the two CWZs that are just over a 10-minute walk apart. It follows the main streets between Sandown centre and Lake, linking residential and retail areas, the local health centre and the leisure centre. Traffic volumes are high and footways are uncomfortably narrow on much of the route at present.

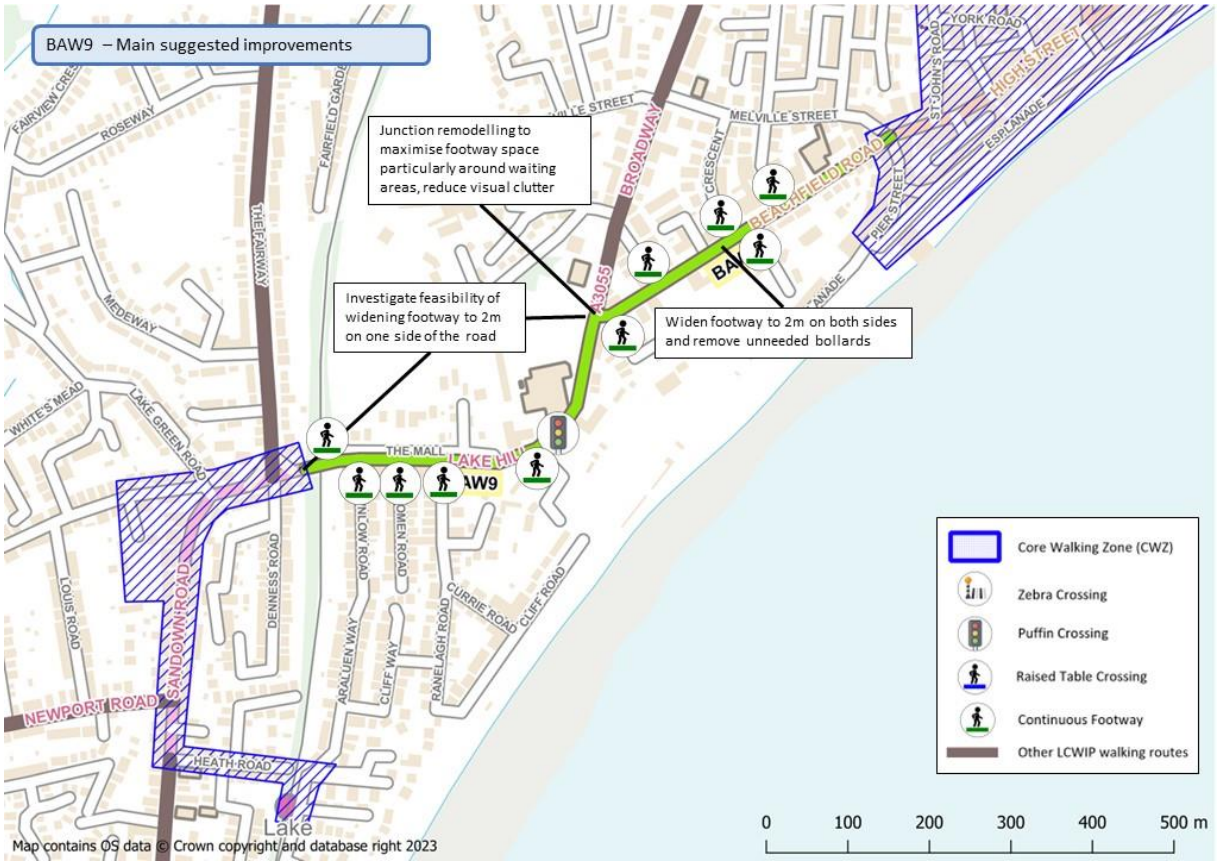


Figure 14 - Main suggested improvements BAW9

Route number: BAW10

Working name: Sandown Bay Academy to junction of The Fairway/The Mall
Route length: 0.8km
Indicative cost: £379,000
Route overview: BAW10 is an important route for pedestrian access to the local high school. Large numbers of students walk to the school from surrounding housing areas. The route feeds into the school and also connects with retail/employment at Lake core walking zone, bus stops at the southern end of the route, sports facilities at the northern end and it ties in with LCWIP route BAW12 towards Sandown railway station.

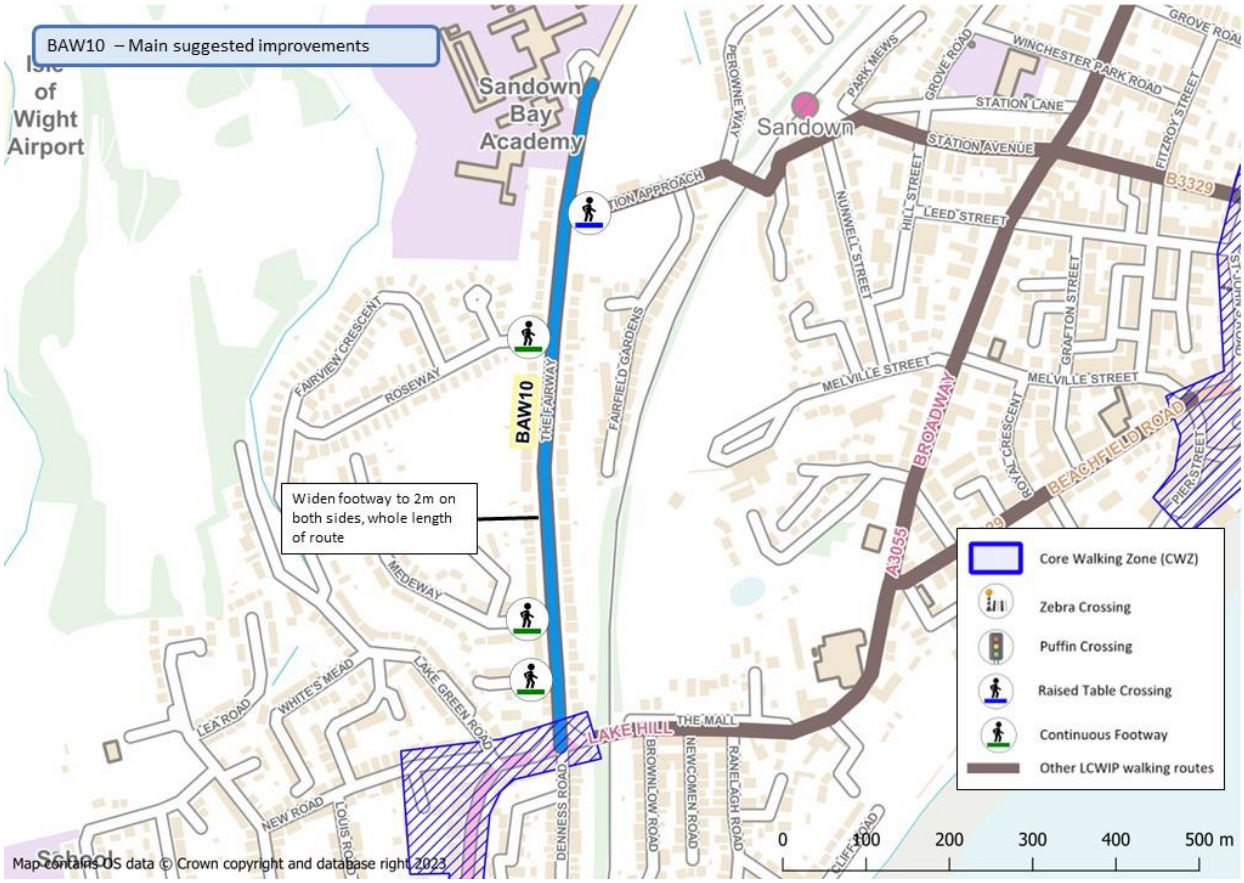


Figure 15 - Main suggested improvements BAW10

Route number: BAW11

Working name: Broadway (A3055)
Route length: 1.3km
Indicative cost: £986,225
Route overview: The inclusion of route BAW11 along the length of Broadway is not because there are high levels of pedestrian activity running north-south along its whole length. Most pedestrian movements in this area of the town are east-west between residential streets either side of Broadway, but to move east-west pedestrians must often follow part of Broadway in order to reach their destination (such as the railway station, The Bay primary school, Sandown core walking zone and the seafront/beach). Rather than improve numerous short sections, the proposal is to enhance the pedestrian environment along the whole length of Broadway to allow for these diverse movement patterns.

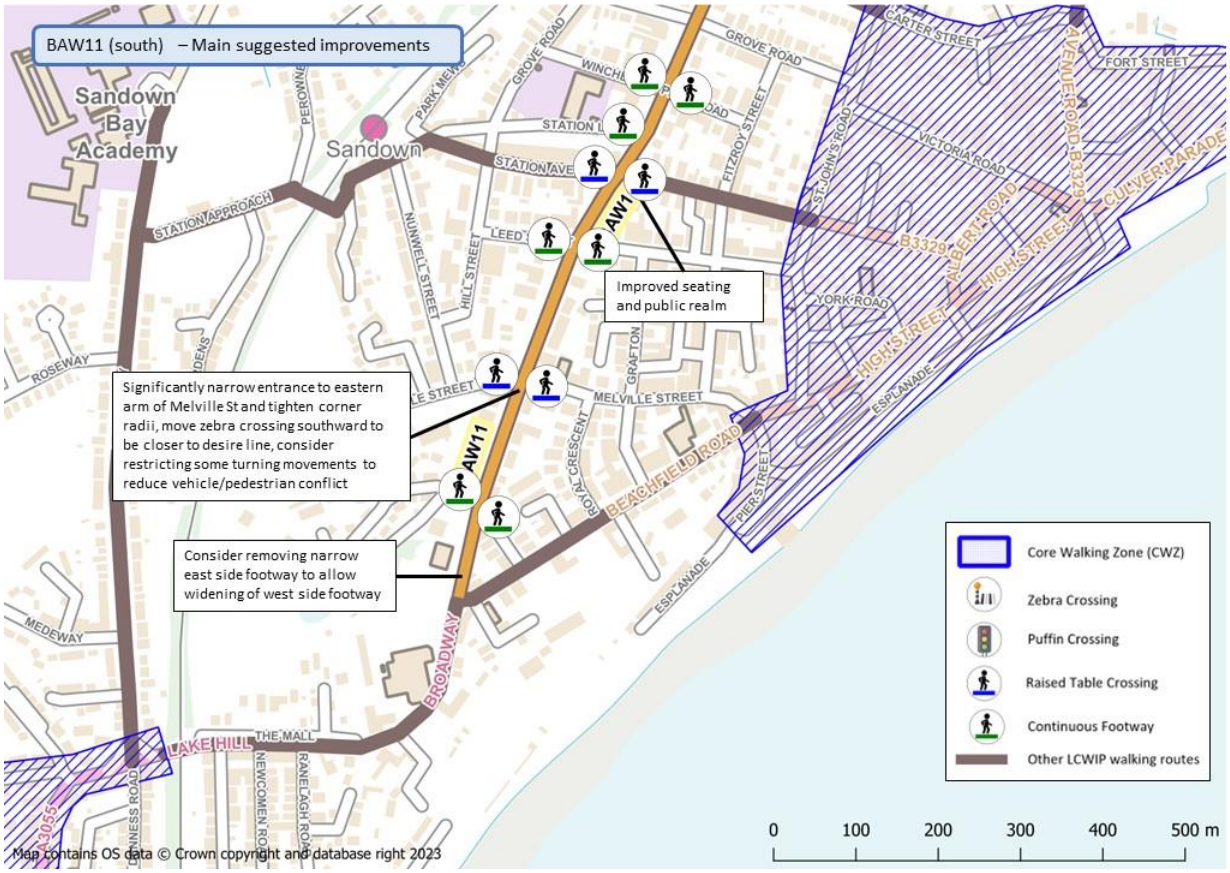


Figure 16 - Main suggested improvements BAW11 (south)

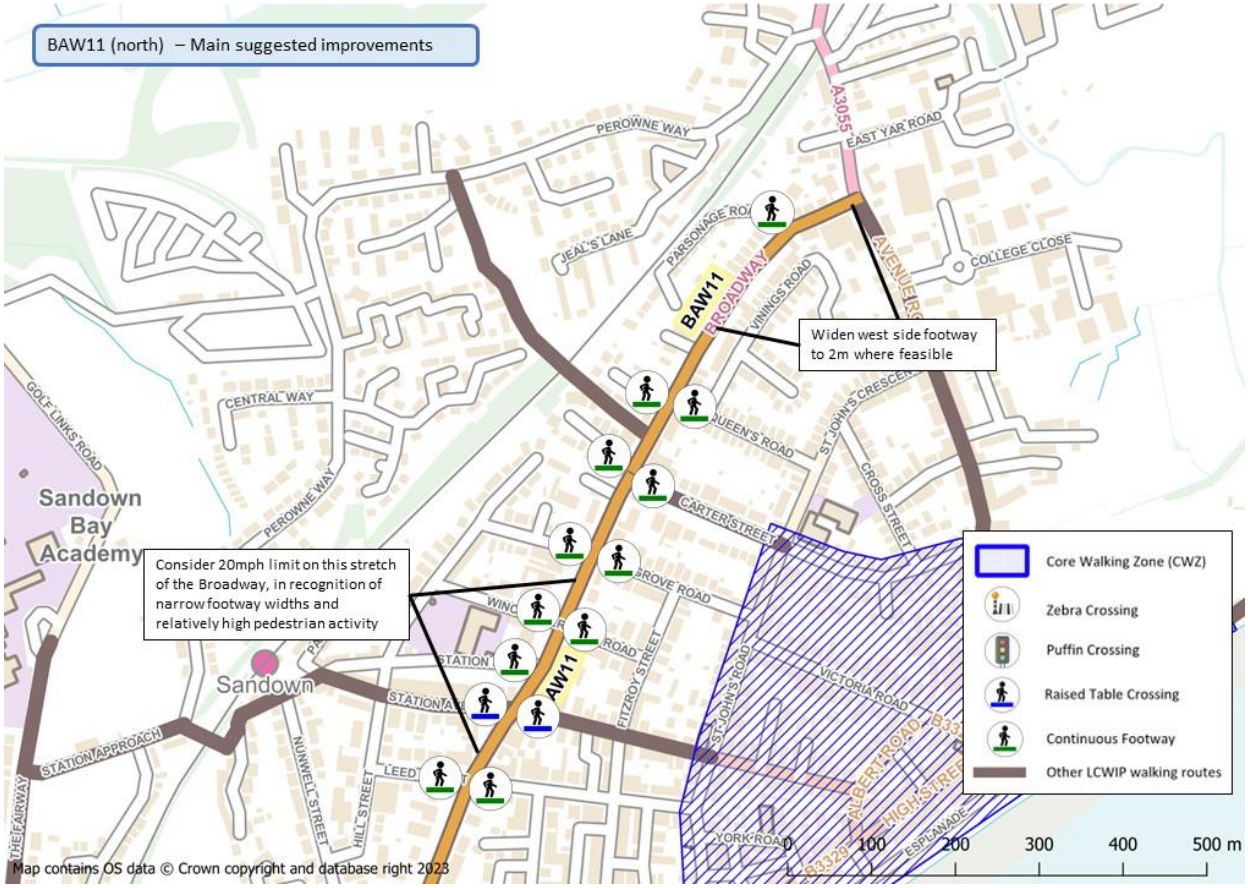


Figure 17 - Main suggested improvements BAW11 (north)

Route number: BAW12

Working name: Sandown Bay Academy to Sandown core walking zone
Route length: 0.87km
Indicative cost: £542,250
Route overview: Route BAW12 provides a main east-west route in Sandown, linking the beach and town centre in the east with the railway station and secondary school in the west.

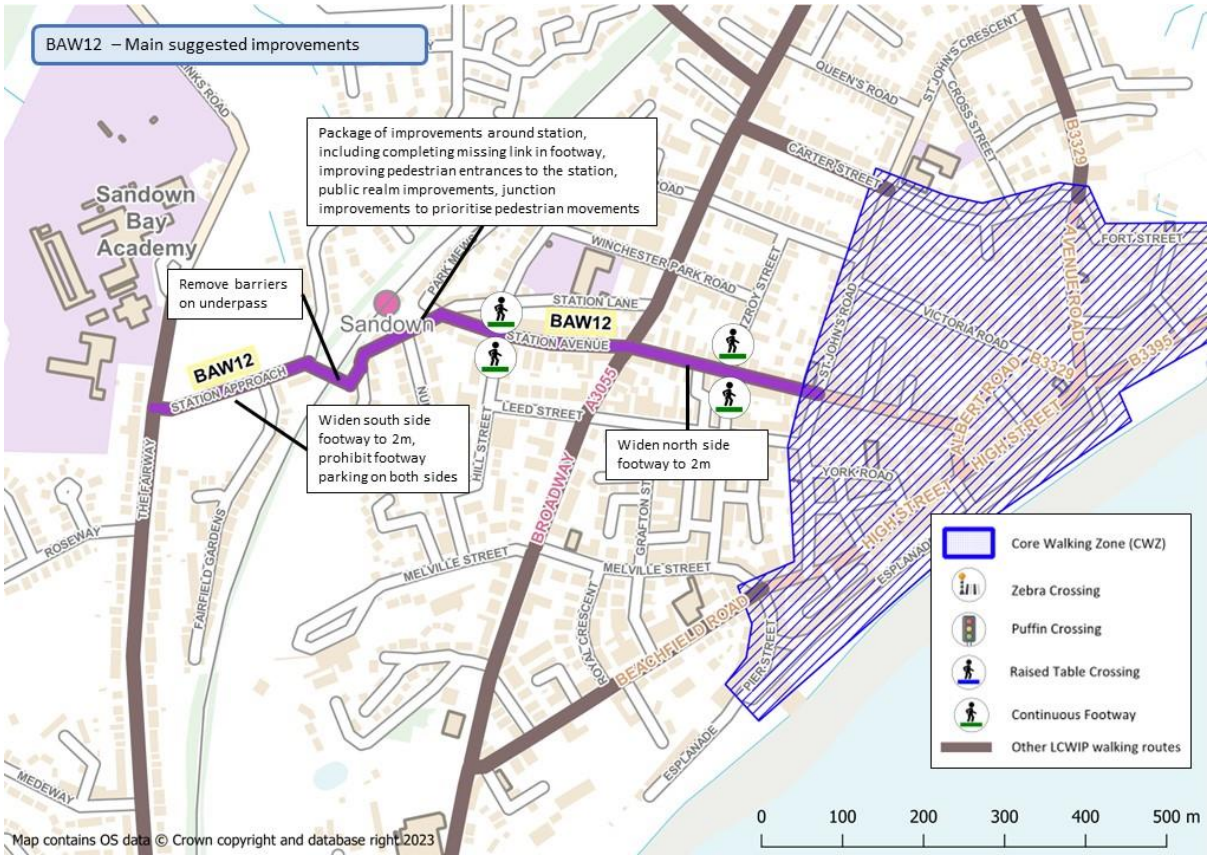


Figure 18 - Main suggested improvements BAW12

Route number: BAW13

Working name: Perowne Way to Sandown core walking zone via footpath SS37
Route length: 0.59km
Indicative cost: £150,375
Route overview: Route BAW13 links a large area of housing in the north west of Sandown with the town centre/seafront. It makes use of the only railway crossing point that provides direct access into the town. The footpath and railway bridge are well used but are substandard in terms of width and surfacing. There is great scope for improvements if these issues can be remedied.

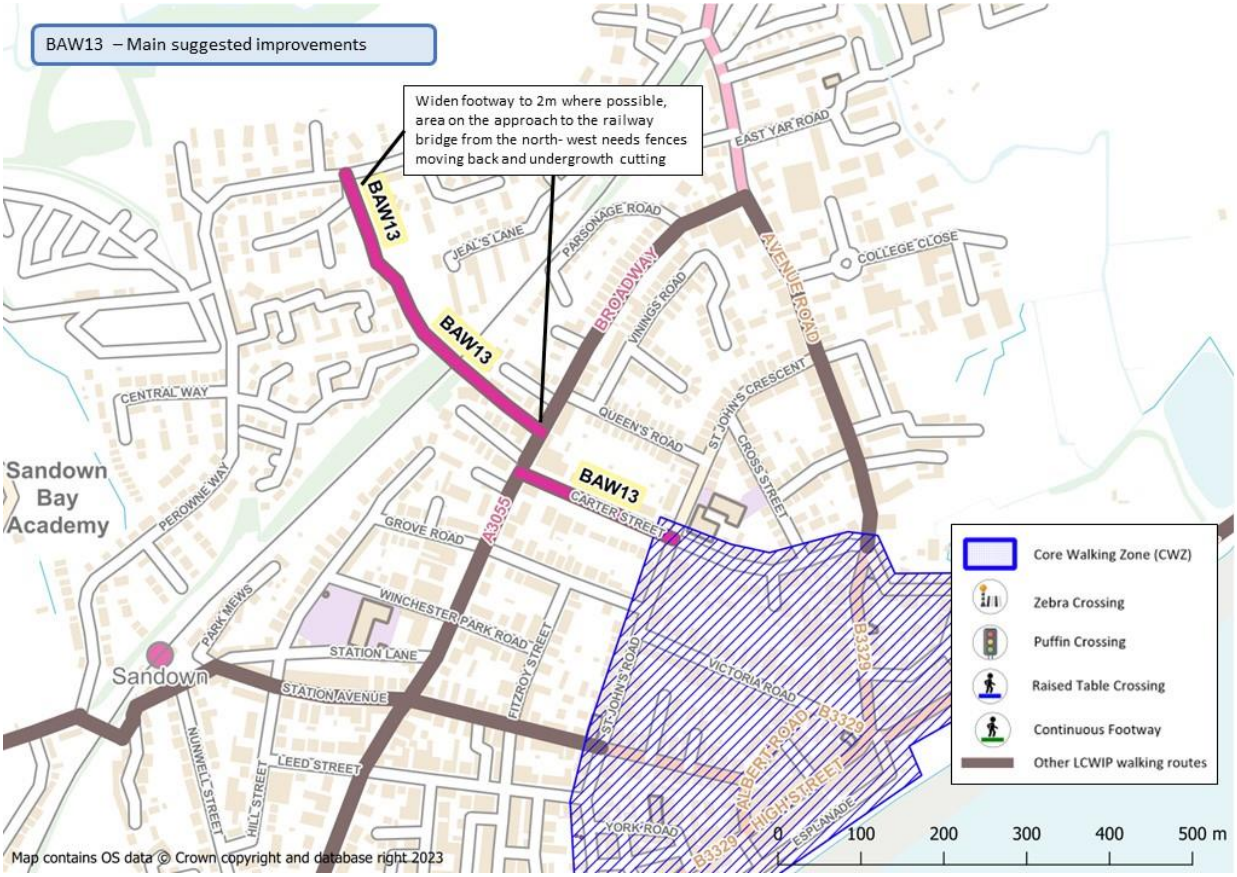


Figure 19 - Main suggested improvements BAW13

Route number: BAW14

Working name: Avenue Rd from junction with Broadway to Carter St/Fort St junction
Route length: 0.47km
Indicative cost: £595,500
Route overview: Route BAW14 links a light industrial estate and housing at the northern end of Sandown with the core walking zone and seafront. Footways need widening and pedestrian priority over side roads needs to be enhanced through design features such as continuous footways.

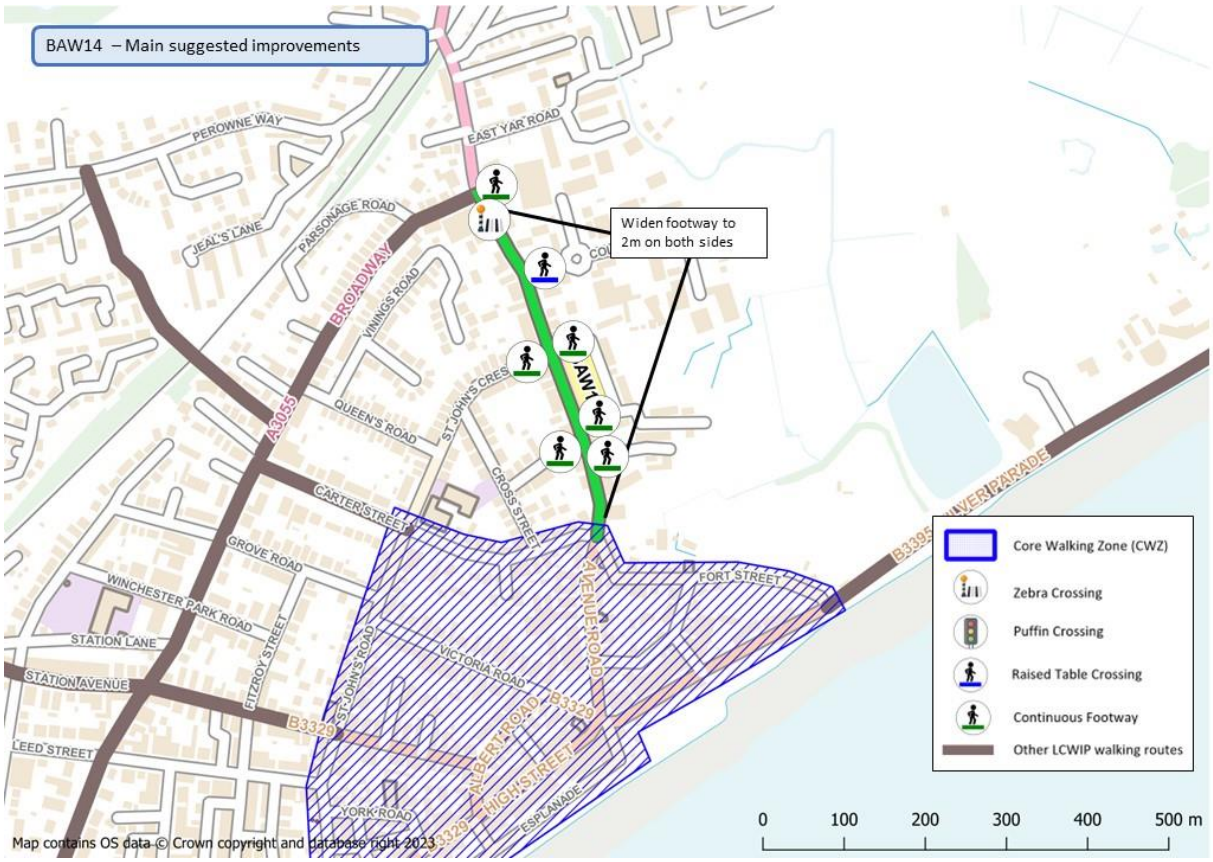


Figure 20 - Main suggested improvements BAW14

Route number: BAW15

Working name: Culver Parade/Yaverland
Route length: 1.03km
Indicative cost: £524,250
Route overview: Route BAW15 follows the seafront north from Sandown town centre to Yaverland and the northern end of the beach. It is busy recreational/leisure route, especially in the summer months. In addition to the beach local trip attractors are the wildlife centre, dinosaur museum and children's play facilities. Enhancements are particularly required on the landward side of the road where footways are stop/start and very substandard in places.

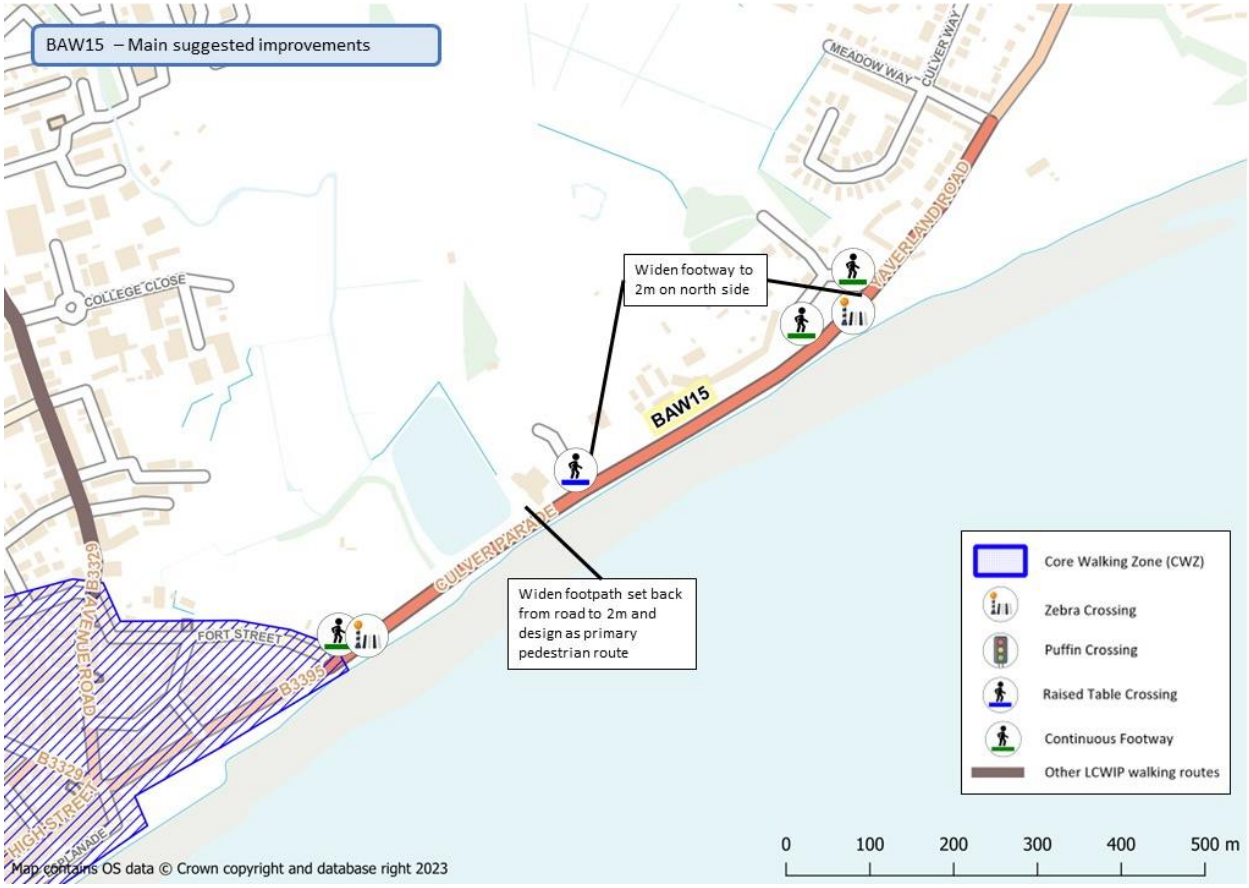


Figure 21 - Main suggested improvements BAW15

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 a high 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.

Shanklin CWZ

Indicative cost: £2,112,500 (figure does not include measures labelled "TBC" in appendix 4)
Overview: Shanklin's Core Walking Zone encompasses the main shopping/leisure areas around Regent Street, Landguard Rd and High Street; the local health centre and a primary school; the railway station, numerous bus stops and the principal town centre car parks; the theatre and the busy tourist area of Shanklin Old Village; and the relatively dense network of residential streets immediately surrounding all of the above. There is also a spur in the north west corner that leads to Lower Hyde Holiday Park, a large resort that generates a lot of trips during the holiday season.

Much of Shanklin's CWZ is dominated by high volumes of through traffic, not only along the main A3055/High St to the east of the town centre, but also through the network of relatively narrow and unsuitable residential streets between Victoria Ave and Landguard Rd. As with so much of the street environment in the Bay area, footway widths are narrow, the geometry of junctions exposes pedestrians to longer crossing times and encourages faster motor vehicle speeds and the overall sense is of the pedestrian as an afterthought. The recommendations in this LCWIP are designed to help alleviate these issues.

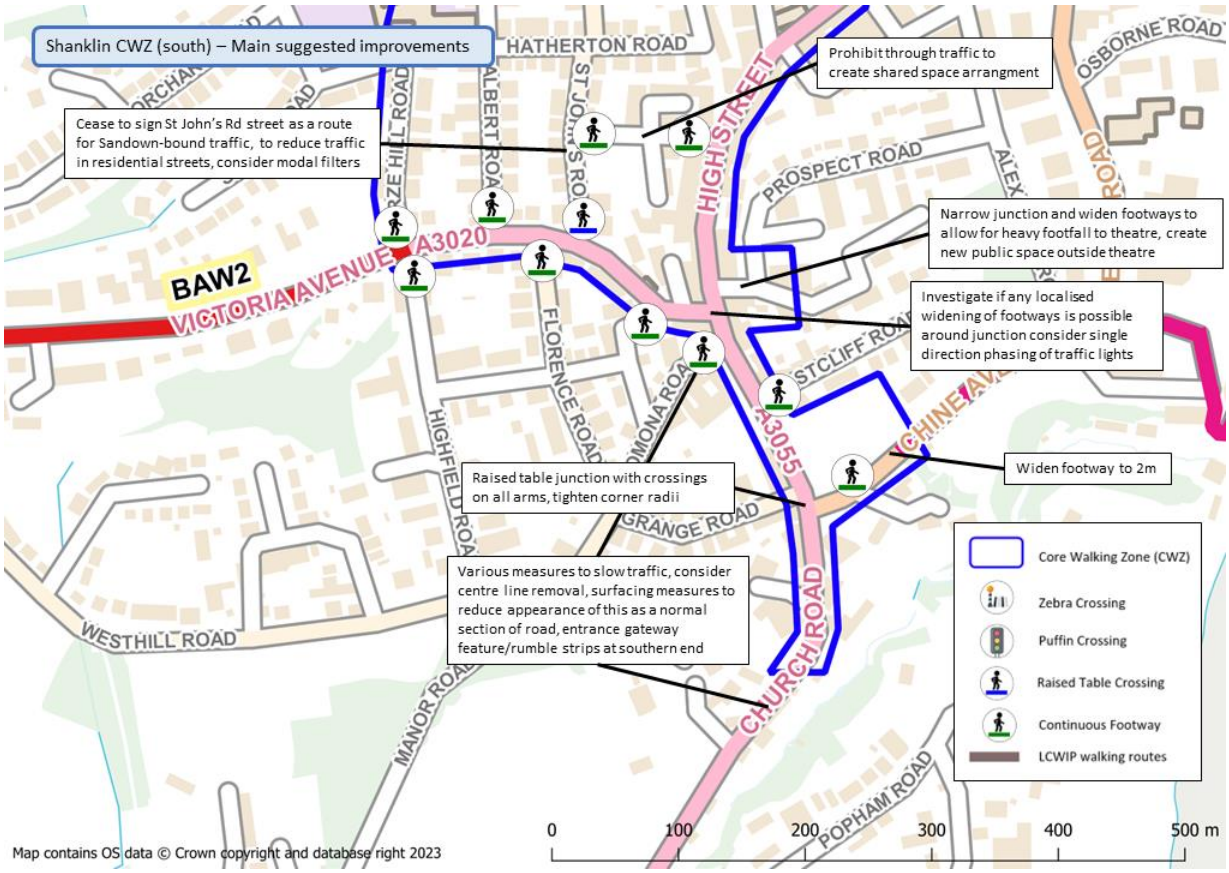


Figure 22 - Main suggested improvements, Shanklin CWZ (south)

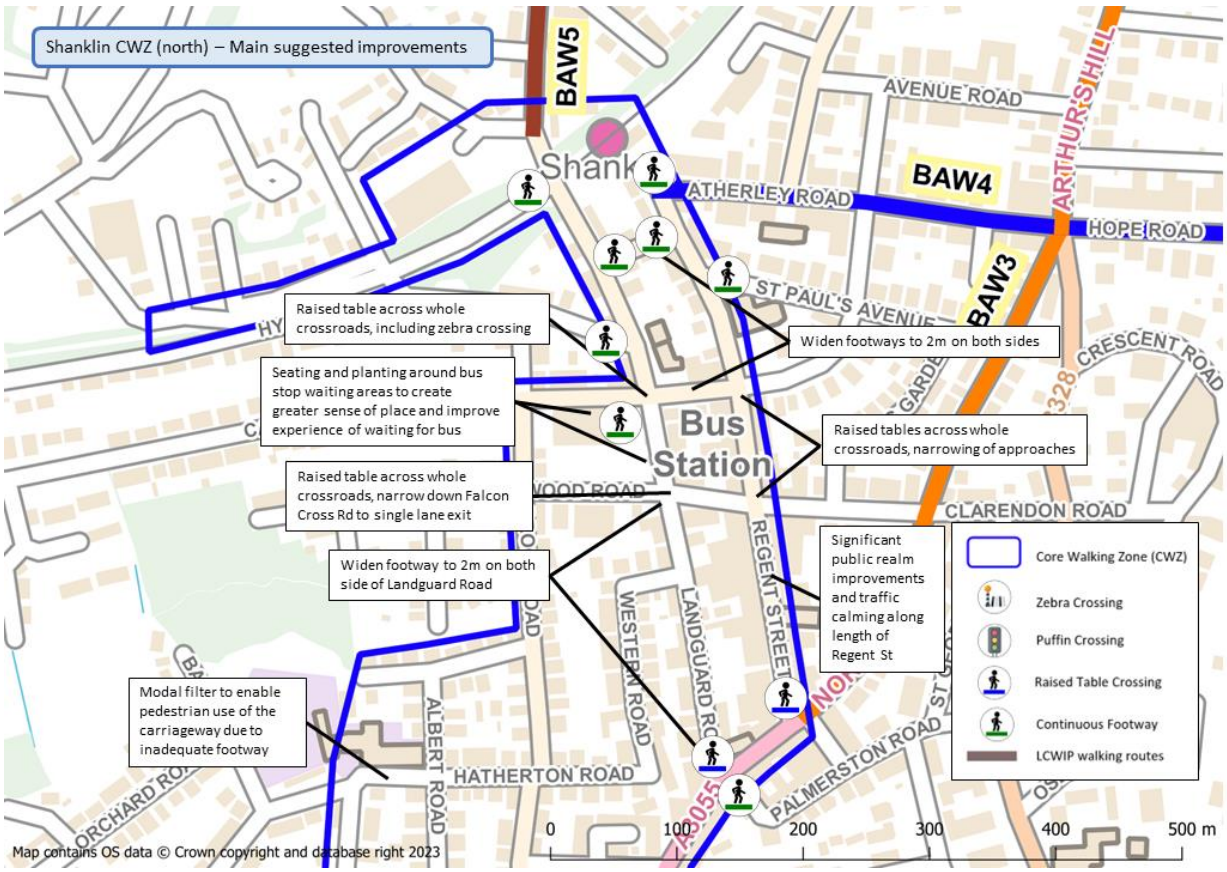


Figure 23 - Main suggested improvements, Shanklin CWZ (north)

Lake CWZ

Indicative cost: £288,500 (figure does not include measures labelled "TBC" in appendix 4)
Overview: Lake's Core Walking Zone covers a relatively small area, largely defined by the main road that runs north-south through the settlement on which local shops, services and bus stops are located. The CWZ extends to incorporate the principal car park to the west of the main road and also Heath Rd, which leads to Lake railway station.

Most of the area covered by the CWZ is dominated by heavy through-traffic on the A3055/Sandown Rd. Quality of the pedestrian environment is very poor with narrow footways, a lot of street clutter, pavement parking and close proximity of passing vehicles. Street and junction design is focussed on the needs of motor traffic. A wholesale public realm approach is required to create a sense of place in Lake and re-design junctions, crossings and footways with the needs of vulnerable users in mind.

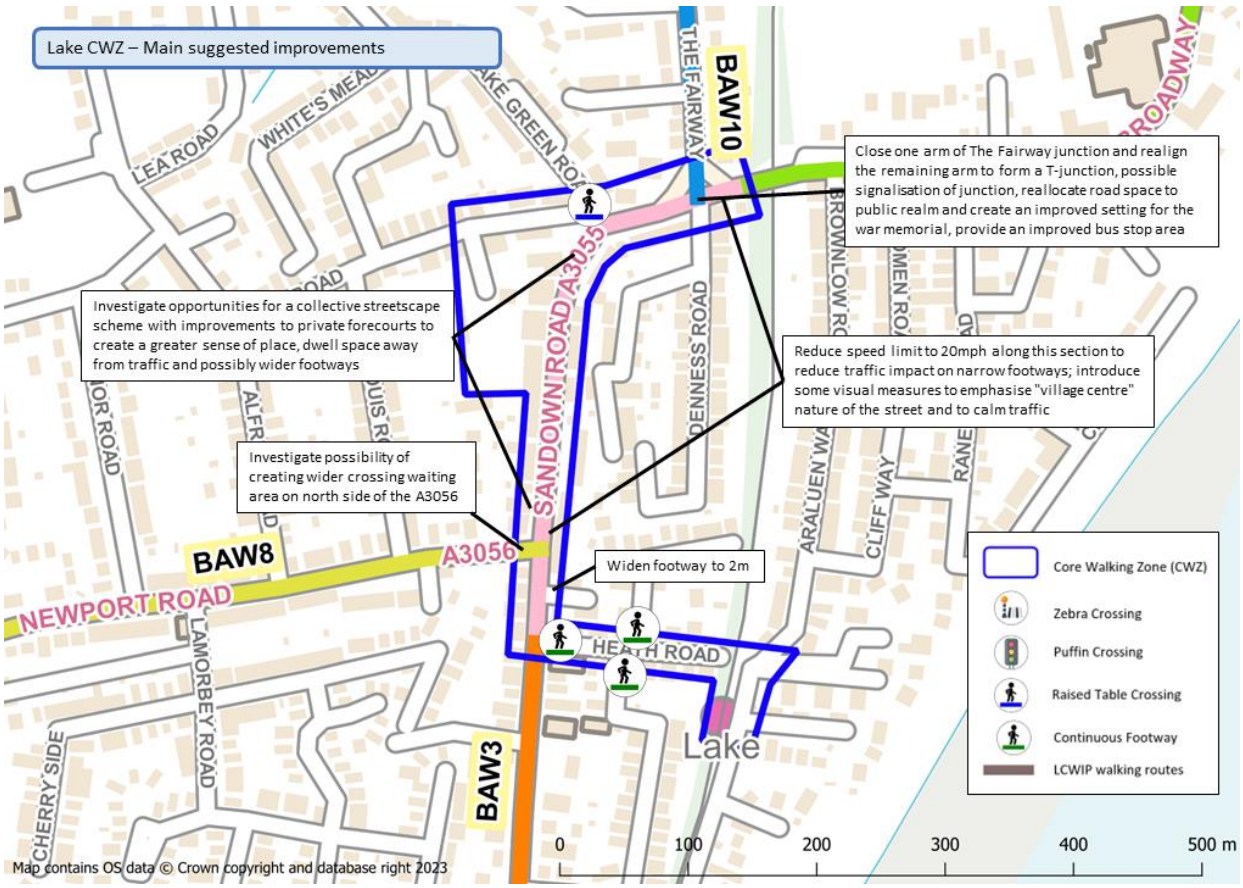


Figure 24 - Main suggested improvements, Lake CWZ

Sandown CWZ

Indicative cost: £3,120,825 (figure does not include measures labelled "TBC" in appendix 4)
Overview: Sandown's Core Walking Zone is wedge shaped, bounded on the eastern side by the seafront and to the west and north by the residential streets of St John's Rd, Carter St and Fort St. It includes the main retail and leisure area of the town, the Esplanade, pier, holiday accommodation, local library and bus stops. It also includes a handful of residential streets that act as funnels for substantial numbers of people walking into the town centre from surrounding housing areas, justifying an area wide treatment.

In many places the pedestrian experience is a poor one; there is a dominance of motor vehicles, both moving and parked, and the geometry of many junctions and widths of footways creates a sense of vulnerability and discomfort for people moving around on foot. There is, however, great scope for improvement if bold decisions are made to enhance the public realm by reducing the impact of motor vehicles, reclaiming street space and encouraging more people to dwell and enjoy a sense of place. The High Street in particular would benefit from slower vehicle speeds/traffic reduction and more emphasis on the needs of pedestrians as they use local facilities.

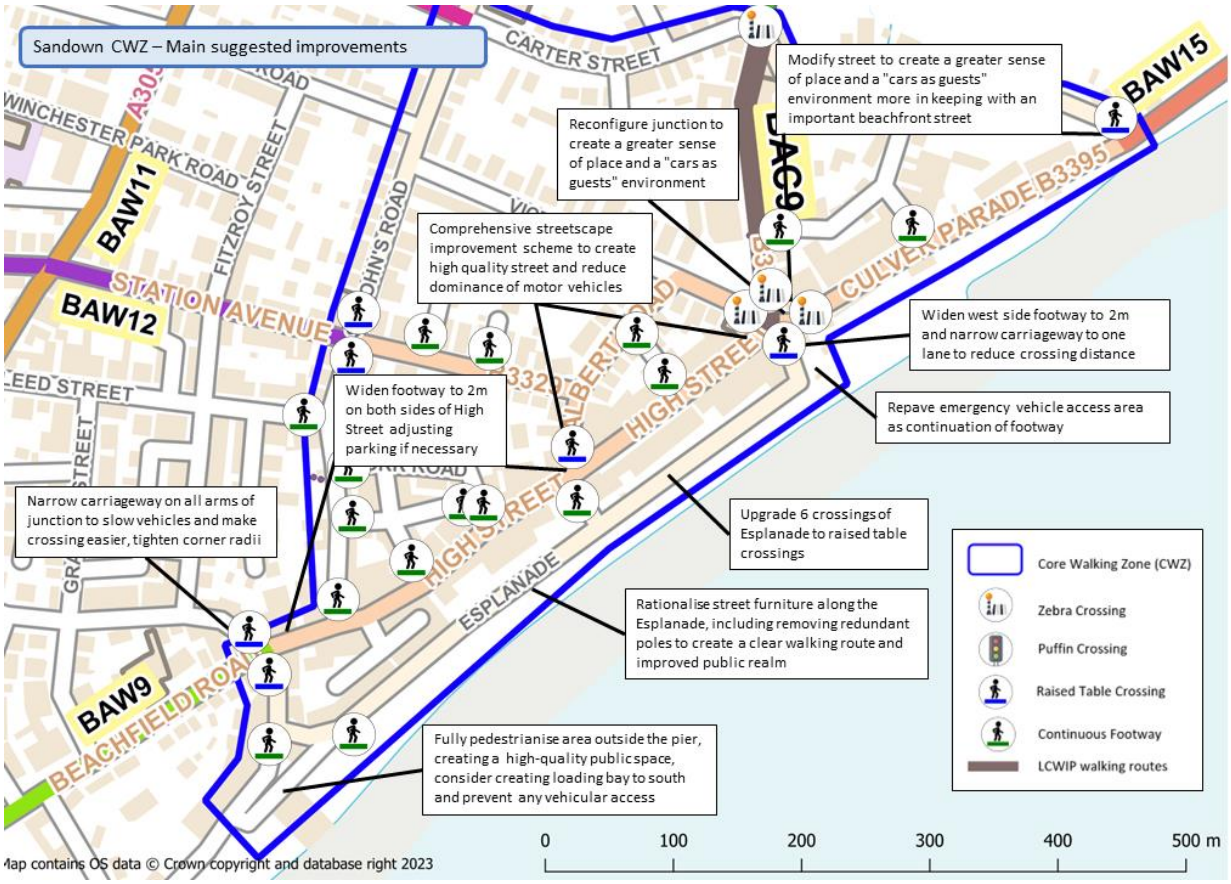


Figure 25 - Main suggested improvements, Sandown CWZ

8. Proposed cycling network

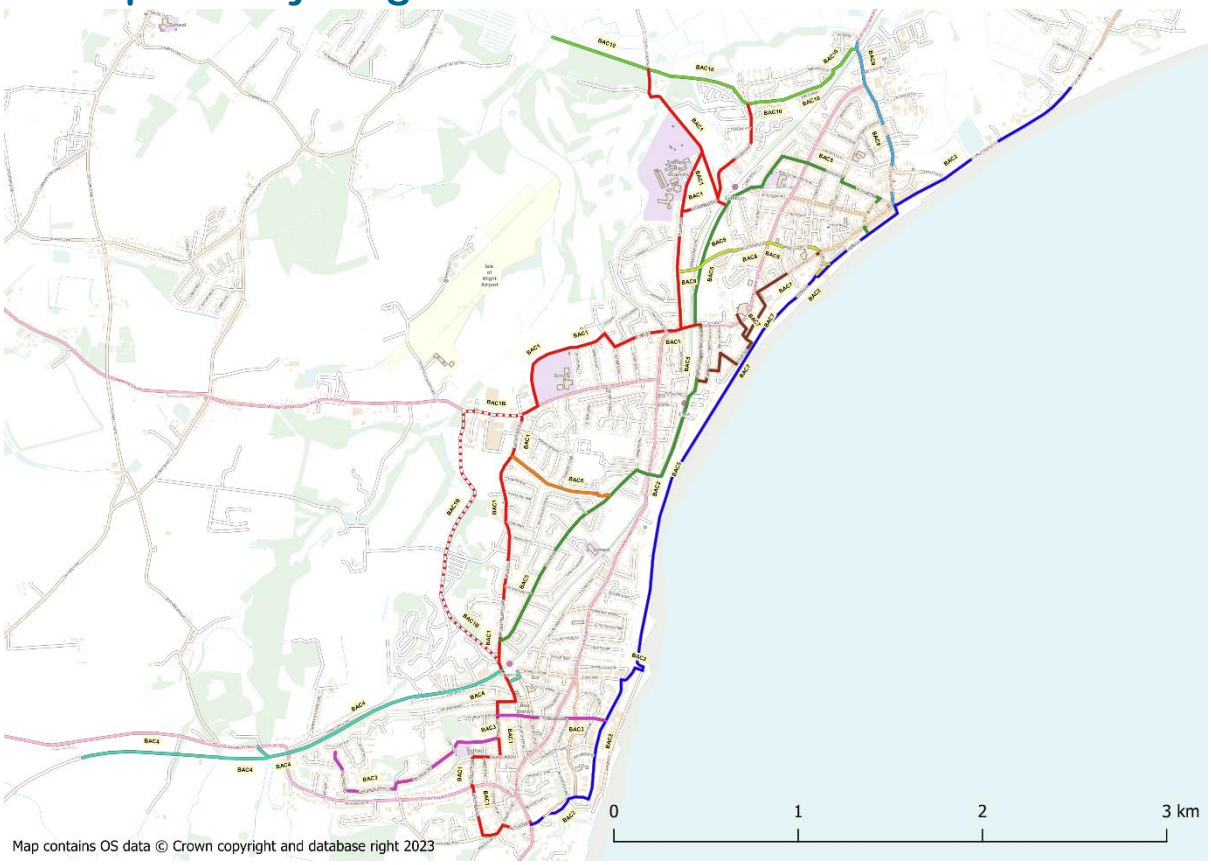


Figure 26 - Proposed Cycling Network

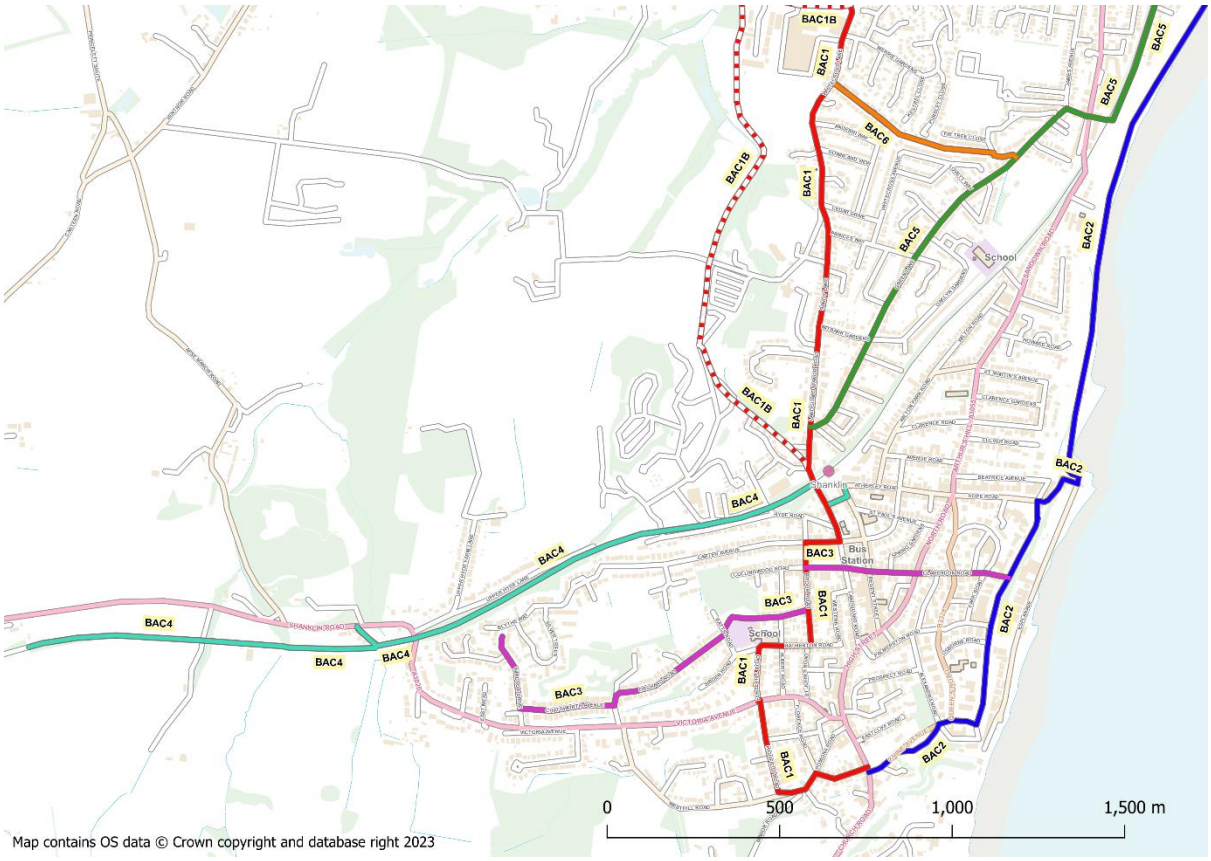


Figure 27 - Proposed Cycling Network (south area zoomed in)

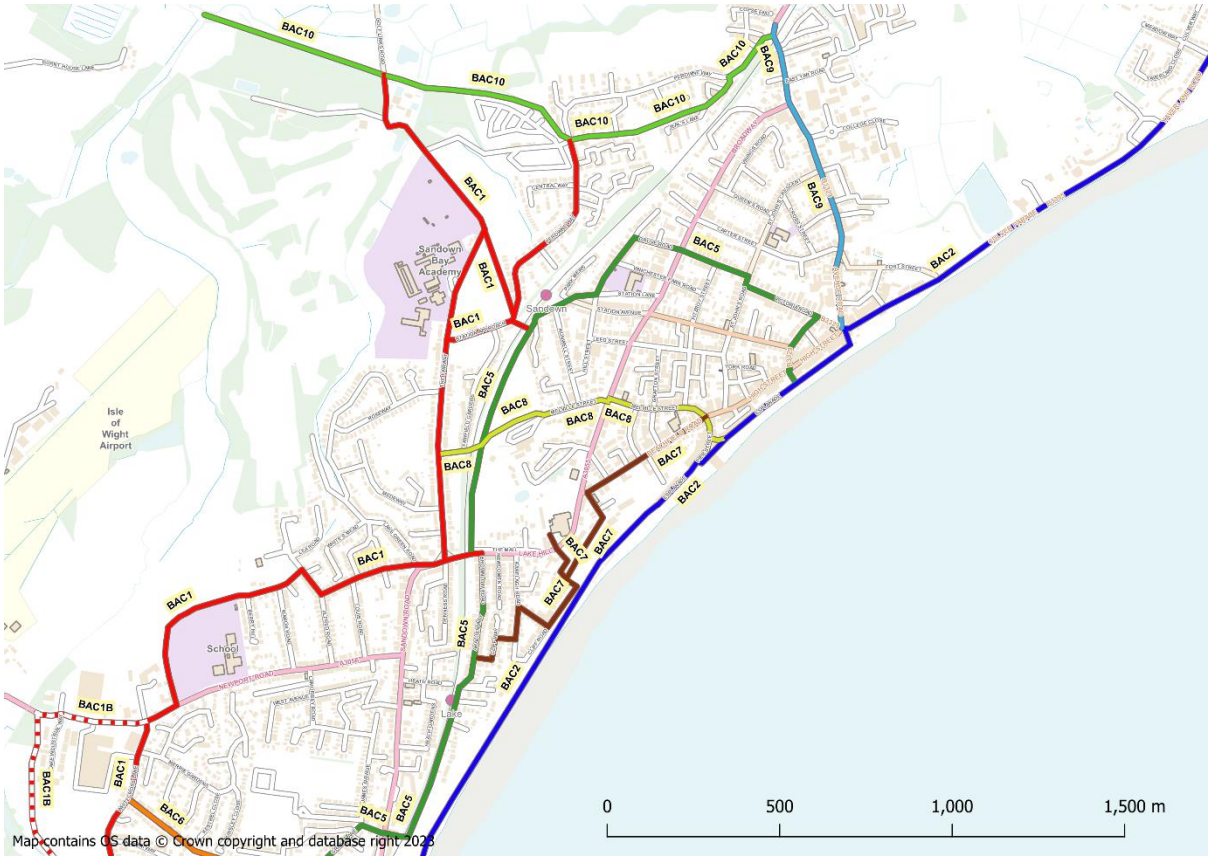


Figure 28 - Proposed Cycling Network (north area zoomed in)

Cycling route descriptions

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

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

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

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

8.5. Different design approaches are suggested for each route, based on the nature of the route, available space and other factors. Routes (or segments of routes) are shown as segregated cycle track (with pedestrians on separate footway), shared use track (pedestrians and cyclists share the same space, but designed around the needs of both users), on-street/Quietway (where volumes and speeds are low or can be reduced to a low enough level, safe cycling on carriageway is acceptable; on some short sections of route it may not be possible to reach this standard but on-carriageway cycling is used to ensure continuity of the route). The glossary provides examples of the different types of infrastructure suggested.

Route number: BAC1

Working name: Shanklin Old Village to Golf Links Rd, Sandown
Route length: 5.54km (6.06km using Option B route - see below)
Indicative cost: £3,472,100 (figure does not include BAC1 Option B costs (see below) or measures labelled "TBC" in appendix 5)
Route overview: The Bay area settlement is stretched out in an elongated fashion running north-south in line with the coast. Travel activity between the settlements that make up the Bay area has a strong north-south emphasis and route BAC1 is one of three main north-south routes being proposed. It runs through the western parts of the urban area and it connects: Shanklin town centre (including the Old Village); residential areas and holiday parks areas in Shanklin, retail, employment and school sites in the west part of Lake, housing in western Sandown and the Bay's secondary school. At its northern end it connects with the existing route to Newport.

Route BAC1 serves Broadlea Primary School and The Bay secondary school, both of which have relatively high percentages of pupils who travel more than one mile to school. In this respect it would greatly increase active travel options to these school sites, where a short cycle would provide a better option for many than a long walk.

The section of BAC1 running along Landguard Manor Rd/Sandy Lane may be challenging to deliver within available highway widths and requires feasibility work to assess whether a suitable route can be delivered. An alternative alignment, option B, has been included which would utilise an existing byway that runs parallel but further west, should the more direct route prove impossible. The Option B alternative route is estimated at £1,074,000 as a standalone project and if it were selected instead of the Landguard Manor Rd/Sandy Lane route, the estimated cost of route BAC1 above would need to be adjusted.

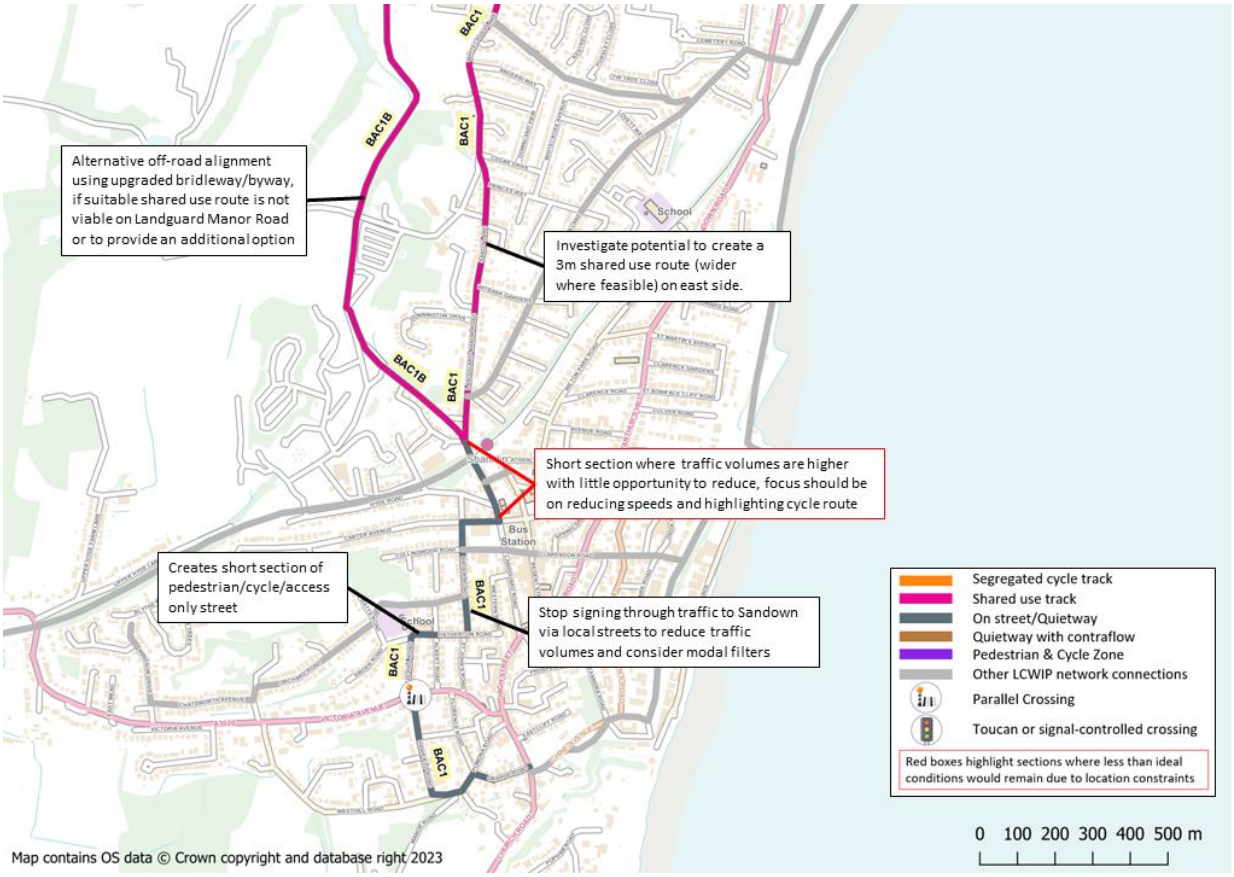


Figure 29 - Main suggested improvements BAC1 (south)

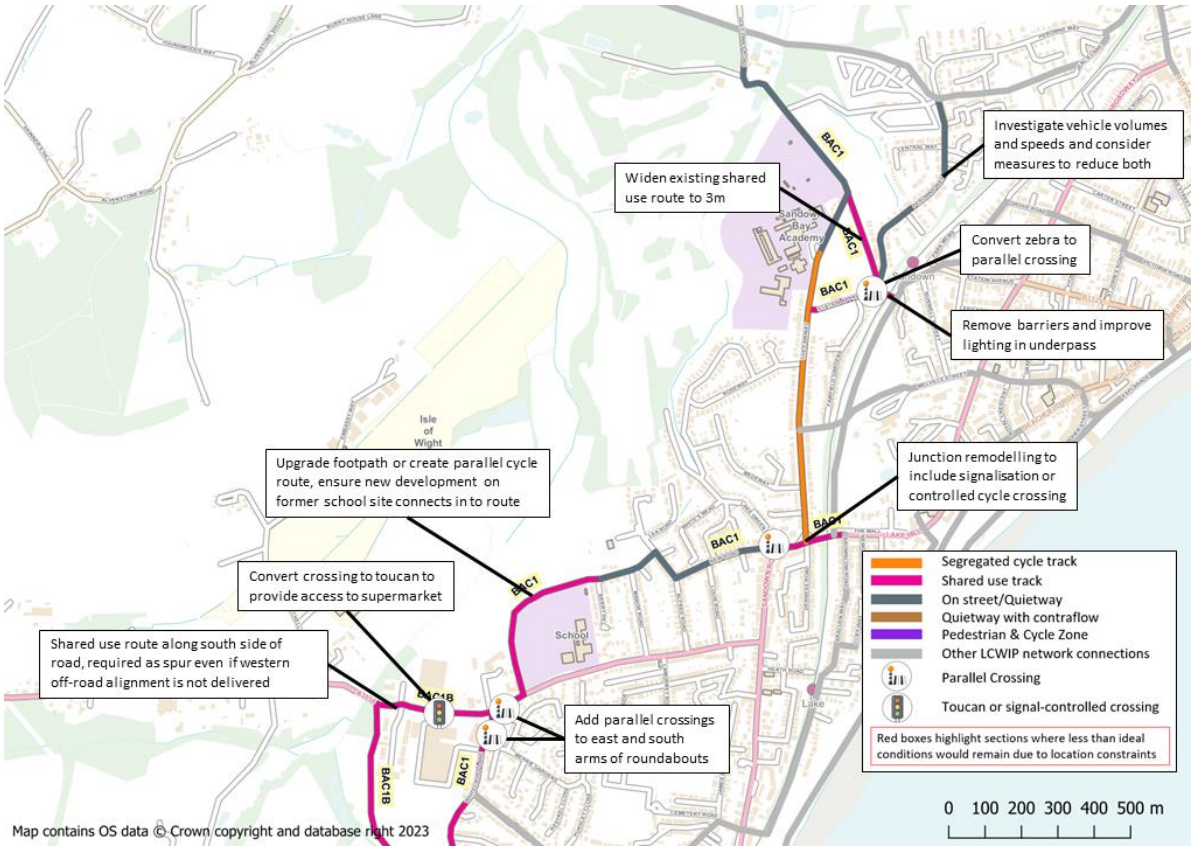


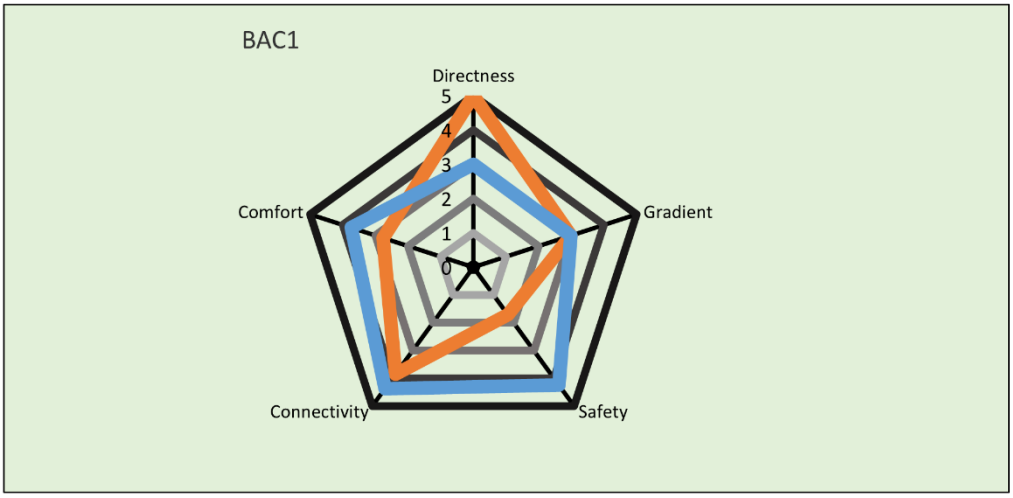
Figure 30 - Main suggested improvements BAC1 (north)

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	BAC1
Overall Length	5.54km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	6th February 2024

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	3.00
Gradient	2.99	2.99
Safety	1.71	4.24
Connectivity	3.85	4.37
Comfort	2.76	3.74



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

Figure 31 - Route Selection Tool output BAC1

Route number: BAC2

Working name: Shanklin Old Village to Yaverland via seafront
Route length: 5.5km
Indicative cost: £2,295,300
Route overview: Route BAC2 is another of the routes being proposed that link the whole Bay area north to south. It builds on the existing route along the seafront between Sandown pier and Hope Rd car park in Shanklin, by extending that route north and south to the limits of the Bay settlement. The route links the beach and the seafront leisure, retail and accommodation destinations of these popular seaside towns, plus Shanklin Old Village in the south.

The need to connect this seafront route to the wider network of proposed cycle routes in the Shanklin area means that between Hope Rd car park and Shanklin Old Village the route goes onto the cliff top, as opposed to continuing along the Esplanade to Shanklin Chine.

Unlike many of the other proposed routes in this LCWIP where street space is constrained, there is substantial space to create new cycleways on long sections of this route.

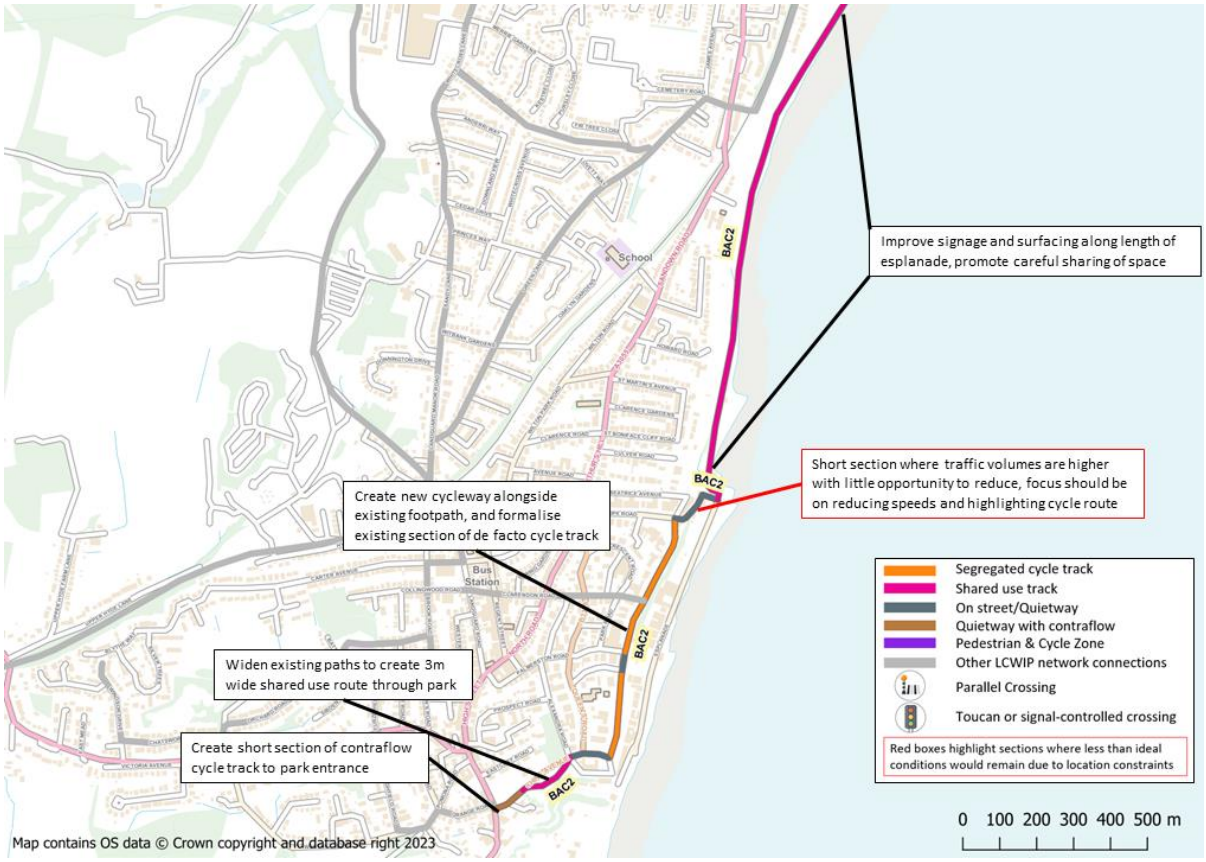


Figure 32 – Main suggested improvements BAC2 (south)

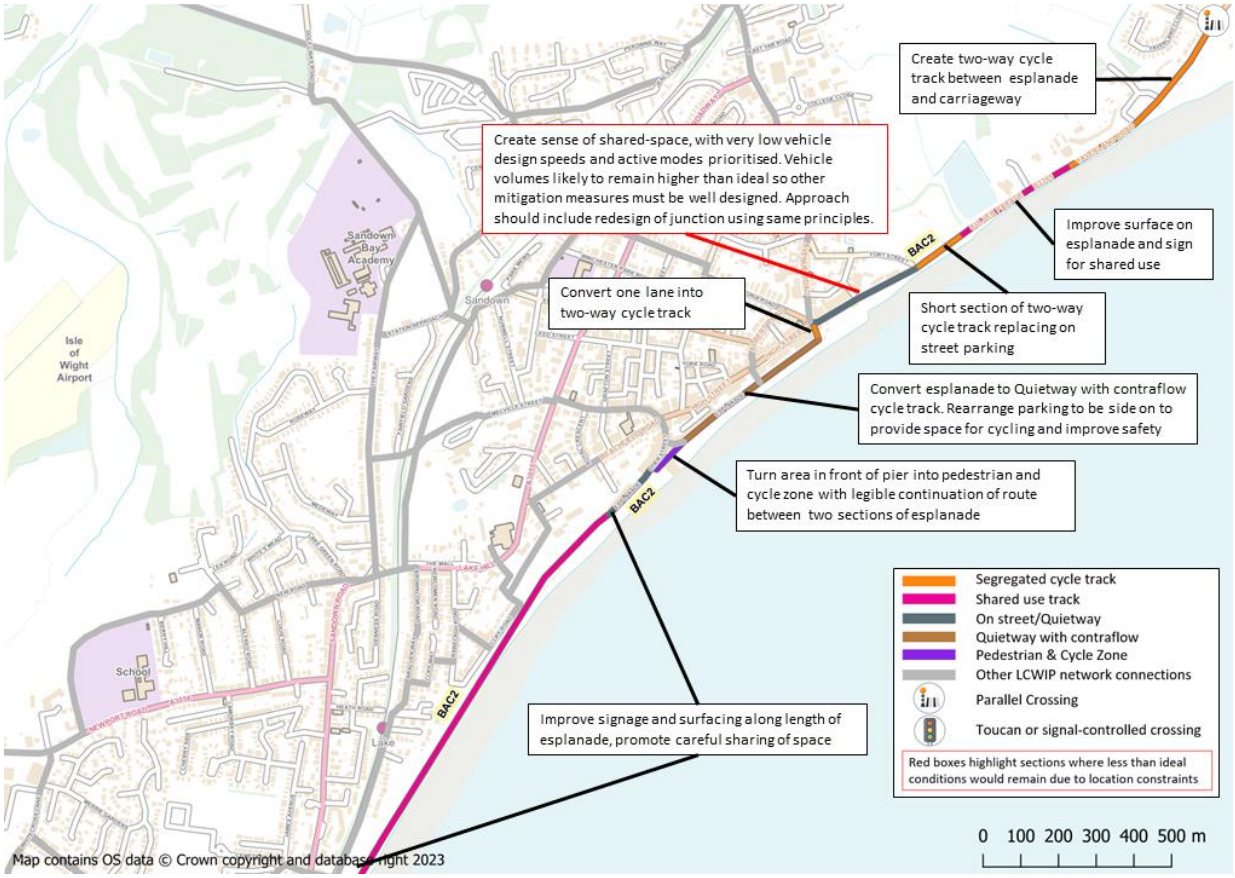


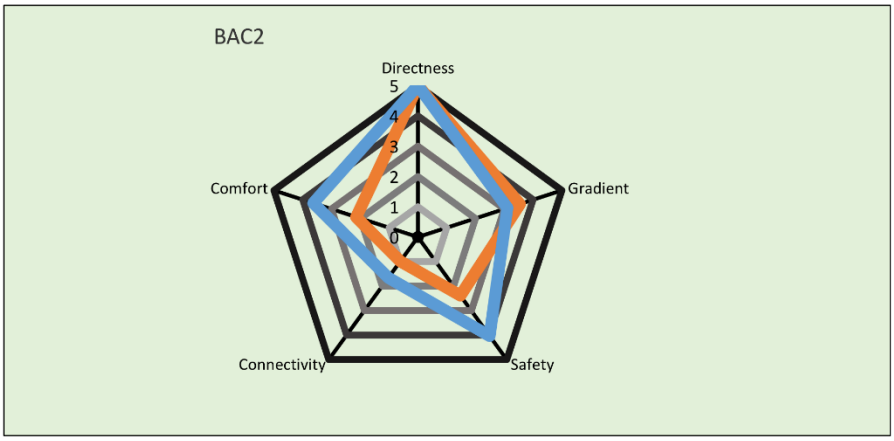
Figure 33 - Main suggested improvements BAC2 (north)

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	BAC2
Overall Length	5.5km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	6th February 2024

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	3.54	3.11
Safety	2.39	4.03
Connectivity	0.99	1.66
Comfort	2.14	3.63



Number of Existing Critical Junctions/Crossings	4
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	See separate spreadsheet
Indicative Cost	See separate spreadsheet

Figure 34 - Route Selection Tool output BAC2

Route number: BAC3

Working name: Blythe Way/Windsor Drive to Eastcliff Promenade, Shanklin
Route length: 1.9km
Indicative cost: £447,200 (figure does not include measures labelled "TBC" in appendix 5)
Route overview: This route serves two functions: to provide residential area in the south west part of Shanklin with a cycle route into the main retail part of the town centre and the wider proposed cycle network; and to connect the town centre to the seafront.

The western leg of the route is achievable largely through Quietway-type design approaches. The eastern leg to the seafront runs through more heavily trafficked streets and will require more substantial interventions in terms of both engineering and traffic management.

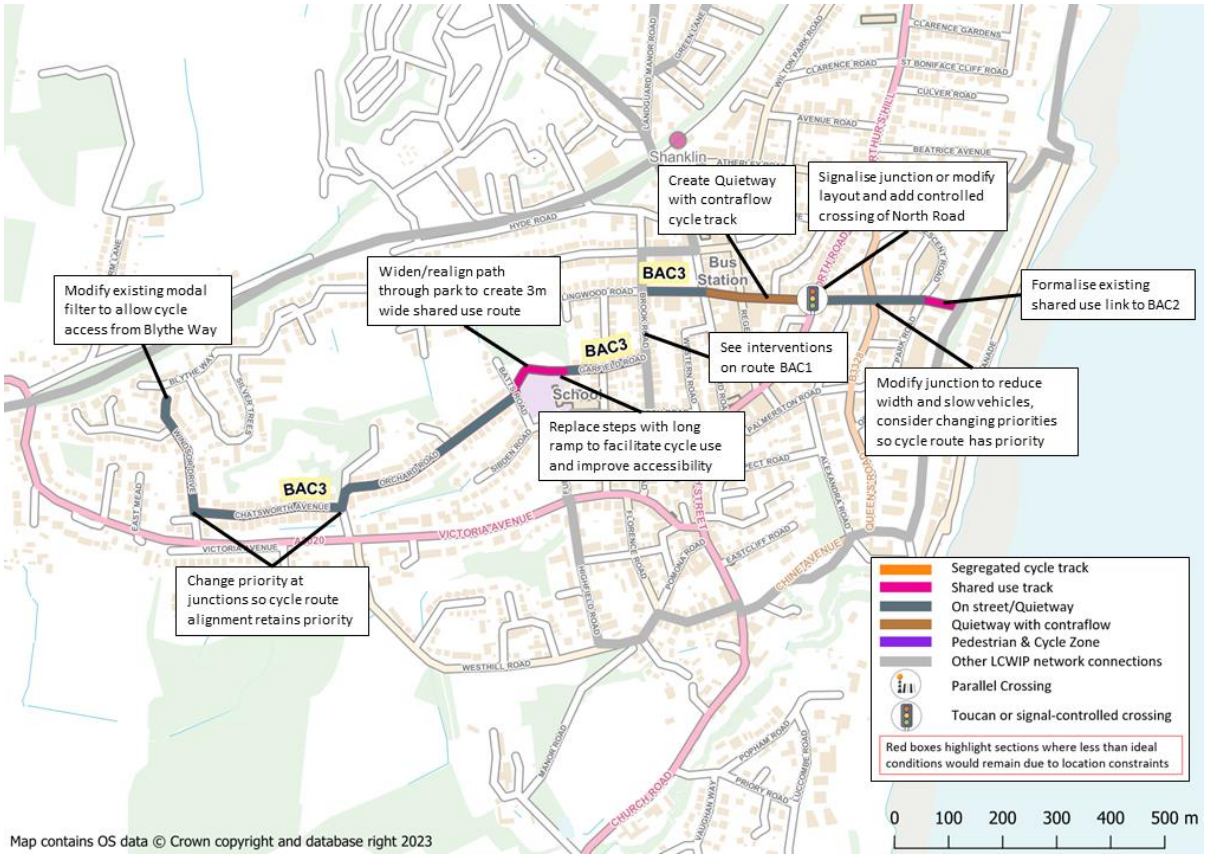


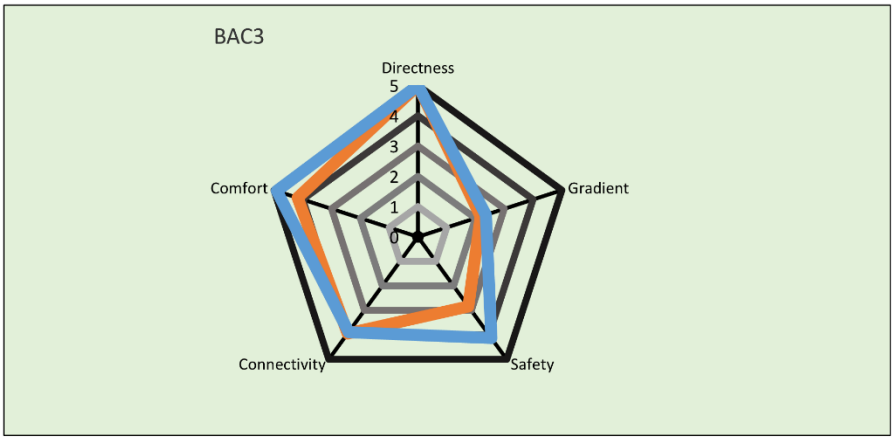
Figure 35 - Main suggested improvements BAC3

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	BAC3
Overall Length	1.9km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	6th February 2024

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	2.18	2.36
Safety	2.84	4.13
Connectivity	3.94	3.89
Comfort	4.18	4.90



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

Figure 36 - Route Selection Tool output BAC3

Route number: BAC4

Working name: Wroxall-Shanklin old railway route (from parish boundary to rail station)
Route length: 2.4km
Indicative cost: £473,500
Route overview: Route BAC4 represents an enhancement to the existing route that runs from the western boundary of Shanklin parish (originating in Wroxall) to Shanklin rail station. The majority of the route runs on a disused railway line.

The old railway line route was surfaced in 2014 but feedback from the consultation suggested the current surface is not ideal for cycling and would benefit from being re-done. Proposals in this LCWIP also aim to tackle the problematic sections of the route at its eastern end, where a busy road and a one-way street currently create barriers to cycling.

In addition to the interventions shown, as part of feasibility assessment of this route opportunities to enhance Upper Hyde Lane for walking and cycling and improve linkage with the former railway line should be investigated.

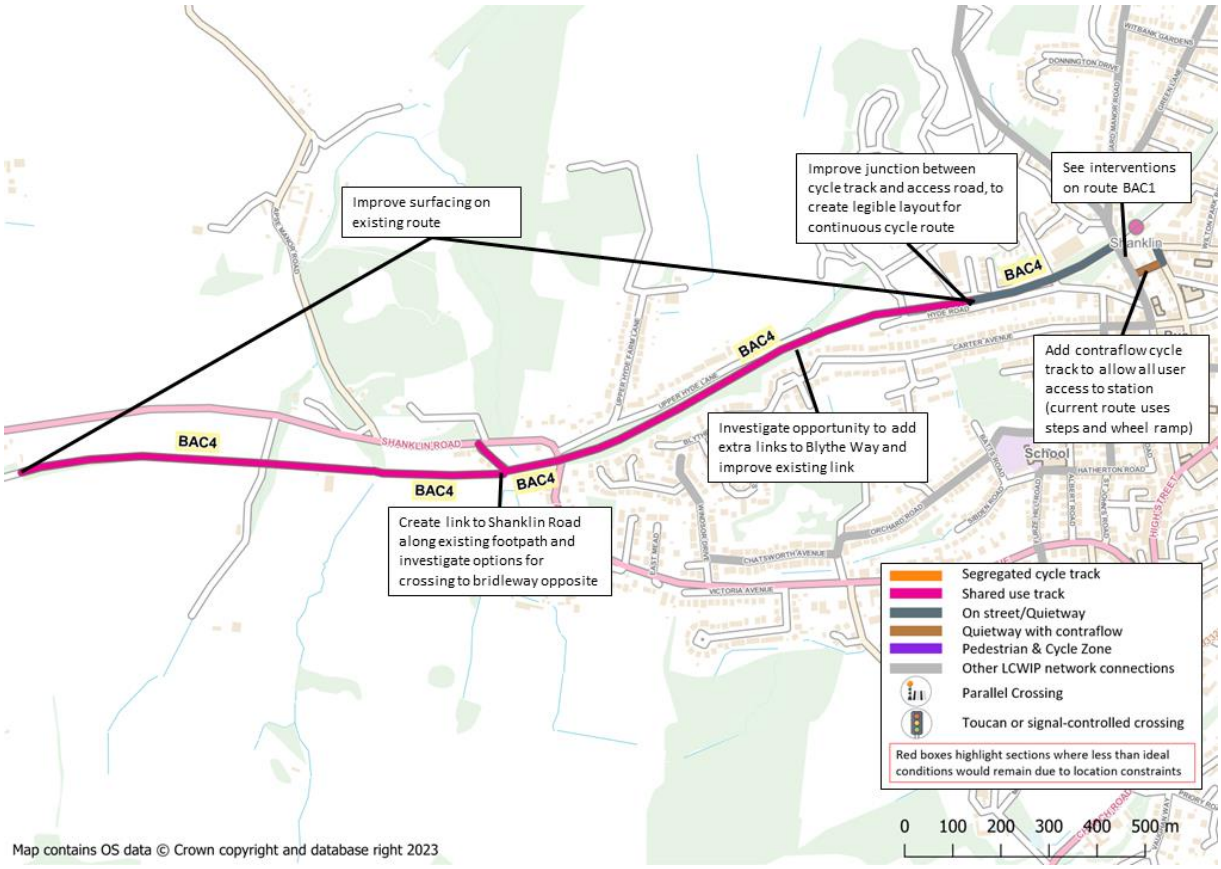


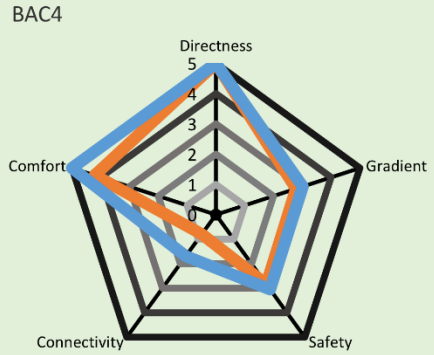
Figure 37 - Main suggested improvements BAC4

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	BAC4
Overall Length	2.4km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	6th February 2024

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	2.78	3.02
Safety	2.84	3.05
Connectivity	0.79	1.70
Comfort	4.21	5.00



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

Figure 38 - Route Selection Tool output BAC4

Route number: BAC5

Working name: Shanklin to Sandown via Lake
Route length: 4.18km
Indicative cost: £1,257,500 (figure does not include measures labelled "TBC" in appendix 5)
Route overview: Route BAC5 is the third of the three main north-south routes being proposed in the LCWIP. It runs north-south approximately through the middle of the Bay area settlement and aims to provide a cycle route that serves, in particular, the residential areas not linked by routes BAC1 and BAC2. The alignment of BAC5 connects Shanklin town centre with the Green Lane area of housing, Gatten and Lake primary school, Lake and Sandown rail stations, and Sandown town centre at its northern end.

The route runs broadly parallel to the A3055 main road, which was deemed too space-constrained and heavily trafficked to be able to accommodate new cycle infrastructure. BAC5 uses quieter streets on either side of the A3055, as well as a section of Los Altos Park which is already well-used by cyclists, despite the absence of any surfacing. Space is still at a premium on much of this route and so many of the interventions involve Quietway-style treatments.

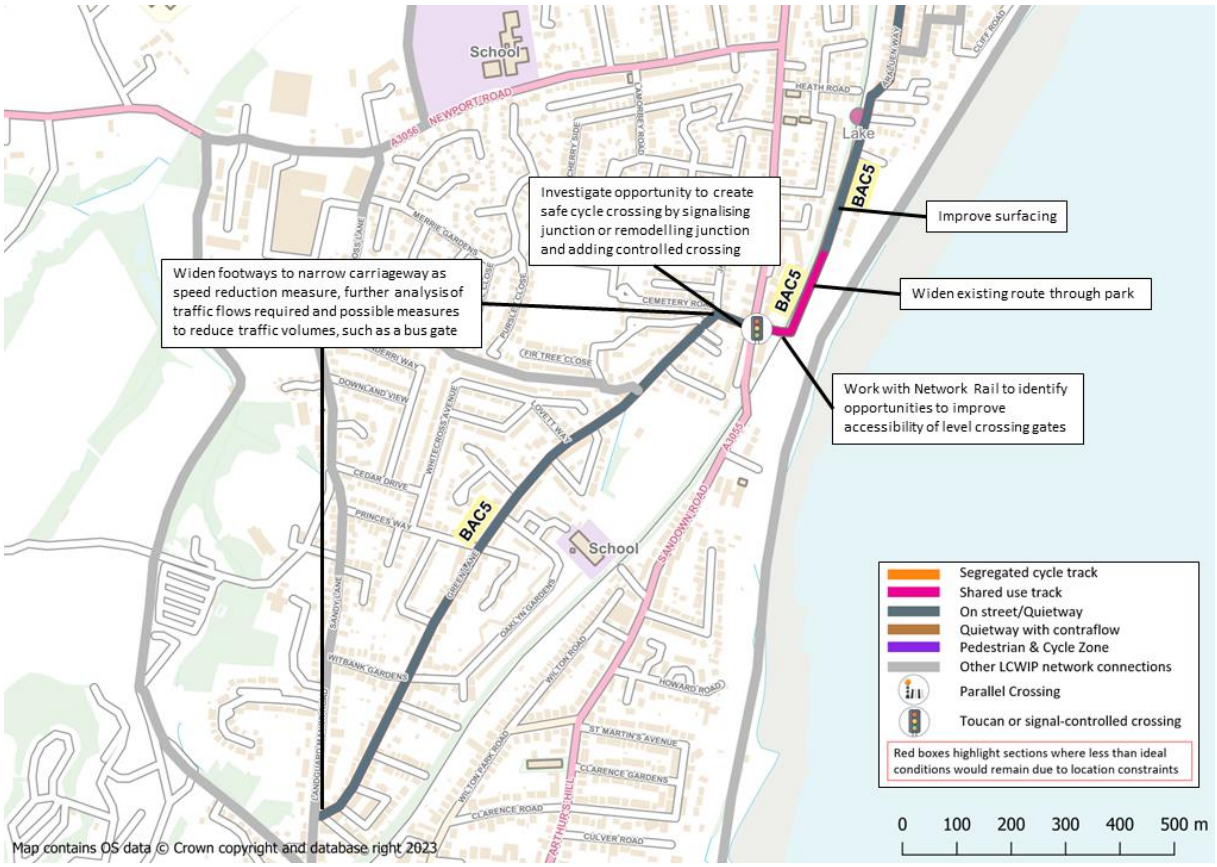


Figure 39 - Main suggested improvements BAC5 (south)

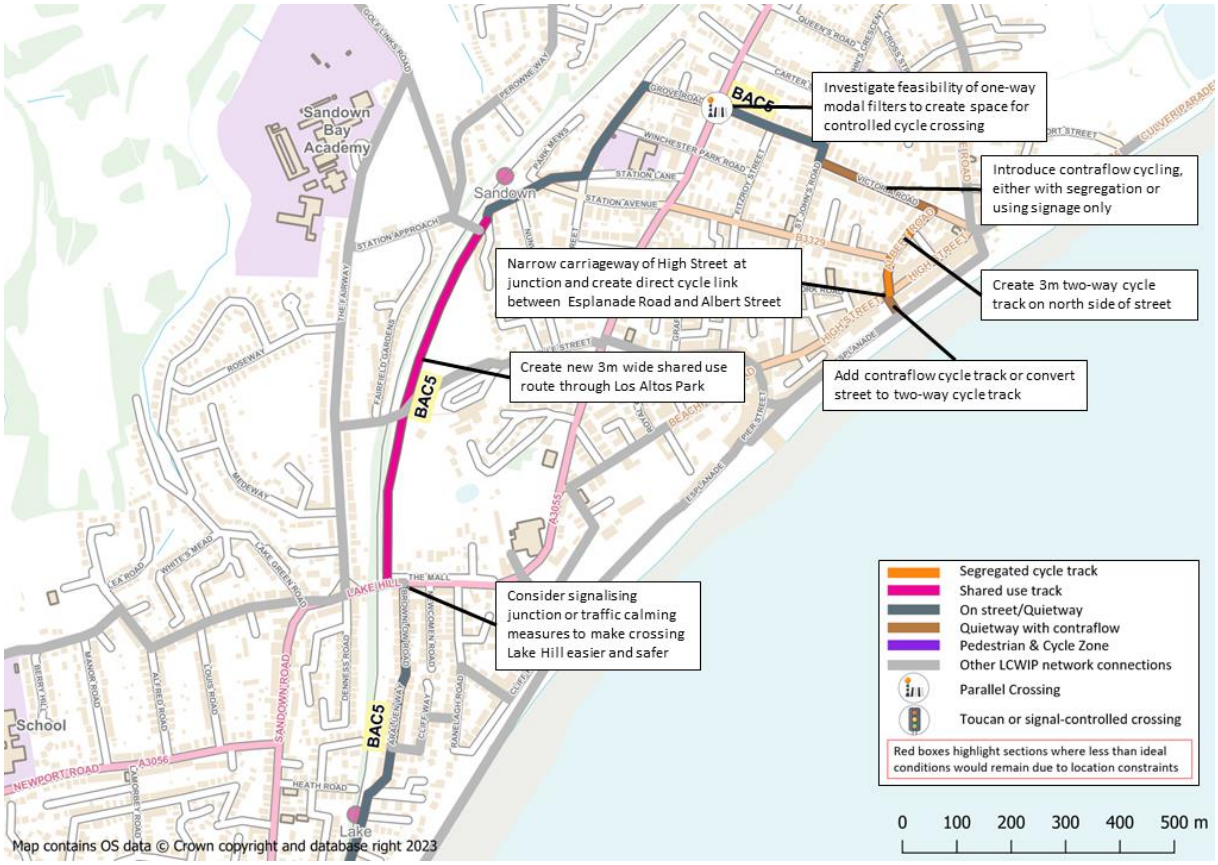


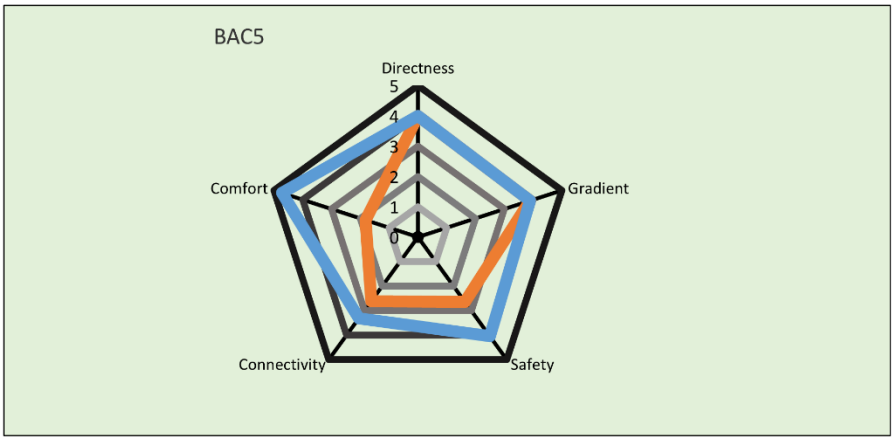
Figure 40 - Main suggested improvements BAC5 (north)

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	BAC5
Overall Length	4.18km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	6th February 2024

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	4.00	4.00
Gradient	3.89	3.89
Safety	2.65	4.04
Connectivity	2.61	3.32
Comfort	1.82	4.72



Number of Existing Critical Junctions/Crossings	3
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	See separate spreadsheet
Indicative Cost	See separate spreadsheet

Figure 41 – Route Selection Tool output BAC5

Route number: BAC6

Working name: Whitecross Lane to Green Lane via bridleway SS23
Route length: 0.6km
Indicative cost: £213,000
Route overview: Route BAC6 is proposed to create an east-west link in the cycle network. The street layout in this part of the Bay area limits east-west movement on quiet streets, so BAC6 proposes using two quiet cul-de-sacs streets that are connected by a public right of way to create an east-west link between Whitecross Lane and Green Lane. This will provide an important east-west link into the wider network when routes BAC1 and BAC5 are delivered.

Delivery of this route would be relatively straight forward given that the right of way is a bridleway and there is sufficient space to build and surface a 3m wide path, though the current path is heavily overgrown and may impose ecological constraints on the route.

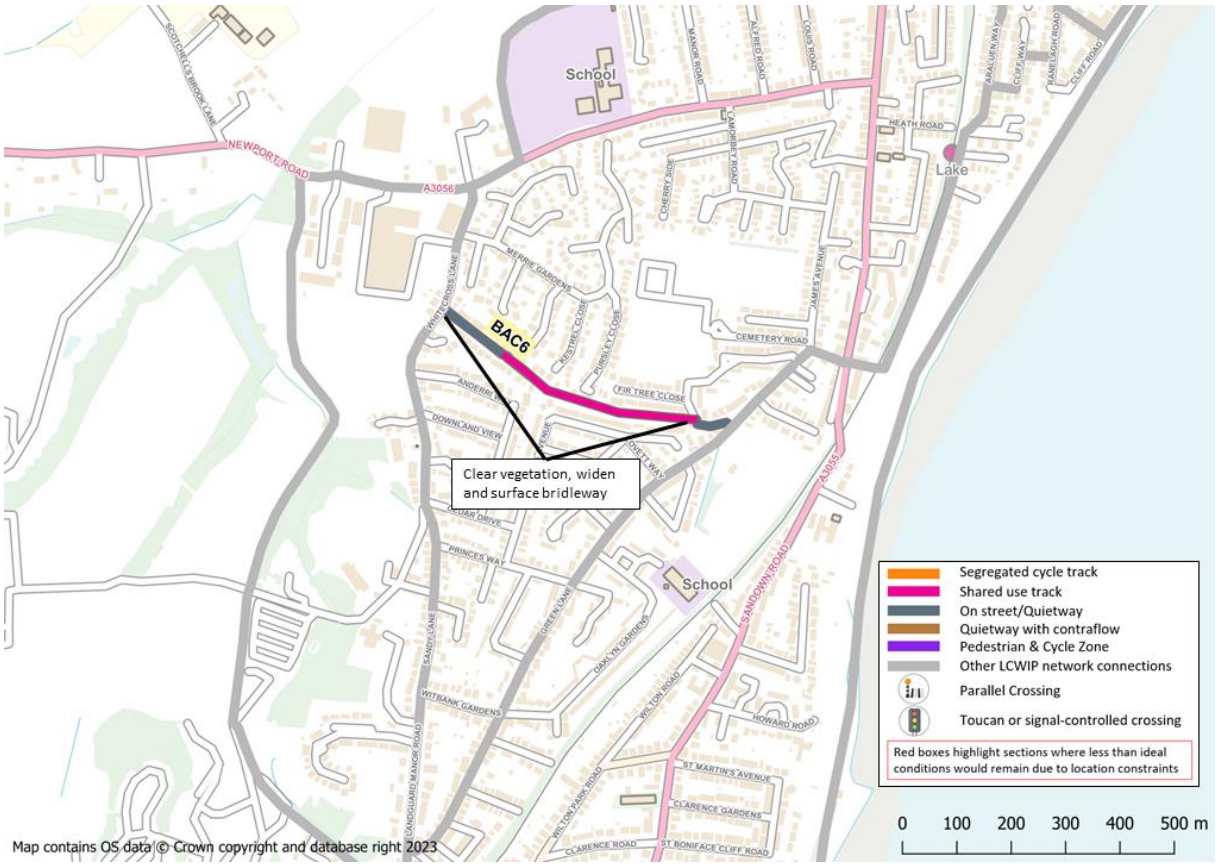


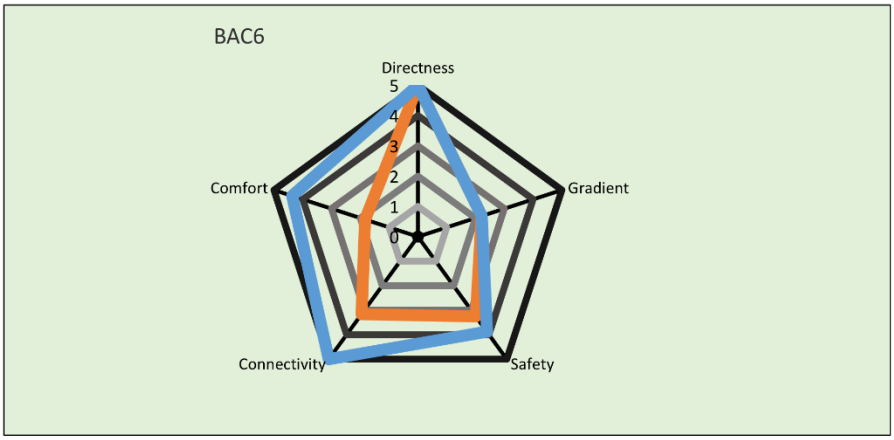
Figure 42 - Main suggested improvements BAC6

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	BAC6
Overall Length	0.6km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	6th February 2024

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	2.22	2.22
Safety	3.25	3.88
Connectivity	3.17	5.00
Comfort	1.83	4.37



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

Figure 43 - Route Selection Tool output BAC6

Route number: BAC7

Working name: Lake rail station to Sandown town centre via Ferncliff Gardens
Route length: 1.28km
Indicative cost: £601,250
Route overview: Route BAC7 has been included because feedback from the consultation indicated that there was a desire to see a cycle route that linked Sandown town centre with the local medical centre and health centre. During the network planning workshop, when draft plans were reviewed, it was also apparent that people felt a route from Lake to Sandown via Los Altos Park (now route BAC5) was too indirect for travel between those two locations. So BAC7 utilises existing quiet streets, a section of the cliff path and a green space, to connect Lake station with Beachfield Rd in Sandown. The most challenging section to deliver will be Beachfield Rd, which is busy with motor traffic, has on street parking and would require construction of a contraflow cycle track.

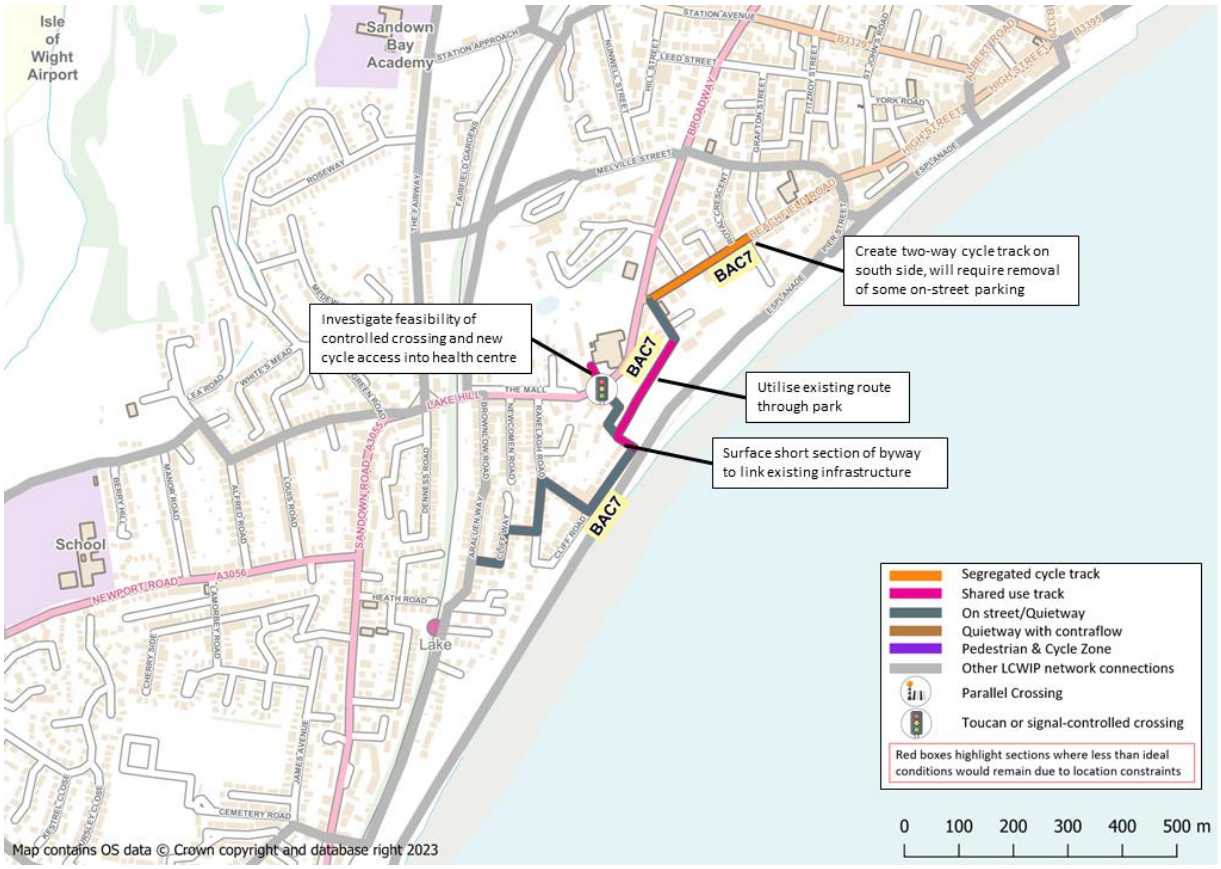


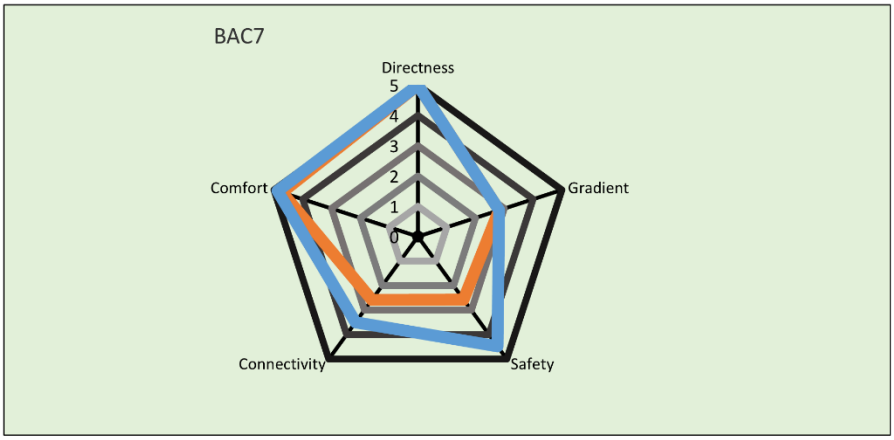
Figure 44 - Main suggested improvements BAC7

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	BAC7
Overall Length	1.28km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	6th February 2024

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	2.82	2.82
Safety	2.57	4.48
Connectivity	2.59	3.50
Comfort	4.72	4.88



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

Figure 45 - Route Selection Tool output BAC7

Route number: BAC8

Working name: Sandown beachfront to The Fairway via Los Altos Park
Route length: 1.07km
Indicative cost: £843,250 (figure does not include measures labelled "TBC" in appendix 5)
Route overview: Route BAC8 functions as an east-west route in Sandown, connecting the seafront and town centre with residential areas to the west. In terms of the wider network, it would connect into BAC1 enabling access to the retail and employment destinations in the western part of Lake. A major challenge would be the creation of a link between Los Altos Park and the Fairway, which would necessitate an improved railway crossing and possibly land acquisition.

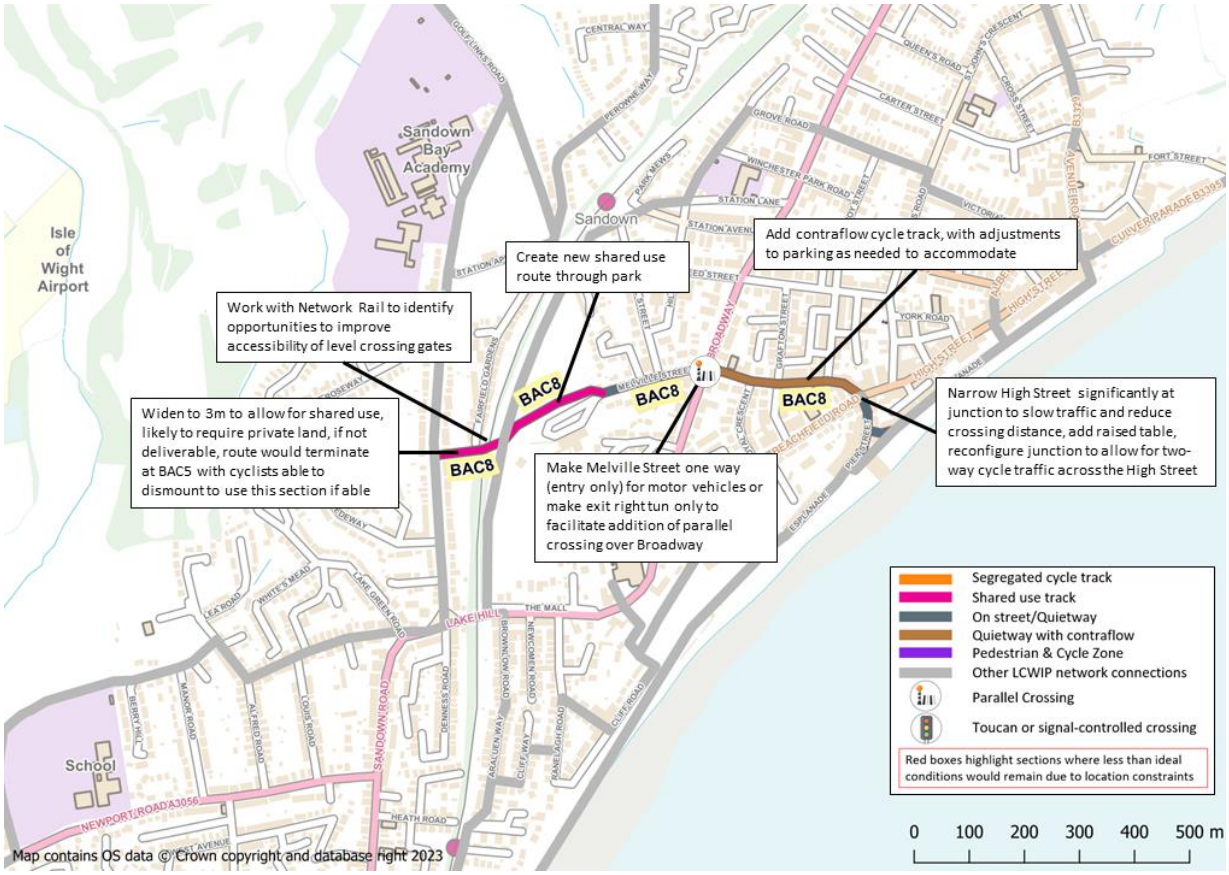


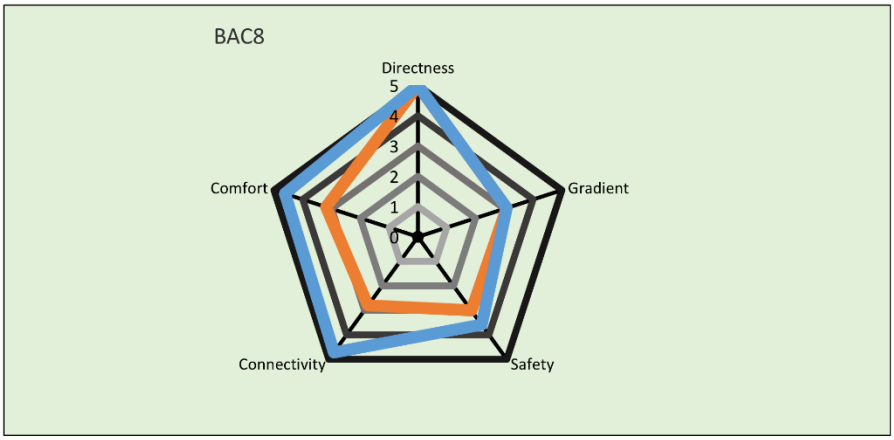
Figure 46 - Main suggested improvements BAC8

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	BAC8
Overall Length	1.07km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	6th February 2024

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	3.08	3.08
Safety	3.00	3.58
Connectivity	2.80	4.72
Comfort	3.19	4.62



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

Figure 47 - Route Selection Tool output BAC8

Route number: BAC9

Working name: Avenue Rd, Sandown to High St/Culver Parade, Sandown
Route length: 0.9km
Indicative cost: £621,000
Route overview: The main function of Route BAC9 is to provide a continuation into Sandown of the route that is included in the East Wight LCWIP, that proposes linking Brading with Sandown along Morton Rd/Morton Common. The route follows Avenue Rd from its junction with Perowne Way to the junction with Culver Parade/High Street in Sandown. Avenue Rd is busy and relatively narrow, so bold and creative solutions will be required to create a safe and comfortable cycling environment while balancing the demands of motor traffic.

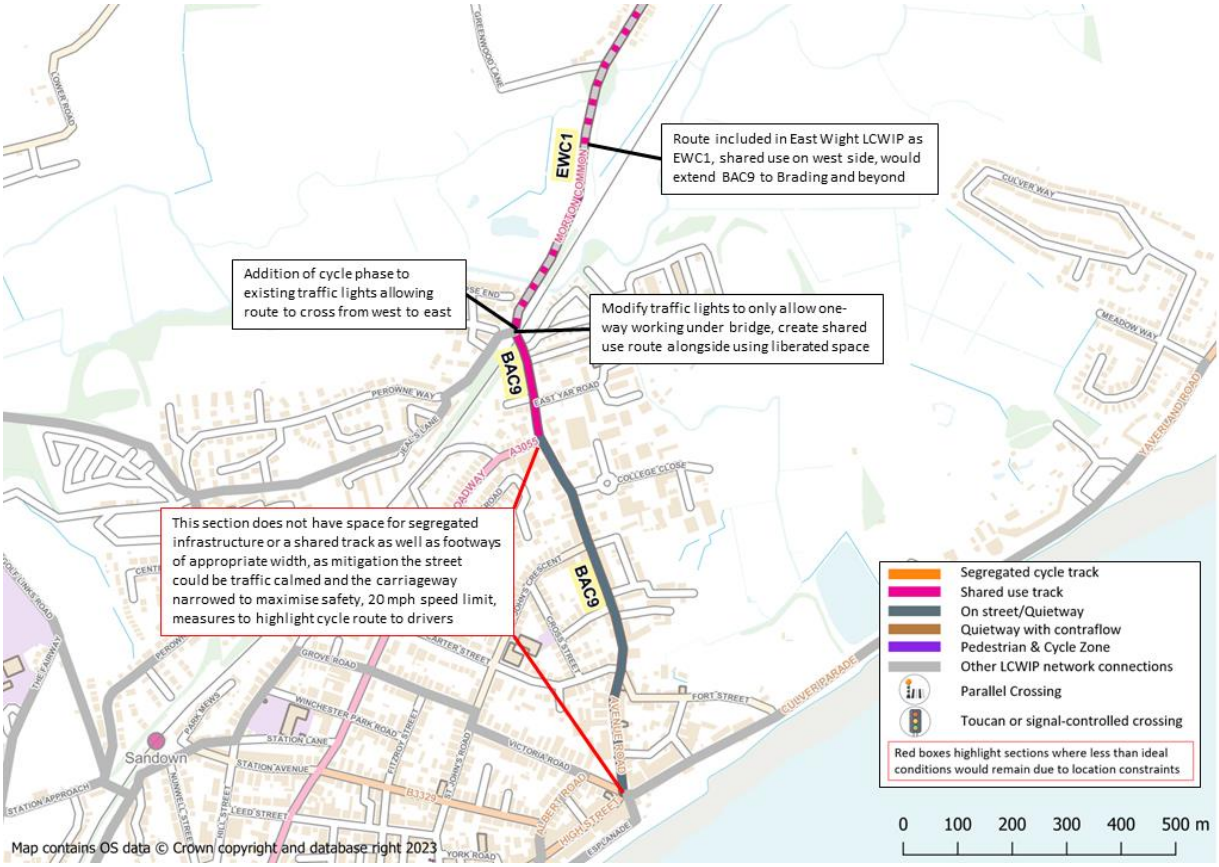


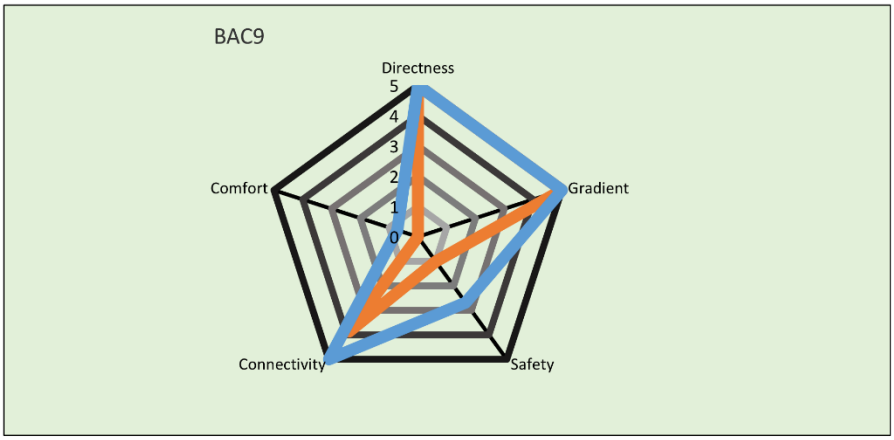
Figure 48 - Main suggested improvements BAC9

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	BAC9
Overall Length	0.9km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	6th February 2024

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	5.00	5.00
Safety	1.00	2.68
Connectivity	3.86	5.00
Comfort	0.00	0.71



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

Figure 49 - Route Selection Tool output BAC9

Route number: BAC10

Working name: Cycle route NCN23 (Newport to Sandown) to Morton Common/Avenue Rd
Route length: 1.86km
Indicative cost: £937,500
Route overview: From the west, route BAC10 coincides with the existing Newport to Sandown cycle route (NCN 23) until it reaches Perowne Way. Proposed interventions include clearing the existing path and widening it/resurfacing it where vegetation has been allowed to encroach. From the junction with Perowne Way, the proposal is to utilise an existing bridleway and short on-street section to create a link to Morton Common and the cycle route to Brading proposed in the East Wight LCWIP. An additional benefit of this route will be to provide residential areas in north Sandown with the opportunity to link into the wider cycle network being proposed in the Bay area LCWIP.

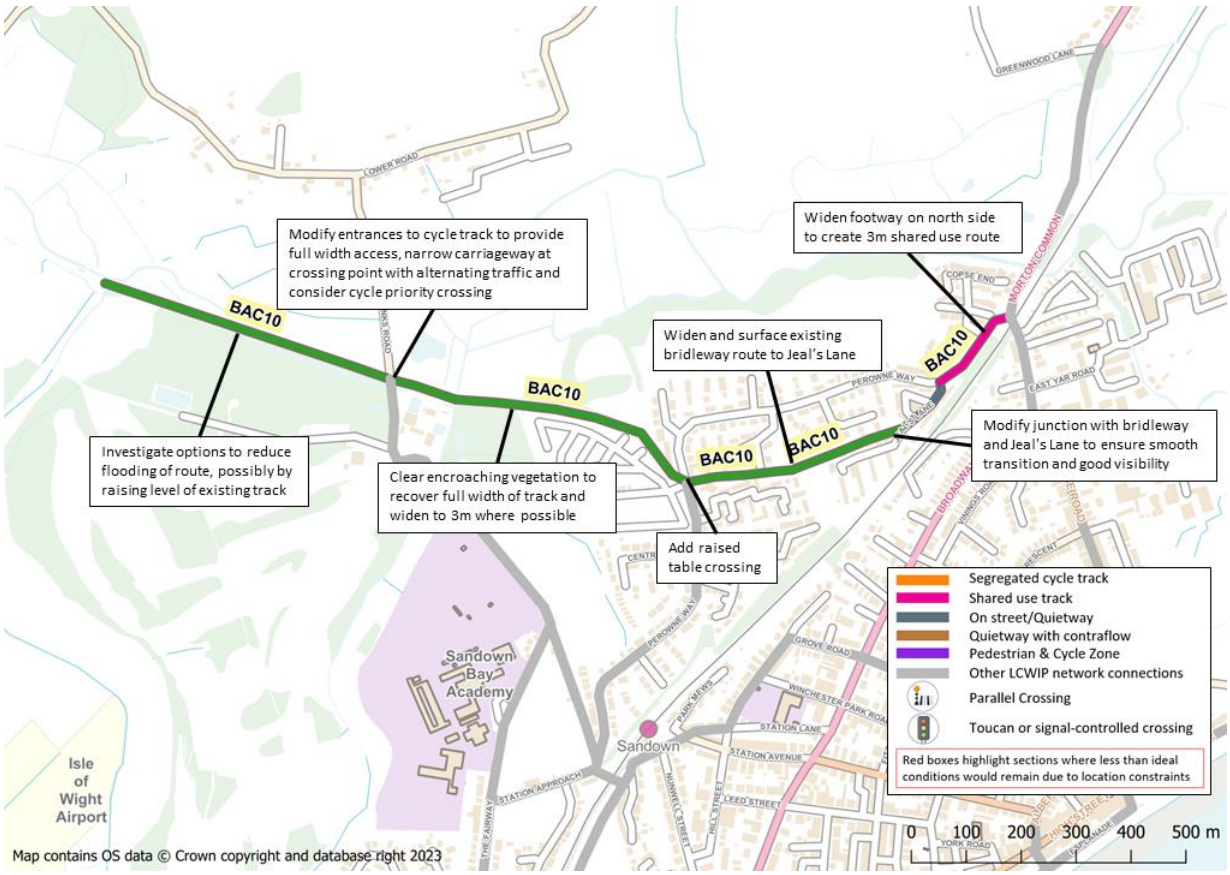


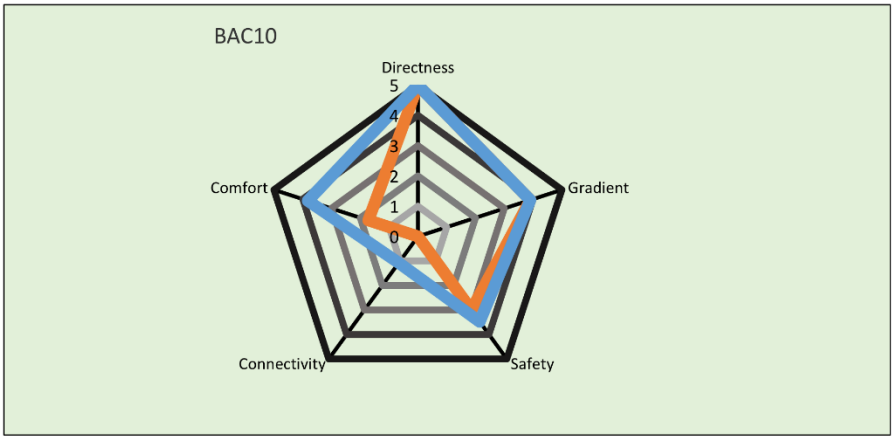
Figure 50 - Main suggested improvements BAC10

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	BAC10
Overall Length	1.86km
Name of Assessor(s)	Martin Gibson & Will Ainslie
Date of Assessment	6th February 2024

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	3.90	3.90
Safety	3.00	3.48
Connectivity	0.00	1.08
Comfort	1.72	3.82



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

Figure 51 - Route Selection Tool output BAC10

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 crossings and small-scale footway widening.

9.4. Town and Parish Councils could play a pivotal role in delivering the plan. Local councils may play a role in developing individual schemes, funding small-scale interventions, or providing partnership funding for larger projects. Local councils may lead on some projects, with assistance from the Isle of Wight Council as appropriate, and the roles may be reversed on other projects.

Funding options

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

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

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

Options for delivery

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

Whole route approach

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

Building a network in segments

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

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

Individual “spot” improvements

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

Mixed approach

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

Using development to create improvements

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

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

Integration with other activities

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

Integrating LCWIPs and other local government plans

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

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

Glossary

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

Bus Gate

A section of road which is restricted to use by buses and cycles

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. Cycling with-flow would be on carriageway and should generally include Quietway measures (see separate listing for Quietway)

Controlled Crossing

A crossing which gives pedestrians and/or cyclists priority over traffic on the road they are crossing.

Crossing type	Priority for
Cycle priority crossing*	
Zebra crossing*	
Parallel crossing*	
Puffin crossing*	
Toucan crossing*	
Signalised crossing (dedicated signals at signal-controlled junction)	
Sparrow crossing*	

* See individual entries in the glossary

Cycle Priority Crossing

Priority given to a cycle track crossing a street, using give way signs and lines, similar to a standard junction between two streets.

Dutch entrance kerb

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

Images courtesy of Coventry CTC

Dropped kerb

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

Footway (pavement)

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

Improved junction geometry / tight corner radii

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

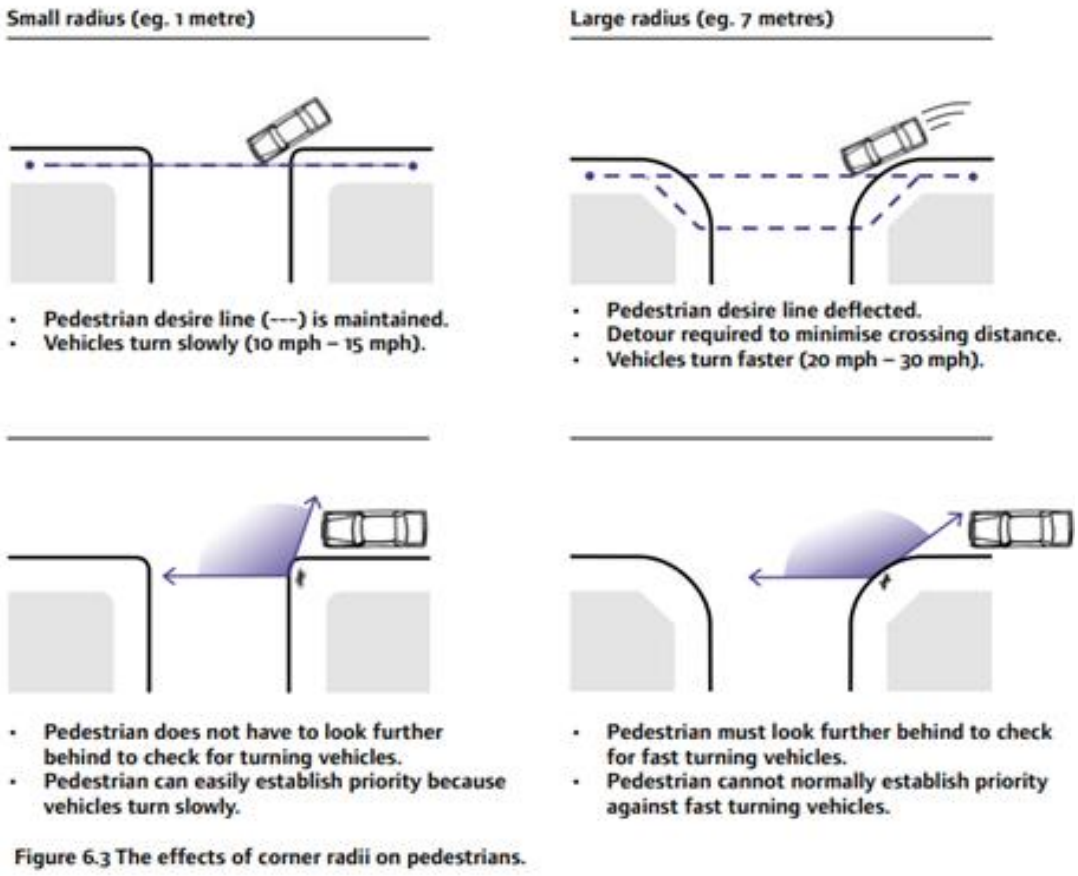


Figure 6.3 The effects of corner radii on pedestrians.

Modal filter

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

Images courtesy of City Infinity

Raised table

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

Right-hand Image courtesy of City Infinity

Parklet

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


Images courtesy of Meristem Design

Parallel crossing

A crossing similar to a zebra crossing, which can be used by cycles as well as pedestrians, where each have a separate area of the crossing. May be on a raised table.


Left-hand Image courtesy of Coventry CTC

Pedestrian and Cycle Zone

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

Pedestrian and Cycle Priority Zone

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

Priority working

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

Puffin crossing

A traffic-light controlled crossing for pedestrians. May be on a raised table.

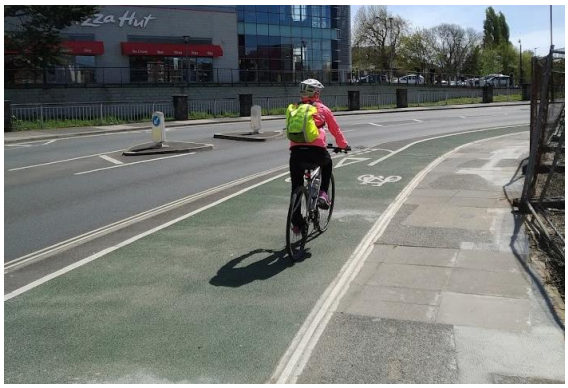
Quietway

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.

Left image 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.

Sparrow crossing

A traffic-light controlled crossing for pedestrians and cyclists, where each have a dedicated route through the crossing.

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, with the two modes sharing the same space. May be on a raised table.

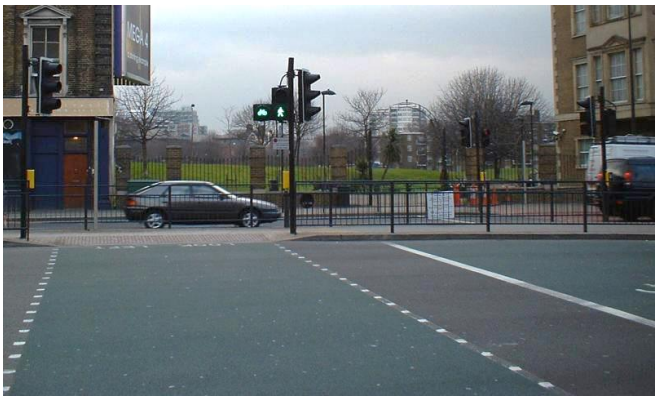


Image courtesy of Secretlondon (CC BY-SA-3.0)

Traffic calming

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

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

Zebra crossing

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

Appendix 1 - Community engagement key findings

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

Yaverland

Two respondents suggested the footpath to Culver Down should be upgraded to allow cycling.

Several people suggested additional crossings, both controlled and uncontrolled were needed, particularly over the main road.

Cycling along the esplanade drew comment, with a suggestion that there should be separate infrastructure for cyclists and pedestrians and another that there should be clear signage about where people were permitted to cycle.

Two respondents suggested the creation of a new path to connect Avenue Road/College Close with the area around Browns/Dinosaur Isle.

Culver Parade

Issues with the footways were noted around Fort Street, with adverse cambers and a very narrow section next to the beachfront cottages. These issues particular effect wheelchair users.

Crescent Road was noted as having a lack of footways, with a suggestion that it should be redesigned to prioritise people walking and cycling and deprioritise cars.

Victoria Road/Avenue Road mini roundabout

There was comprehensive feedback provided on this junction which suggests it acts as a significant barrier to easy, safe movement of people walking and cycling, with a wide range of vehicle turning movements which can be difficult to judge, deviation from desire lines for pedestrians and a lack of controlled crossings. Several respondents supported the need for improvements here.

One respondent suggested contraflow cycling should be introduced to Victoria Road, with two comments supporting this but another suggesting there was not space given the presence of the bus stops.

Esplanade

There were a number of suggestions that contraflow cycling was needed on Avenue Road Slipway and the Esplanade from here to the pier, with numerous comments mostly in support. Some comments were critical of the idea, suggesting all parking would need to be removed which would be detrimental. Other suggestions included a shared use route along this part of the Esplanade, two-way cycle track and complete removal of motor vehicles from this section. The traffic free section of the Esplanade attracted comments about the poor surfacing, issues with café furniture creating pinch point, and suggestions that separate cycle and walking routes should be created.

High Street, Sandown

Suggestions for this street included pedestrianisation of the street and a 20mph limit. Overall levels of feedback received in this area were lower than might be expected for the town's High Street.

Stairs between High Street and Esplanade

Respondents suggesting improving these pedestrian-only connections between the town and beach, with better lighting and wayfinding.

Pier Street

The narrowness of the footways was noted as causing problems, with high footfall levels meaning people walked in the carriageway. This section was highlighted as particularly difficult for wheelchair users.

The junction with High Street/Beachfield Road was also identified as a difficult area for pedestrians, with fast vehicle turning and wide crossings with poor accessibility.

Beachfield Road

One respondent highlighted an issue with lack of waiting space at the bus stop leading to passengers blocking the footway.

One suggestion was to create a contraflow cycle lane to provide access into Sandown, which received several supportive comments.

Broadway

Various suggestions were made that changes are needed to junctions along this road to make crossing easier/safer, as well as a need for additional/improved crossings at other points along the street.

Morton Common/Avenue Road

Several comments highlighted the need for cycle infrastructure to link this part of town to Brading and the cycle track towards Newport (NCN23).

Perowne Way

Three contributions suggested that this street should be improved to reduce safety, highlighting inappropriate speeds, seen as particularly caused by people using this street to get from Lake to Brading avoiding the main road.

Sandown to Newport Cycle Track

Several comments were made on the flooding issues on the track, with deep flood waters reported by users.

Several comments were left on the Longwood Lane junction, noting a need to slow vehicles and provide better visibility.

Golf Links Road

This was identified as an important link between Sandown and the cycle path, but concerns were raised over vehicle speeds and the width of the road.

The link past the Rugby Club was identified as a point of conflict between pedestrians and cyclists, particularly since fencing has been erected along one side, restricting available width.

Sandown Station Area

The underpass was identified as an unpleasant space to use, and the barriers cause accessibility problems for mobility scooter users.

Los Altos Park

Several people suggested reviving the former Sunshine Trial, with a fully surfaced route through Los Altos Park. It was also suggested that the Mansion Path could be upgraded for people walking and cycling.

Lake Hill

Difficulty crossing this road due to the volume of traffic was highlighted as an issue.

The junction with The Fairway attracted several suggestions for improvement, including traffic calming, reconfiguring the junction and improving crossings.

Lake Village Centre

Concern was expressed about vehicles parking on the pavement and manoeuvring across the pavement to access forecourt areas, causing a hazard for pedestrians and a particular issue for wheelchair users.

The Newport Road/Sandown Road junction as highlighted as being poor for cyclists, as is Sandown Road. Various suggestions were made for alternative routes that could be created to avoid this area.

Lake Cliff Gardens Level Crossing

Wheelchair access through the gates and along the gravel path to Sandown Road were highlighted as a problem. This was also noted as a useful route for people cycling.

Newport Road, Lake

The section between Sandown Road and the airport access road attracted various comments, including the need for improved crossings and safe cycle links to access the shops and the byway to Shanklin. Several people also suggested upgrading the byway to provide an improved connection between Shanklin and Lake.

It was also suggested that the path behind Broadlea School could be upgraded to a cycle route, connecting the north side of Lake to the shopping area (Morrisons etc) on Newport Road.

Sandown Road, Shanklin

Changes to create a shared use route around the YMCA were suggested, though one comment highlighted the already narrow footway and that conflict with people walking would be an issue.

Alresford Road rail bridge

Removal of the steps on the bridge access was suggested to enable cycling and wheelchair access. Comments on this suggestion highlighted the width of the bridge did not allow for safe cycle access.

Green Lane

This was highlighted as a potential route for cycling avoiding the A3055, but volume and speed of cars, as well as parked cars, make this street more difficult for cycling. Two suggestions were made that the footways should be converted to shared use. One comment suggested investigating making the street one way to create space for cycling infrastructure.

Gatten and Lake Primary School

The poor quality of walking routes to the school was highlighted, with a lack of dropped kerbs and high speeds on Green Lane, with a 20mph limit suggested during school time.

Hope Road/North Road

This junction was highlighted as problematic for pedestrians, with the one-way Queen's Road being excessively wide, and some arms of the junction not having pedestrian crossings.

Shanklin Station

Accessibility for cyclists was highlighted as problematic, with the wheeling ramp on the stairs to Landguard Road difficult to use. Changes to the wheeling ramp were suggested, as was adding a contraflow to Marine Cross Road.

Landguard Road

Suggestions for this road included improving pedestrian access to the cycle track to Wroxall, adding a footway on the section where it is currently absent, and moving the zebra crossings away from the junctions outside the Co-op.

Carter Avenue

The co-op exist was highlighted as a risk to pedestrians, as drivers do not stop before the footway.

Regent Street

Pedestrianisation of Regent Street was suggested, with several supportive comments on this idea, but several disagreeing, suggesting the parking is essential and the existing arrangements work fine.

A lack of secure cycle parking in the town centre was highlighted as an issue.

A suggestion was made that the footway could be widened at the Falcon Cross junction, using the area painted with hatching, to improve the crossing here.

Shanklin to Wroxall Bridleway

This route attracted numerous comments, the key themes were:

The surfacing causes problems as the aggregate causes punctures. One user suggested they get two punctures a week from the track.

Parking and placing caravans on the footway along the Lower Hyde holiday park access road causing problems for pedestrians.

Drainage issues, including reports of contaminated water

Improved access is needed at Blythe Way, Carter Avenue and Godshill Road

One respondent suggested a cycleway connecting Blythe Way and Orchard Road through Sibden Hill to improve access to the route.

Cowleaze Hill

A suggestion was made to convert the footway to shared use.

Chine Avenue

Suggestions were made to create an improved cycle link here by introducing contraflow cycling on Chine Avenue or creating a cycle route through Tower Cottage Gardens.

It was also suggested that the barriers to the path to the Esplanade at the end of Chine Avenue should be removed as the restrict mobility scooter users, and that this route should be opened up to cyclists.

Victoria Avenue

Cycle infrastructure was suggested along this street, south of Cliff Bridge. A foot/cycle bridge next to Cliff Bridge and better connections to local rights of way were also suggested.

Speed was identified as an issue.

Lack of connectivity between the side road part of Victoria Avenue and the main road was highlighted.

Cliff Path

The cliff path and connecting paths drew numerous comments. A key theme is the inclusion, or not, of cyclists on this route. There were mixed views on whether cycling was permitted on this section and whether it should be permitted or more done to deter cycling. The narrowness and poor visibility on some sections was highlighted. Some respondents highlighted the value of this route for cycling providing a safer option than the main road without the level changes needed to reach the Esplanade route.

Multiple Locations

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

Accessibility

Many comments were made on specific locations about accessibility problems including narrow footways, lack of dropped kerbs, adverse cambers, poorly designed dropped kerb crossings, poor footway surfacing and badly placed street furniture.

Speed Limits

Speed was highlighted as a concern by many respondents, both in terms of speeding and a desire to see more widespread 20mph limits.

Conflict between people walking and cycling

In a number of places where people walking and cycling share the same space, either by design or default, conflict issues were identified, with respondents often identifying the other group as acting inconsiderately or dangerously. These conflict issues were identified most commonly in narrower, busier sections of route.

Appendix 2 - Network planning for walking

Key trip attractors

A range of trip attractors have been identified. These include schools, employment areas, shopping areas, healthcare services and transport hubs and are shown in figure A2_1. Clusters of attractors can be found around the centre of Shanklin and forming a linear pattern stretching from Yaverland to Newport Road in Lake, but there are also a significant number of trip attractors dispersed around the broader area.

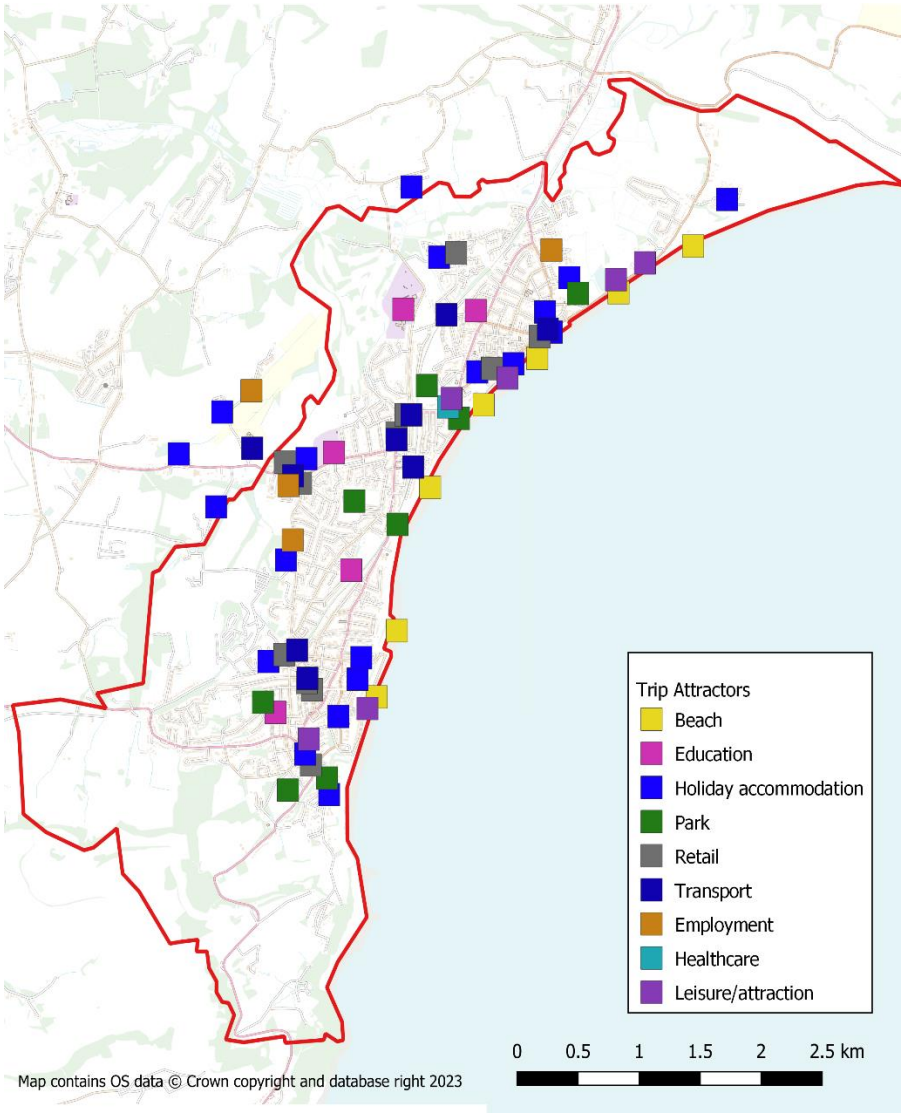


Figure A2_1 – Bay area trip attractors

Core Walking Zones

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

The three town/village centres form the basis of the core walking zones. Consideration was given to joining the Lake and Sandown Core Walking Zones into one larger zone, but it was decided to treat these as two separate zones linked by a walking route.

A fourth zone was considered around the Spithead/Merry Gardens area, however the trip attractors are generally located along the main road and hence better incorporated into a walking route than a Core Walking Zone.

Shanklin's core walking zone incorporates the town centre and the old village.

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.

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, Cowes, Northwood and Gurnard LCWIP and East Wight LCWIP. These audits informed the final route selection and the recommended measures to improve the routes.

Percentage scores were calculated for each route. A percentage is used as the total available score for each route differs slightly, depending on what features the route has. Table A2_1 shows the scores for each route. These scores can help identify the routes in most urgent need of attention. A score of under 70% highlights a clear need for improvements to the route. It should be noted that the WRAT scoring system does not score a comprehensive range of issues and has no weighting of issues; as such the numerical scores have not been used as the sole determinant of whether a route requires improvements. Higher scoring routes may have issues in key areas, such as footway width, which warrant intervention in their own right, or be deemed worthy of upgrade because of other issues not identified in the WRAT, or because of the strategic importance of the route.

Route	WRAT score (%)
BAW1	87.5
BAW2	67.5
BAW3	72.5
BAW4	70
BAW5	82.5
BAW6	85
BAW7	72.5
BAW8	57.5
BAW9	57.5
BAW10	90

BAW11	67.5
BAW12	67.5
BAW13	60
BAW14	70
BAW15	70

Table A2_1 - Walking Route Assessment Tool (WRAT) scores, scores below 70% highlighted in red

Appendix 3 - Network planning for cycling

Assessing existing cycling patterns

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

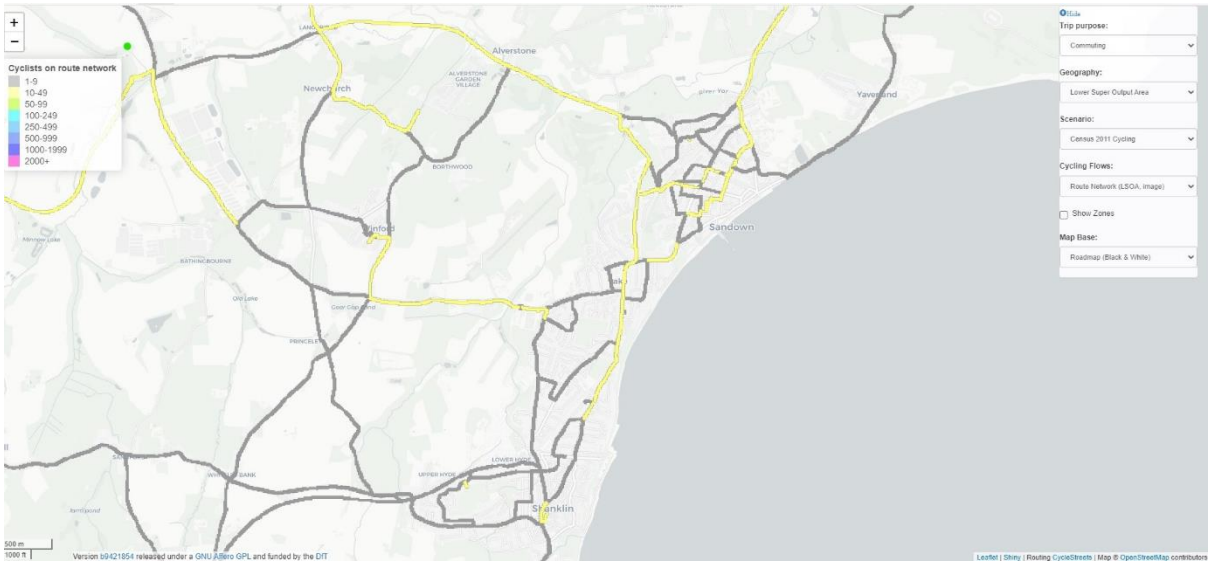


Figure A3_1- PCT cycle trips to work assigned to the local route network

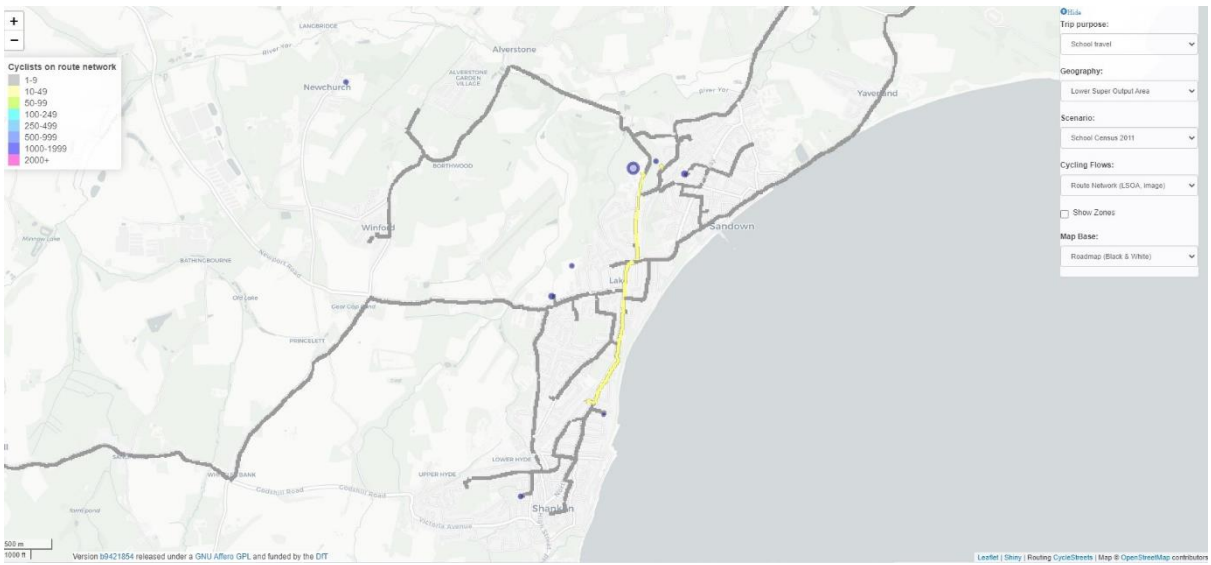


Figure A3_2 - PCT cycle trips to school assigned to the local route network

Figure A3_1 shows cycle commute journeys assigned to the local route network (streets and main cycle routes). Figure A3_2 shows the same data for travel to school. The actual number of trips recorded is very low in both cases, so this data is of limited use. The yellow lines are the only routes more than 10 cyclists are assigned to by the model. The PCT does suggest a key desire line between Shanklin and The Bay School for trips to school, and along the same alignment for commuting trips which also show higher demand on the Sandown-Newport cycle track as well as main roads towards Newport and Brading, and various local streets within Sandown.

Use of the current street and cycle track network was analysed using Strava Metro data which shows those routes most used by Strava users (broadly reflective of general cycling patterns). In general use patterns were fairly diffuse, but with high usage of the main existing off-road routes.

People using the Newport to Sandown cycle track appear fairly evenly divided between two options at the Sandown end, with similar usage levels of Gold Links Road and the eastern end of the cycle track. Commuters are more heavily represented on the Golf Links Road route, with more leisure users appearing to continue on the cycle track. Use of the main roads is high, probably reflecting the lack of good alternatives away from the heavy traffic.

Trip attractors

A range of trip attractors have been identified. These include schools, employment areas, shopping areas, healthcare services and transport hubs and are shown in figure A3_3. From this list eleven clusters of trip attractors were identified. These clusters were then mapped along with eight indicative residential zones. Generalised desire lines were then added to produce an approximate map of major flows (figure A3_4). These flows were then assigned to the existing street network (figure A3_5) to provide a starting point for identifying a future network.

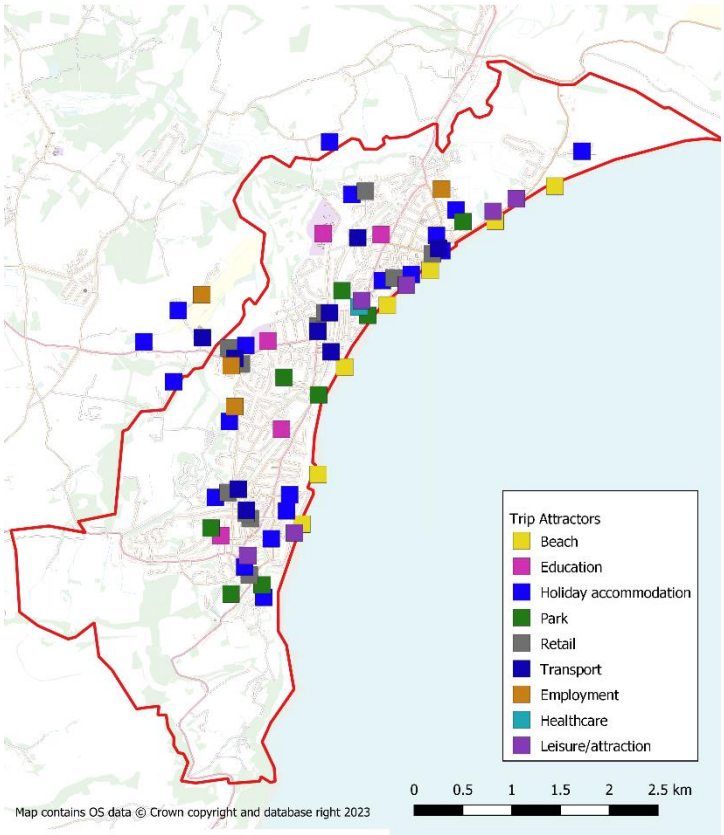


Figure A3_3 – Bay area trip attractors

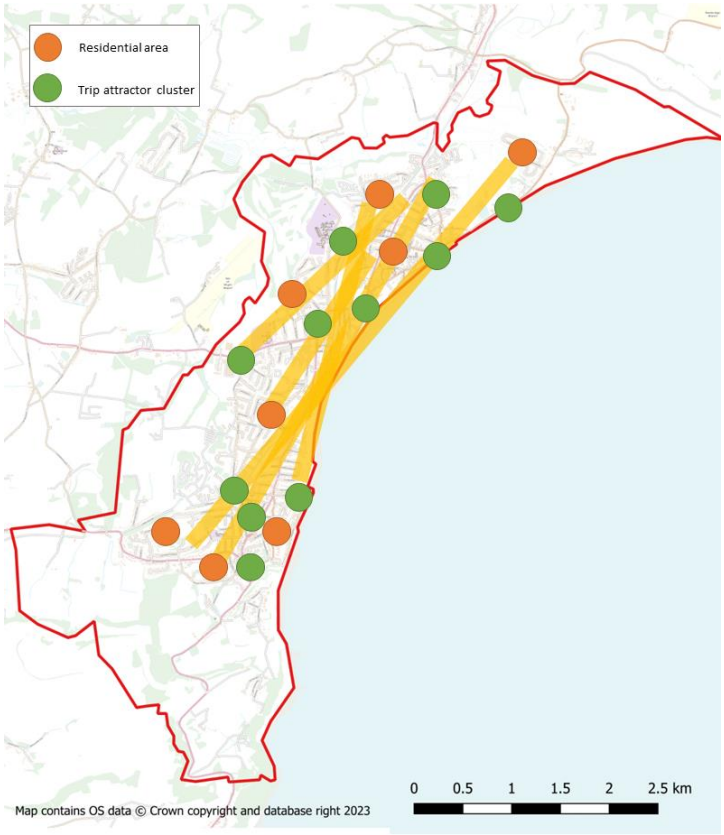


Figure A3_4 - Indicative flows between residential areas and trip attractors

Figure A3_5 - Indicative flows attributed to existing street network

Cycling Distances

Cycling isochrones were produced for each of the three settlements and show a wide range of destinations which are within a readily cyclable distance. From the centre each of the three towns, the whole bay area conurbation is within 6km cycling distance. Ryde and Newport both lie outside the 8km isochrone, but with provision of good quality cycle infrastructure on reasonably direct alignment would be within 9-15km of most parts of the Bay area settlements.

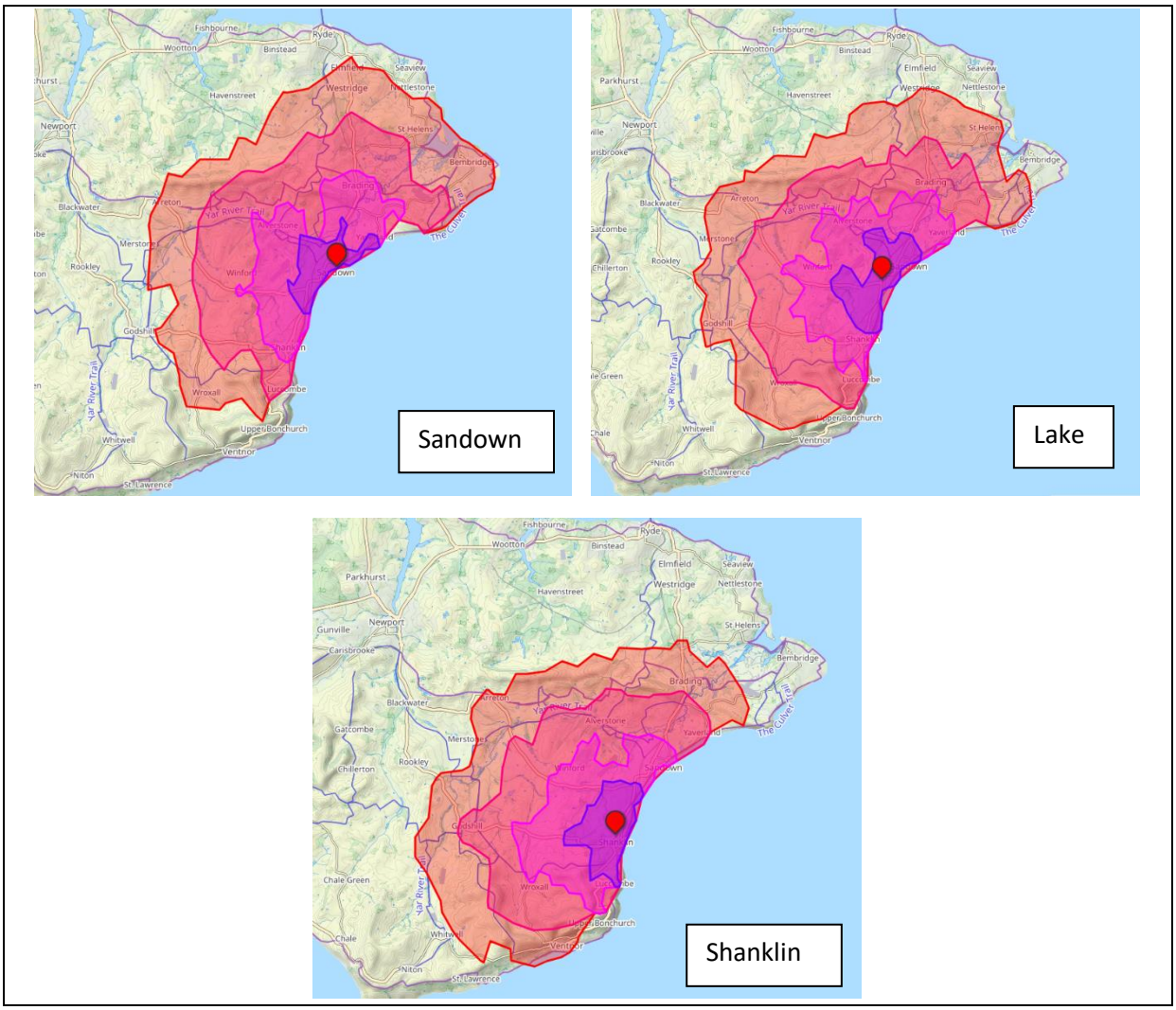


Figure A3_6 – 2k, 4k, 6km and 8km cycling distance from the centre of each settlement (Source: Openrouteservice)

Developing a network of cycling routes

Using the data gathered, feedback from the community engagement work, and initial desk and field-based survey information an initial draft network of routes was drawn up. This sought to connect the three settlements, as well as linking to existing onward links to Wroxall and Newport and a link to Brading/Ryde proposed in the East Wight LCWIP. This network map was presented to a network planning meeting, attended by key stakeholders including representatives of the town and parish councils, Cycle Wight, Isle of Wight council and local residents.

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 closest on-street route was used for the pre-upgrade scoring. In some cases, particular scores are slightly lower for the potential new routes but overall each route sees significant improvements. Gradients often see little improvement as these are largely a function of the moderately hilly terrain in the area. Connectivity scores are based on all routes in the LCWIP being developed.

Further adjustments were made based on the audit output and ongoing evaluation. These included:

- Rerouted BAC5 as the originally proposed route would require removing of large amounts of parking in residential street and be very expensive to implement. The alternative route was assessed as being more viable and only slightly less direct.
- Changing the byway option of BAC1 to continue as far as Newport Road, rather than using an upgraded footpath to link to Whitecross Lane as originally suggested, as the upgrade did not appear to be viable.
- Diverting BAC2 through Tower Cottage Gardens due to lack of highway space to create suitable infrastructure in Chine Avenue.
- Diverting BAC3 off footpath SS15 and onto Brook Road/Collingwood Road as SS15 was not suitable for upgrading.
- Rerouting BAC1 from Western Road/Landguard Road to Brook Road/Carter Avenue as Western Road route was not ideal for contraflow cycling and Landguard Road appears to have no viable option for safe, all ability, two-way cycling.

Appendix 4 - Schedule of walking improvements

The following tables outline suggested approaches to creating/improving each walking route/core walking zone, 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 conjunction with the information on proposed improvements found on pages 21-43.

		Scheme			
Route/Zone name	Location	Type	Description	Indicative cost	Deliverability
BAW1 (south to north, Chine Ave to Hope Rd)	From public toilets on Chine Ave to Everton Lane	Streetscape improvement scheme	Improve pedestrian route through park as an alternative to the narrow footway on street (constrained by railings)	£30,000	S
	Jct of Chine Ave and Everton Lane	New/modified crossing	Dropped kerb crossing across Chine Ave to link to park entrance	£6,000	S
	Jct of Queens Rd and Chine Ave	New/modified crossing	Relocate uncontrolled crossing onto desire line	£6,000	S
	From jct Chine Ave/Alexandra Rd to start of the public footpath to Esplanade	Footway widening	Widen footway to 2.0m on both sides, distance of 115m	£43,125	S
	Jct of Chine Ave and footpath to Esplanade	Footway improvements	Changes to barrier to allow for better accessibility, improvements to footway surface	£7,000	S
	On footpath to Esplanade	Street furniture changes	Reconfigure barrier, wider gaps for better accessibility	£7,000	S
	Start of Esplanade from public footpath to roundabout	Shared space scheme	Shared space, distance of 90m	£67,500	M
	Across entrance to slipway	New/modified crossing	Dropped kerb crossing	£6,000	S

	Entire length of Esplanade to bottom of Hope Rd	Streetscape improvement scheme	Rationalise street furniture. Remove redundant poles. Relocate parking signs so they don't need own pole. Change direction of echelon parking to encourage reversing into parking bays to improve pedestrian safety for peds crossing the street	£50,000	S
	Across entrances to Spa car park and coach park	New/modified crossing	Continuous footways across both entrances	£51,000	S
	Across entrance to Esplanade Gdns car park	New/modified crossing	Continuous footway	£25,500	S
	Uncontrolled crossings at northern end of Esplanade	New/modified crossing	Crossings need to be widened to improve accessibility and account for large footfall. Add tactile paving where missing	£10,000	S
	Across entrance to Hope Rd car park	New/modified crossing	Continuous footway	£25,500	S
BAW2 (Victoria Ave from Windsor Drive to Furzehill Rd)	Jct of Windsor Dr and Victoria Ave	Junction improvements	Tighten corner radii. Add continuous footway. Add seating.	£37,500	S
	Across Victoria Ave near Windsor Dr, north to south (just east of jct) to where hedge and tree are on south side	New/modified crossing	Dropped kerb crossing	£6,000	S
	Footway on north side of Victoria Ave from Windsor Dr to Chatsworth Ave	Footway improvements	Widen footway where possible to create passing spaces. Improve lighting. (Distance: 280m)	£115,000	S
	Jct of Victoria Ave and Hungerberry Close	New/modified crossing	Continuous footway	£25,500	S

	Jct of Victoria Ave and Chatsworth Ave	New/modified crossing	Across entrance to Chatsworth Ave, tighten jct radii and add continuous footway	£37,500	S
	Across entrance to West Hill Rd	New/modified crossing	Continuous footway	£25,500	S
	Across Victoria Rd, just east of West Hill Rd	New/modified crossing	Dropped kerb crossing (for access to bus stop)	£6,000	S
	Opposite Tile Hse on Victoria Rd	New/modified crossing	Dropped kerb crossing (for access to bus stop)	£6,000	S
BAW3 (Sandown Rd/North Rd (A3055) from Heath Rd, Lake to Cross St, Shanklin)	A3055 section between Heath Gardens and Cemetery Rd (both sides)	Footway improvements	Scope for footway widening is limited by carriageway widths, but investigate opportunities for any footway widening and implement where possible. (Indicative cost assumes whole length is done) Distance: 260m	£195,000	M
	Across entrance to Porter Club car park	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Heath Gardens	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Flitcroft Gnds	New/modified crossing	Continuous footway	£25,500	S
	Footpath link between A3055 and James Ave	Footway widening	Widen pathway to 2.0m. Distance 70m	£26,250	S

	Area around jct of Cemetery Rd and A3055	Streetscape improvement scheme	Continuous footway across entrance to public footpath to cliffs. Raised table across entrance to Cemetery Rd. Remove bus laybys on both sides to allow for widening of pedestrian waiting area. Investigate potential to move controlled crossing closer to jct with Cemetery Rd.	£150,000	L
	Outside Bayview Court on A3055, just north of railway bridge	Street furniture changes	Move lamppost on footway outside Bayview Court to other side of road to remove pinch point on footway	£10,000	S
	Bridge on A3055 across railway	Footway widening	Investigate possibility of wider footway when bridge comes to be replaced	TBC	Costs cannot be estimated for these measures. There is a wide range of potential solutions and/or costs. Much more feasibility work required. Deliverability: L

	Section of A3055 between Cliff Gdns and YMCA Winchester Hse	Footway widening	Investigate widening footway and relocating carriageway over towards railway	TBC	Costs cannot be estimated for these measures. There is a wide range of potential solutions and/or costs. Much more feasibility work required. Deliverability: L
	Across entrance to YMCA Winchester Hse side road	New/modified crossing	Continuous footway	£25,500	S
	Along A3055 from YMCA entrance to jct with Alresford Rd	Footway widening	Widen to 2.0m on eastern side. Distance: 300m	£112,500	M
	Across A3055 outside YMCA Winchester Hse	New/modified crossing	Dropped kerb crossing to connect bus stops on either side	£6,000	S
	Across entrance to Winchester Hse car park	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Alresford Rd	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Littlestairs Rd	New/modified crossing	Tighten corner radii and add continuous footway	£37,500	S
	Outside old school on A3055 opposite Maida Vale Rd	Street furniture changes	Remove guardrail on east side outside old school opposite Maida Vale Rd	£1,500	S

	Across entrance to Maida Vale Rd	New/modified crossing	Continuous footway	£25,500	S
	Around bus stops on A3055 immediately south of Maida Vale Rd	Footway widening	Widen footway between Maida Vale Rd and bus stop on west side . Distance 25m	£9,375	M
	Around bus stops on A3055 immediately south of Maida Vale Rd	Street furniture changes	Remove guardrail next to controlled crossing	£1,500	S
	Across entrance to Howard Rd	New/modified crossing	Continuous footway	£25,500	S
	On west side of A3055 from Howard Rd jct to Wilton Park Rd jct	Footway widening	Widen footway to 2.0m. Distance: 115m	£43,125	M
	Across entrance to Wilton Park Rd	New/modified crossing	Raised table crossing	£25,500	S
	Across entrance to St Martin's Ave	New/modified crossing	Tighten corner radii and add continuous footway	£37,500	S
	Across A3055 both north and south of Wilton Park Rd jct	New/modified crossing	Dropped kerb crossing x2	£12,000	S
	Across entrance to Clarence Gdns	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to St Boniface Cliff Rd	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Clarence Rd	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Culver Rd	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Avenue Rd	New/modified crossing	Tighten corner radii and add continuous footway	£37,500	S
	Across A3055 to north and south of Avenue Rd jct	New/modified crossing	Dropped kerb crossing x 2	£12,000	S

	Across entrance to Beatrice Ave	New/modified crossing	Continuous footway	£25,500	S
	Hope Rd/Atherley Rd/Queens Rd jct with A3055	Junction improvements	Widen footways and build outs, especially on Queen's Rd arm. Remove guardrails. Change geometry of Queen's Rd to encourage slower speeds. Add a pedestrian crossing phase to the southern arm of the jct.	£250,000	M
	Just north of St Paul's Ave jct	Street furniture changes	Install cantilevered road sign	£5,000	S
	Across entrance to St Paul's Ave	New/modified crossing	Continuous footway	£25,500	S
	Across A3055 to north and south of St Paul's Ave jct	New/modified crossing	Dropped kerb crossing x 2	£12,000	S
	Across entrance to Clarendon Rd west side	New/modified crossing	Tighten corner radii and install raised table	£37,500	S
	Across entrance to Clarendon Rd east side	New/modified crossing	Continuous footway	£25,500	S
	Across A3055 to south of Clarendon Rd jct	New/modified crossing	Dropped kerb crossing	£6,000	S
	At jct of A3055 and Clarendon Rd	Street furniture changes	Remove bollards on footway on south east corner	£3,000	S
	Across entrance to Cross St	New/modified crossing	Tighten corner radii and add continuous footway	£37,500	S
	Across A3055 just north of jct with Cross St	New/modified crossing	Dropped kerb crossing	£6,000	S
BAW4 (Esplanade to Regent Street)	Across Hope Hill just east of Delphi Rd	New/modified crossing	Dropped kerb crossing	£6,000	S

	Across entrance to Delphi Rd	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to East Cliff Promenade	New/modified crossing	Tighten corner radii and add continuous footway	£37,500	S
	On east side of Hope Rd, just east of East Mount Rd	Street furniture changes	Cantilever road sign	£5,000	S
	Across entrance to East Mount Rd	New/modified crossing	Continuous footway	£25,500	S
	Along Hope Rd from Delphi Rd to A3055	Footway widening	Footway widening, two options: a) removal of on street parking and widening of footway to 2.0m on either side; b) removal of some on street parking and localised footway widening, especially adjacent to trees. Indicative costs assumes option a). Distance: 240m	£180,000	M
	Jct of Hope Rd/Atherley Rd and A3055 - see BAW3				M
	Across entrance to Atherley Rd car park	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Atherley Cross Rd	New/modified crossing	Continuous footway	£25,500	S
	Across Atherley Rd, east of Atherley Cross Rd	New/modified crossing	Dropped kerb crossing		S
	Across entrance to Milford Rd	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to St Paul's Crescent	New/modified crossing	Continuous footway	£25,500	S

	Across Atherley Rd, east and west of St Paul's Crescent	New/modified crossing	Dropped kerb crossing x 2	£12,000	S
	Across entrance to Wilton Park Rd	New/modified crossing	Raised table crossing	£25,500	S
BAW5 (north to south, from Merry Gardens roundabout on A3056 to jct with Atherley Park Way, next to Lidl)	Across entrance to Merrie Gdns	New/modified crossing	Tighten corner radii and add continuous footway	£37,500	S
	Across entrance to Aldi access road	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Whitecross Farm Lane	New/modified crossing	Continuous footway	£25,500	S
	Across Whitecross Lane, to south of Whitecross Farm Lane	New/modified crossing	Dropped kerb crossing	£6,000	S
	Across entrance to Lark Rise	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Anderri Way	New/modified crossing	Tighten corner radii and add continuous footway	£37,500	S
	Across Whitecross Lane, to south of Anderri Way	New/modified crossing	Dropped kerb crossing	£6,000	S
	Across entrance to Downland View	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Scotchells Close	New/modified crossing	Tighten corner radii and add continuous footway	£37,500	S
	Across Whitecross Lane, between Downland and Scotchells Close	New/modified crossing	Dropped kerb crossing	£6,000	S

	On Whitecross Lane, just north of junction with Cedar Drive	Footway widening	Localised footway widening around bus stop and Wightfibre cabinet (over distance of 30m max)	£5,625	S
	Across entrance to Cedar Drive	New/modified crossing	Tighten corner radii and add continuous footway	£37,500	S
	Across entrance to Landguard Holiday Park	New/modified crossing	Continuous footway	£25,500	S
	Across Whitecross Lane, to north and south of Cedar Drive	New/modified crossing	Dropped kerb crossing x 2	£12,000	S
	Across entrance to Princes Way	New/modified crossing	Tighten corner radii and add continuous footway	£37,500	S
	Across Sandy Lane, to north and south of Princes Way	New/modified crossing	Dropped kerb crossing x 2	£12,000	S
	Across entrance to Beech Tree Drive	New/modified crossing	Continuous footway	£25,500	S
	Across Sandy Lane, to north of Beech Tree Drive	New/modified crossing	Dropped kerb crossing	£6,000	S
	Around jct of Witbank Gnds and Sandy Lane	Footway widening	Widen footway to 2.0m on east side of Sandy Lane. Distance of 100m	£37,500	S
	Across entrance to Witbank Gdns	New/modified crossing	Continuous footway	£25,500	S
	Across Sandy Lane, to north of Witbank Gdns	New/modified crossing	Dropped kerb crossing	£6,000	S
	From roundabout on A3056 at northern end of Whitecross Lane to jct with Princes Way	Traffic calming	Light touch measures to slow traffic, such as occasional priority working, removal of centre line etc, in order to create safe speeds for comfortable walking. Distance: 670m	£50,250	M

	Across Landguard Manor Rd, to north and south of jct with Donnington Drive	New/modified crossing	Dropped kerb crossing x 2	£12,000	S
	Across entrance to Donnington Drive	New/modified crossing	Dropped kerb crossing	£6,000	S
	Across entrance to Green Lane	New/modified crossing	Raised table crossing	£25,500	S
BAW6 (Green Lane from jct with Cemetary Rd and A3055, to jct of Green Lane and Landguard Manor Rd)	Along whole length of Green Lane from start to end of this route	Footway improvements	A series of build outs with dropped kerbs at intervals of around every 100-150m in order to provide improved crossing points across Green Lane and to also function as traffic calming to make for a more comfortable walking environment. To be located to serve bus stops where applicable. Centre lane line removal.	£144,000	L
	Across entrance to James Ave	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Hildyards Crescent	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Chelsfield Ave	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Fir Tree Close	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Wheeler Way x 2	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Lovett Way	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to The Rogers	New/modified crossing	Continuous footway	£25,500	S

	Across entrance to Oaklyn Gdns	New/modified crossing	Continuous footway and reduce one way street exit to one lane	£40,000	S
	Across entrance to King Edwards Close	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Princes Way	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Coronation Gdns	New/modified crossing	Continuous footway	£25,500	S
	Across entrances to Witbank Gdns on both sides of road	New/modified crossing	Continuous footway x 2	£51,000	S
	At jct of Witbank Gdns and Green Lane	Street furniture changes	Relocate post box to east side next to shop	£5,000	S
	Across entrance to Pierrellen Gdns	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Dracaena Gdns	New/modified crossing	Continuous footway	£25,500	S
	Across entrances to Duncroft Gdns	New/modified crossing	Continuous footway x 2	£51,000	S
	Across entrance to Lucerne Rd	New/modified crossing	Continuous footway	£25,500	S
BAW7 (from jct of Sandy Lane and Princes Way, to jct of Alresford Rd and the A3055)	Along whole length of Princes Way, north side	Footway widening	Widen footway to 2.0m over distance of 260m	£97,500	S
	Across entrance to Royal Close	New/modified crossing	Tighten corner radii and add continuous footway	£37,500	S
	Across entrance to Whitecroft Ave	New/modified crossing	Continuous footway	£25,500	S

	Across entrance to Coronation Gdns	New/modified crossing	Continuous footway	£25,500	S
	On Oaklyn Gdns, across entrances to parking court/Oaklyn Gdns flats	New/modified crossing	Continuous footway x 2	£51,000	S
	Across Oaklyn Gdns, either side of school access road	New/modified crossing	Dropped kerb crossing x 2	£12,000	S
	Bridge across railway that links to Alresford Rd	New/modified crossing	Current bridge is not accessible for all users. Replace with accessible bridge	TBC	Costs cannot be estimated for these measures. There is a wide range of potential solutions and/or costs. Much more feasibility work required. Deliverability: L
BAW8 (from Sandown airport access road to jct of A3056 and A3055)	On A3056 from airport access road to Morrisons roundabout	Footway widening	Widen footway to 2.0m to where feasible. Distance: 210m	£78,750	M
	Across entrance to airport access road	New/modified crossing	Dropped kerb crossing	£6,000	S
	On either side of bridge on A3056	Street furniture changes	Remove bollards on footway	£3,000	S
	At Morrisons roundabout	New/modified crossing	Install dropped kerbs and tactile paving on all 4 arms of the roundabout	£24,000	S

	Across entrance to Spithead Business Park	New/modified crossing	Install continuous footway with ramped vehicle acccess to slow vehicles	£25,500	S
	Just to west of access road to Spithead Business Park	Street furniture changes	Cantilever the road sign on southern side fw	£5,000	S
	At Puffin crossing opposite Spithead Business Park	Footway improvements	Remove guardrail by puffin crossing. Widen waiting areas (would probably require third party land) OR relocate crossing to wider section of highway	£20,000	S
	At Merrie Gardens roundabout	Junction improvements	Consider reducing approach lanes to Merrie Gardens roundabout to one single approach lane and narrowing exit arms to deflect vehicles and slow speeds around crossing points	£100,000	M
	On north side of A3056, west of Merrie Gdns roundabout	Street furniture changes	Cantilever road sign	£5,000	S
	On north side of A3056 from Merrie Gdns roundabout to puffin crossing just east of Broadlea Primary School	Footway widening	Widen footway to 2.0m. Distance: 310m	£116,250	M
	Across two entrance/exit roads to Broadlea Primary School	New/modified crossing	Continuous footway x 2	£51,000	S
	At the puffin crossing by Broadlea Primary School, on south side	Footway widening	Localised footway widening around crossing waiting area and footpath link	£10,000	S
	On south side of A3056 between primary school and Manor Rd	Street furniture changes	Remove long line of bollards and bring in parking restrictions to prevent pavement parking	£15,000	S
	Across entrance to Sunnyhill Close	New/modified crossing	Continuous footway	£25,500	S

	Across entrance to Manor Rd	New/modified crossing	Tighten corner radii and add continuous footway	£37,500	S
	At zebra crossing next to Central Stores	New/modified crossing	Raised zebra crossing. Remove bollard on north side	£52,500	M
	Jct of Lamorbey Rd and A3056	Street furniture changes	Remove bollards on both corners. Relocate bin so it doesn't impede pedestrians	£4,000	S
	Across entrance to Lamorbey Rd	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Alfred Rd	New/modified crossing	Continuous footway	£25,500	S
	Across A3056 to the east of the jct with Alfred Rd	New/modified crossing	Dropped kerb crossing	£6,000	S
	Across entrance to Louis Rd	New/modified crossing	Continuous footway and reduce to single lane exit	£30,000	S
	On north side of A3056 between Louis Rd and jct with A3055	Footway widening	Widen footway over distance of 100m	£37,500	M
BAW9 (from Melville St/Pier Street jct in Sandown to jct of The Mall/The Fairway in Lake)	Whole length of Beachfield Rd, both sides	Footway widening	Widen footway to 2.0m, distance of 430m. Include removal of unneeded bollards	£161,250	M
	Across entrance to Royal St	New/modified crossing	Continuous footway	£25,500	S
	Across Beachfield Rd, either side of jct with Royal St	New/modified crossing	Dropped kerb crossing x 2	£12,000	S
	Across entrance to Ferncliff Rd	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Royal Crescent	New/modified crossing	Continuous footway	£25,500	S

	Across Beachfield Rd, either side of jct with Royal Crescent	New/modified crossing	Dropped kerb crossing x 2	£12,000	S
	Across entrance to New St	New/modified crossing	Continuous footway	£25,500	S
	Across Beachfield Rd, either side of jct with New Street	New/modified crossing	Dropped kerb crossing x 2	£12,000	S
	Across entrance to Grange Rd	New/modified crossing	Continuous footway	£25,500	S
	Across Beachfield Rd, to north east of Grange Rd	New/modified crossing	Dropped kerb crossing	£6,000	S
	Junction of Beachfield Rd and A3055 (next to The Heights)	Junction improvements	Junction remodelling to maximise footway space particularly around waiting areas. Reduce visual clutter	£250,000	L
	On A3055, from jct of Beachfield Rd, to jct of The Fairway / Lake Hill	Footway widening	Investigate feasibility of widening footway to 2.0m on one side of the road (whichever serves most peds). Distance: 500m	£187,500	M
	Across A3055 just north of Talbot Rd jct, adjacent to doctor's surgery	New/modified crossing	Investigate feasibility of controlled crossing across A3055 just north of Talbot Rd jct, adjacent to doctor's surgery	£75,000	M
	Across entrance to Talbot Rd	New/modified crossing	Tighten corner radii and add continuous footway	£37,500	S
	Entrance to medical centre on A3055	Street furniture changes	Remove guardrail. Widen access.	£3,000	S
	Across entrance to Ranelagh Rd	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Newcomen Rd	New/modified crossing	Continuous footway	£25,500	S

	Across entrance to Brownlow Rd	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to The Mall	New/modified crossing	Continuous footway	£25,500	S
BAW10 (Sandown Bay Academy to jct of The Fairway/Lake Hill)	Across entrance to Station Approach	New/modified crossing	Raised table crossing	£25,500	S
	Along whole of The Fairway from Station Approach to Lake Hill, both sides	Footway widening	Widen footway to 2.0m. Distance of 640m. Remove bollards	£240,000	M
	Across entrance to Roseway	New/modified crossing	Continuous footway	£25,500	S
	Across The Fairway, just north of Roseway	New/modified crossing	Dropped kerb crossing	£6,000	S
	Across The Fairway, where footpath SS29 crosses the road	New/modified crossing	Dropped kerb crossings x 2 and remove guardrail	£13,000	S
	Across entrance to Medeway	New/modified crossing	Continuous footway	£25,500	S
	Across The Fairway, just north of Roseway	New/modified crossing	Dropped kerb crossing	£6,000	S
	Across entrance to Millenium Way	New/modified crossing	Continuous footway	£25,500	S
	Across The Fairway, north and south of Millenium Way	New/modified crossing	Dropped kerb crossings x 2	£12,000	S
BAW11 (Broadway from jct with Beachfield Rd a to the roundabout at Avenue Rd)	On A3055 between jct of Beachfield Rd and New Street	Footway widening	Consider sacrificing some of the footway width on the north west side in order to widen footway on south east side (treat as new shared use path converted from carriageway for pricing). Distance 90m	£81,000	M

	Across entrance to New St	New/modified crossing	Tighten corner radii and add continuous footway	£37,500	S
	Across entrance to Old Reservoir Lane	New/modified crossing	Tighten corner radii and add continuous footway	£37,500	S
	Jct of Melville St and A3055	Junction improvements	Significantly narrow entrance to eastern arm of Melville St and tighten corner radii. Move zebra crossing southward to be closer to desire line. Consider restricting some turning movements to reduce vehicle/pedestrian conflict. Raised tables across both arms of Melville Street.	£200,000	M
	Jct of Leed St and A3055	New/modified crossing	Tighten corner radii and add continuous footways across both arms of Leed Street.	£75,000	S
	Across A3055 north and south of Leed St	New/modified crossing	Dropped kerb crossing x 2	£12,000	S
	On west side of A3055, just north of Leed St	Street furniture changes	Cantilever road sign	£5,000	S
	Jct of Station Ave and A3055	New/modified crossing	Raised table crossing x 2 on each arm of Station Ave. Tighten corner radii	£75,000	M
	Jct of Station Ave and A3055	Streetscape improvement scheme	With increased footway widths (see above) create public space, improved seating and public realm	£35,000	M
	Across A3055, just to south of jct with Station Ave	New/modified crossing	Dropped kerb crossing	£6,000	S
	Across entrance to Station Lane	New/modified crossing	Continuous footway	£25,500	S

	Along A3055 from just south of jct with Station Ave to just north of zebra crossing at Winchester Park Rd.	Speed limit change	Consider 20mph limit on this stretch of the Broadway, in recognition of narrow footway widths and relatively high ped activity (school, route from rail station into town centre etc). Distance: 135m	£8,100	M
	Across A3055 just south of jct with Winchester Park Rd	New/modified crossing	Dropped kerb crossing	£6,000	S
	Across entrances to Winchester Park Rd (both sides of the A3055)	New/modified crossing	Continuous footway x 2	£51,000	S
	Across entrances to Grove Rd (both sides of the A3055)	New/modified crossing	Continuous footway x 2	£51,000	S
	Across A3055 north and south of jct with Grove Rd	New/modified crossing	Dropped kerb crossing x 2	£12,000	S
	Across entrance to Carter St	New/modified crossing	Continuous footway	£25,500	S
	Across A3055 to the south of jct with Carter St	New/modified crossing	Dropped kerb crossing	£6,000	S
	Across entrance to Gordon Close	New/modified crossing	Continuous footway	£25,500	S
	On south side of A3055 at jct with footpath SS37	Street furniture changes	Shorten guardrail (northern end) to create more pedestrian space	£2,000	S
	Across entrance to Foxes Close	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Queens Rd	New/modified crossing	Continuous footway	£25,500	S
	On west side of A3055, from the Cloisters bus stop to the roundabout at Avenue Rd	Footway widening	Widen footway to 2.0m where feasible. Distance: 255m	£95,625	M

	Across entrance to Parsonage Rd	New/modified crossing	Continuous footway	£25,500	S
	Across A3055 just west of roundabout with Avenue Rd	New/modified crossing	Replace existing dropped kerb with zebra crossing	£37,500	S
BAW12 (from jct of The Fairway and Station Approach to jct of Station Ave and St John's Rd)	On south side of Station Approach, from The Fairway to the station underpass	Footway widening	Widen footway to 2.0m. Distance of 200m	£75,000	M
	On both sides of Station Approach, from The Fairway to the station underpass	Traffic parking management	Prohibit footway parking	£10,000	S
	Across entrance to Fairfield Gdns	New/modified crossing	Continuous footway	£25,500	S
	On west side of jct of Station Approach and Fairfield Gdns	New/modified crossing	Dropped kerb crossing	£6,000	S
	At station underpass	Street furniture changes	Remove barriers	£3,000	S
	Across entrance to station car park	New/modified crossing	Continuous footway. Create proper pedestrian access to station from Nunwell St and across from station car park to the two sides of Nunwell St. This should be delivered as part of a wider package of improvements to the area around the station (see below)	£25,500	L

	Along Station Ave next to station car park	Footway creation	Create a 2m footway where there is currently no footway. Various ways of doing this, including making that part of Station Ave one way or closing it to traffic all together. This should be delivered as part of a wider package of improvements to the area around the station (see above and below)	£35,000	L
	At junction of Station Ave and Station Rd in front of station	Junction improvements	Re-design whole junction to create improved pedestrians access and experience. Could include tightening geometry on street junctions, wider footways and continuous footways. Plus a proper pedestrian entrance to the station. This should be delivered as part of a wider package of improvements to the area around the station (see above)	£150,000	L
	Across entrance to Grove Rd	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Hill St	New/modified crossing	Continuous footway	£25,500	S
	Across Station Ave, to east and west of jct with Grove Rd/Hill St	New/modified crossing	Dropped kerb crossing x 2	£12,000	S
	Along Station Ave from Broadway (A3055) to jct with St John's Rd, on north side of Station Ave	Footway widening	Widen footway to 2.0m. Distance of 230m	£86,250	M
	Across entrances to Fitzroy Street on both sides	New/modified crossing	Continuous footway x 2	£51,000	S

	Across Station Ave, to east and west of jct with Fitzroy Street	New/modified crossing	Dropped kerb crossing x 2	£12,000	S
BAW13 (from jct of Perowne Way and footpath SS37 to jct of Carter St and St John's Rd, via footpath SS37)	Across Perowne Way, to join with the end of footpath SS37	New/modified crossing	Dropped kerb crossing	£6,000	S
	Along footpath SS37 from jct of Perowne Way and footpath SS37, to the jct of footpath SS37 and Broadway A3055	Footway widening	Widen footway to 2.0m where possible. Area on the approach to the railway bridge from the north west needs fences moving back and undergrowth cutting . Distance: 385m	£144,375	M
BAW14 (Avenue Rd from jct with Broadway to jct with Carter St/Fort St)	Whole of Avenue Rd from jct with Broadway to jct with Carter St/Fort St). Both sides of Avenue Rd	Footway widening	Widen footway to 2.0m on each side. Distance of 450m	£337,500	M
	Across exit road from petrol station on roundabout	New/modified crossing	Continuous footway	£25,500	S
	Across Avenue Rd just to the south of the roundabout by petrol station	New/modified crossing	Zebra crossing	£37,500	S
	Across entrance to College Close	New/modified crossing	Raised table crossing	£25,500	S
	Across Avenue Rd to the north and south of jct with College Close	New/modified crossing	Dropped kerb crossing x 2	£12,000	S
	Across entrance to St John's Crescent	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Fort Mews (northern arm)	New/modified crossing	Continuous footway	£25,500	S

	Across Avenue Rd to the north and south of jct with St John's Cres/Fort Mews (northern arm)	New/modified crossing	Dropped kerb crossing x 2	£12,000	S
	Across entrance to Fort Mews (southern arm)	New/modified crossing	Continuous footway	£25,500	S
	Across Avenue Rd to the north and south of jct with Fort Mews (southern arm)	New/modified crossing	Dropped kerb crossing x 2	£12,000	S
	Across entrance to North Street	New/modified crossing	Continuous footway	£25,500	S
	Across Avenue Rd to the south of jct with North Street	New/modified crossing	Dropped kerb crossing	£6,000	S
	Across entrance to Fort Holiday Park access road	New/modified crossing	Continuous footway	£25,500	S
BAW15 (from jct of Yaverland Rd and Meadow Way, to jct of Culver Parade and Fort St)	Across north eastern entrance to IOW Zoo car park	New/modified crossing	Continuous footway	£25,500	S
	Across Yaverland Rd B3395, just south of the entrance to YaVeland car park entrance and café	New/modified crossing	Zebra crossing	£37,500	S
	On north west side of Yaveland Rd from northern entrance to Zoo car park to the entrance to Dinosaur Isle	Footway widening	Widen footway to 2.0m. Distance 470m	£176,250	M
	Across south western entrance to IOW Zoo car park	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Dinosaur Isle car park	New/modified crossing	Tighten corner radii and add raised table	£37,500	S

	From entrance to Dinosaur Isle to entrance to Sandham Gdns play park. On north west side of Yaverland Rd, following path by Dinosaur Isle and canoe lake (rather than footway right next to road)	Footway widening	Widen footpath to 2.0m and design so as to attract pedestrians away from the road, where footway is narrow but no highway space to widen it (treat as new footway for purposes of pricing). Distance 320m	£144,000	M
	Across entrance to Sandham Gdns	New/modified crossing	Continuous footway	£25,500	S
	Across Culver Parade, next to the Bandstand Café	New/modified crossing	Raised zebra crossing	£52,500	S
Shanklin Core Walking Zone (CWZ) - A3055/High St (from southern end/old village to jct with Cross St)	From southern end of CWZ to jct with Victoria Ave	Traffic calming	Various measures to slow traffic. Consider centre line removal. Surfacing measures to reduce appearance of this as a normal section of road. Consider entrance gateway feature/rumble strips at southern end	£22,500	M
	Jct of High St and Chine Ave/Grange Rd	New/modified crossing	Raised table junction with crossings on all arms. Tighten corner radii	£67,500	M
	Across entrance to East Cliff Rd	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Pomona Rd	New/modified crossing	Continuous footway	£25,500	S
	Jct of High St and Victoria Ave/Steephill Rd	Footway widening	Investigate if any localised widening of footways is possible around jct of High St and Victoria Ave / Steephill Rd. Victoria Ave arm, carriageway could be narrowed and footways widened because only ever single lane running	£18,750	M

	Jct with Steephill Rd	Footway widening	Tighten corner radii and widen footways / narrow down carriageway on Steephill Rd	£25,000	S
	On east side footway, opposite 55 High St	Footway improvements	Install tactile paving to warn peds of steps further north on that footway	£3,000	S
	On east side footway, opposite Orchardleigh Rd	Street furniture changes	Remove bollards on footway	£1,500	S
	Across entrance to Orchardleigh Rd	New/modified crossing	Continuous footway and removal of bollards on footway	£25,500	S
	Across entrance to Landguard Rd	Junction improvements	Narrow carriageway down to single lane. Widen footways and tighten corner radii. Add a raised table across the entrance.	£50,000	S
	Across entrance to Palmerston Rd	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Regent St	Junction improvements	Narrow carriageway down to single lane. Widen footways and tighten corner radii. Add a raised table across the entrance.	£50,000	M
Shanklin Core Walking Zone (CWZ) - Chine Ave	Chine Ave (north side only), from the jct with High St to Tower Gardens toilets	Footway widening	Widen footway to 2.0m. Distance: 100m	£37,500	M
	Across entrance to Chine Ave car park	New/modified crossing	Continuous footway	£25,500	S
Shanklin Core Walking Zone (CWZ) - Victoria Ave from jct with Furzehill Rd to jct with High St	Across entrance to Furzehill Rd	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Highfield Rd	New/modified crossing	Continuous footway	£25,500	S

	Across Victoria Ave, just east of jct with Furzehill/Highfield Rd	New/modified crossing	Dropped kerb crossing	£6,000	S
	Across entrance to Albert Rd	New/modified crossing	Continuous footway	£25,500	S
	Across Victoria Ave, east and west of jct with Albert Rd	New/modified crossing	Dropped kerb crossing x 2	£12,000	S
	On north side of Victoria Ave, between Albert Rd and St John's Rd	Traffic / parking management	Remove road sign that signs traffic to Sandown via St John's Rd (change to traffic management required to stop formalised rat running through residential streets)	£1,500	S
	Across entrance to Florence Rd	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to St John's Rd	New/modified crossing	Raised table crossing	£25,500	S
	Across Victoria Ave, west of jct with St John's Rd	New/modified crossing	Dropped kerb crossing	£6,000	S
	On north side of Victoria Ave, east of jct with St John's Rd	Street furniture changes	Cantilever sign	£5,000	S
	Across entrance to Salem Rd	New/modified crossing	Tighten corner radii and add continuous footway	£37,500	S
	On section of Victoria Ave on approach to traffic lights, between Salem Rd jct and High St (both sides of Victoria Ave)	Footway widening	Within the signal controlled area, widen footways and narrow carriageway which only ever operates as single lane (distance 50 each side)	£37,500	S
Shanklin Core Walking Zone (CWZ) - Steephill Rd	From High St to Prospect Rd	Footway widening	Widen footways to 3m on either side (to allow for volumes of people using theatre) Distance of 30m each side (need to widen pavement a lot)	£35,000	S

	Area in front of theatre	Streetscape improvement scheme	Narrow carriageway significantly, create a sense of place in front of the theatre and a public space for people to dwell.	£45,000	M
Shanklin Core Walking Zone (CWZ) - Furzehill Rd	Jct of Furzehill Rd and Sibden Rd	New/modified crossing	Dropped kerb crossing x 3 across Furzehill, Sibden and Hatherton Rd	£18,000	S
Shanklin Core Walking Zone (CWZ) - Albert Rd from jct with Victoria Ave to Garfield Rd	Across Albert Rd, just south of jct with Hatherton Rd	New/modified crossing	Dropped kerb crossing	£6,000	S
	Outside Shanklin C of E primary school, on west side of Albert Rd	Footway widening	Bring footway out to align with rest of carriageway on Albert Rd, create more pedestrian space in front of school	£15,000	S
Shanklin Core Walking Zone (CWZ) - St John's Rd from jct with Victoria Ave to Hatheton Rd	Whole length of St John's Rd	Traffic / parking management	Cease to sign this street as a route for Sandown-bound traffic, in order to reduce traffic in residential streets. Consider modal filters.	£20,000	S
	Across entrance to Orchardleigh Rd	New/modified crossing	Continuous footway	£25,500	S
Shanklin Core Walking Zone (CWZ) - Orchardleigh Rd	Whole length of Orchardleigh Rd	Shared space scheme	Prohibit through traffic to create shared space arrangement (Distance: 110m)	£82,500	S

Shanklin Core Walking Zone (CWZ) - Hatherton Rd from jct with Furzehill Rd to jct with Western Rd	Hatherton Rd between jct with Furzehill Rd and jct with Albert Rd	Shared space scheme	Point closure / modal filter to enable pedestrian use of the carriageway due to inadequate footway	£18,000	S
	Across Hatherton Rd, west of jct with St John's Rd	New/modified crossing	Dropped kerb crossing	£6,000	S
	Across Hatherton Rd, east of jct with Brook Rd	New/modified crossing	Dropped kerb crossing	£6,000	S
	At eastern end of Hatherton Rd (final 30m of the street)	Footway widening	Widen footway and reduce carriageway to single lane because turning into one way street (Western Rd)	£30,000	S
Shanklin Core Walking Zone (CWZ) - Brook Rd from jct with Hatherton Rd to jct with Carter Ave	Across Brook Rd at point where footpath SS15 crosses the road	New/modified crossing	Dropped kerb crossing	£6,000	S
	Across Brook Rd, just north of jct with Collingwood Rd	New/modified crossing	Dropped kerb crossing	£6,000	S
	Across Collingwood Rd, just west of jct with Brook Rd	New/modified crossing	Dropped kerb crossing	£6,000	S
	Across Carter Ave, just west of jct with Brook Rd	New/modified crossing	Dropped kerb crossing	£6,000	S
	Across Brook Rd, just north of jct with Carter Ave	New/modified crossing	Dropped kerb crossing	£6,000	S

Shanklin Core Walking Zone (CWZ) - Western Rd from High Street to Landguard Rd	Located midway along Western Rd	New/modified crossing	Raised table crossing and a build out	£35,000	S
Shanklin Core Walking Zone (CWZ) - footpath SS15 between Brook Rd and Collingwood Rd	Along whole length of footpath link	Footway widening	Widen footway to 2.0m. Distance: 110m	£41,250	S
	At western end of footpath / jct with Brook Rd	Street furniture changes	Remove guardrail	£1,500	S
Shanklin Core Walking Zone (CWZ) - Collingwood Rd from Brook Rd to Landguard Rd	Collingwood Rd from Brook Rd to Landguard Rd	Footway widening	Widen footway to 2.0m on one side (distance of 120m)	£45,000	S
Shanklin Core Walking Zone (CWZ) - Carter Ave from Brook Rd to Landguard Rd	Midway along Carter Ave	Streetscape improvement scheme	Seating and planting around bus stop waiting area to create greater sense of place and improve experience of waiting for bus	£30,000	S
	Across entrance to Coop car park	New/modified crossing	Continuous footway to replace dropped kerb entrance to car park	£25,500	S
Shanklin Core Walking Zone (CWZ) - Landguard Rd from High Street to Atherley Park Way	From jct with High St to jct with Falcon Cross Rd	Footway widening	Widen footway to 2.0m on both sides (dist: 225m)	£168,750	M
	Across the entrance to Landguard Rd car park	New/modified crossing	Continuous footway	£25,500	S

	Across entrance to Western Rd	New/modified crossing	Continuous footway	£25,500	S
	Across Landguard Rd, just to south of jct with Western Rd	New/modified crossing	Dropped kerb crossing	£6,000	S
	Jct (crossroads) of Falcon Cross Rd and Landguard Rd and Collingwood Rd	Junction improvements	Raised table across whole crossroads. Narrow down Falcon Cross Rd to single lane, creating wider footways and tighter radii	£60,000	M
	Around bus stops in front of Coop	Streetscape improvement scheme	Planting, pocket park, enhance whole area as a social space	£30,000	S
	Jct (crossroads) of Carter Ave and Landguard Rd and Carter Rd	Junction improvements	Raised table across whole crossroads, to include zebra	£52,500	M
	Across the entrance to Hyde Rd	New/modified crossing	Continuous footway	£25,500	S
	On western side of Landguard Rd, just north of Hyde Rd where footway runs out	New/modified crossing	Dropped kerb crossing across Landguard Rd. Also investigate possibility of creating new footway on western side of Landguard Rd to fill the "gap" in footway availability (Dist: 90m one side)	£40,500	S
	Across the entrance to Marine Cross Way	New/modified crossing	Continuous footway	£25,500	S
	Across Landguard Rd, just to north of jct with Marine Cross Way	New/modified crossing	Dropped kerb crossing	£6,000	S
	Across Landguard Rd, next to steps from station	New/modified crossing	Dropped kerb crossing	£6,000	S
	Across entrance to Lower Hyde holiday park	New/modified crossing	Tighten corner radii and add continuous footway	£37,500	S

	At zebra crossing just south of Atherley Park Way	New/modified crossing	Raised zebra crossing (to replace existing zebra)	£52,500	S
Shanklin Core Walking Zone (CWZ) - Atherley Park Way	Entrance to Atherley Park Way at Landguard Rd end	Junction improvements	Tighten corner radii	£15,000	S
	Across entrance to Atherley Park Way at Landguard Rd end	New/modified crossing	Dropped kerb crossing to link with bridleway	£6,000	S
	Across entrance to Lidl car park access road	New/modified crossing	Add tactile paving to the existing dropped kerb	£3,000	S
Shanklin Core Walking Zone (CWZ) - Falcon Cross Rd	Along whole length of Falcon Cross Rd	Footway widening	Widen footway to 2.0m on both sides (dist: 70m)	£52,500	S
Shanklin Core Walking Zone (CWZ) - Marine Cross Rd	Along whole length of Marine Cross Rd	Footway widening	Widen footway to 2.0m on both sides (dist: 65m)	£48,750	S
Shanklin Core Walking Zone (CWZ) - Regent Street from High St to Atherley Rd	Between jct with High St and jct with Carter Rd	Streetscape improvement scheme	Need for substantial improvements to the streetscape, designed to lessen the impact of motor vehicles, reduce through traffic, enhance the pedestrian environment, create a sense of place on Regent St. Options to explore could include: complete or partial pedestrianisation; improvements to footways widths and use of attractive materials; planting; pocket parks/seating; areas for rest/shelter/shade	TBC	Costs cannot be estimated for these measures. There is a wide range of potential solutions and/or costs. Much more feasibility work required. Deliverability: L

	Jct of Regent St and Falcon Cross Rd/Clarendon Rd	Junction improvements	Raised table across the whole junction and localised narrowing to slow vehicles	£65,000	M
	Jct of Regent St and St Paul's Crescent / Carter Rd	Junction improvements	Remove mini roundabout, reduce size of jct/narrow carriageways, put jct on raised table	£65,000	M
	Across entrance to St Paul's Ave	New/modified crossing	Tighten corner radii and add continuous footway	£37,500	S
	Across Regent St, just to north and south of jct with St Paul's Ave	New/modified crossing	Dropped kerb crossings x 2	£12,000	S
	Across entrance to Marine Cross Rd	New/modified crossing	Continuous footway	£25,500	S
	Across Regent St, just to north of jct with Marine Cross Rd	New/modified crossing	Dropped kerb crossing	£6,000	S
	Across Atherley Rd near jct with Regents St	New/modified crossing	zebra crossing	£37,500	S
	Across entrance to station access road	New/modified crossing	Continuous footway	£25,500	S
Lake Core Walking Zone (CWZ) - Heath Rd from Lake station entrance to A3055/Sandown Rd	At railway underpass	Lighting	Install lighting at underpass	£6,000	S
	At railway underpass	Street furniture changes	Remove guardrail at either end of underpass	£3,000	S
	At eastern end of Heath Rd	Footway creation	Extend footway to meet with underpass	£5,000	S
	At jct of Heath Rd and Cross Rd	Street furniture changes	Remove bollard on corner of footway	£1,500	S
	Across the entrance to Cross Rd	New/modified crossing	Continuous footway	£25,500	S

	Across Heath Rd just east of jct with Cross Rd	New/modified crossing	Raised table crossing (dropped kerbs not possible with such narrow footways)	£25,500	S
	Across the entrance to Heath Gdns	New/modified crossing	Continuous footway	£25,500	S
Lake Core Walking Zone (CWZ) - A3055/Sandown Rd from jct with Heath Rd to jct with The Fairway	On A3055, from jct with Heath Rd to traffic lights / jct with A3056. On west side of road only	Footway widening	Widen footway to 2.0m. Dist: 70m	£26,250	M
	Across entrance to Heath Rd	New/modified crossing	Continuous footway and removal of bollard on corner	£25,500	S
	At jct of Sandown Rd / A3055 and Newport Rd / A3056	New/modified crossing	Investigate possibility of creating wider waiting area on north side of the A3056 (next to old pub).	£15,000	S
	On western side of Sandown Rd/A3055 between jct with A3056 and Lake Green Rd	Streetscape improvement scheme	Collective streetscape scheme involving owners of shops and properties (necessary due to limited public highway width), enhance frontages and create an improved sense of place	TBC	Costs cannot be estimated for these measures. There is a wide range of potential solutions and/or costs. Much more feasibility work required.

	Along A3055 between jct with A3056 and The Fairway	Speed limit change	Reduce speed limit to 20mph along this section. Introduce some visual measures to emphasise "village centre" nature of the street and to calm traffic . Distance of 350m	£36,250	M
	Across entrance to Lake Green Rd	New/modified crossing	Raised table crossing, remove central island, tighten radii of jct	£37,500	M
	At jct of A3055 and Lake Green Rd	Streetscape improvement scheme	Use wide areas of footway to create improved public realm; planting, seating etc	£40,000	M
	At jct of A3055 and The Fairway	Junction improvements	Major changes to junction layout and streetscape required. Current arm of The Fairway next to Tesco entrance is designed to encourage high vehicle speeds. Pedestrians are very vulnerable when crossing entrance to Tesco. Close one arm of the The Fairway junction and realign the remaining arm to form a T jct. Possible signalisation of jct. Reallocate road space to public realm and create an improved setting for the war memorial, improved bus stop area.	TBC	Costs cannot be estimated for these measures. There is a wide range of potential solutions and/or costs. Much more feasibility work required. Deliverability: L
Lake Core Walking Zone (CWZ) - New Rd	Across New Rd, just east of the jct with the car park access road	New/modified crossing	Dropped kerb crossing	£6,000	S

Lake Core Walking Zone (CWZ) - alley linking car park to Sandown Rd/A3055	Along whole length of alley	Lighting	Improve lighting of this alley	£10,000	S
Sandown Core Walking Zone (CWZ) - Esplanade from Pier St to Avenue Rd Slipway	Area in front of Sandown Pier	Streetscape improvement scheme	Complete pedestrianisation; repaving; rationalise street furniture; create high quality public space in front of pier. Consider creating loading bay to south of pier and preventing any vehicular access. (Distance of 100m).	£200,000	M
	Across entrance to slipway north of the pier	New/modified crossing	Continuous footway	£25,500	S
	Along whole length of the Esplanade from Premier Inn to Avenue Rd Slipway	New/modified crossing	Upgrade all existing dropped kerb crossings to raised table crossings (6 in total)	£225,000	S
	Across entrance to Esplanade Rd	New/modified crossing	Dropped kerb crossing	£6,000	S
	On street parking between Esplanade Rd and Avenue Rd Slipway	Traffic / parking management	Change parking to parallel parking, to reduce danger from reversing vehicles	£20,000	S
	Along whole length of the Esplanade	Street furniture changes	Rationalise street furniture, remove numerous redundant poles	£20,000	S
	Area around jct of Esplanade and Avenue Rd Slipway, on seaward side	Footway creation	Repave emergency vehicle access area as continuation of footway, leaving just the carriageway width for vehicle movements	£25,000	S
Sandown Core Walking Zone (CWZ) - Avenue Rd Slipway	Along whole length of Avenue Rd Slipway	Footway widening	Widen footway to 2.0m (west side only) and narrow carriageway to single lane to reduce crossing distance at junction.	£40,000	S

Sandown Core Walking Zone (CWZ) - Pier Street from Esplanade to High Street	Across Pier Street at southern end, to seaward side of Esplanade	New/modified crossing	Continuous footway	£25,500	S
	Across Pier Street outside Royal Pier Hotel	New/modified crossing	Dropped kerb crossing	£6,000	S
Sandown Core Walking Zone (CWZ) - Gaudeloupe Rd	Whole length	Shared space scheme	Shared space. Also add waymarking at High Street end to indicate the walking route to the shore. Improve lighting.	£20,000	S
Sandown Core Walking Zone (CWZ) - steps opposite Wilkes Rd leading to Esplanade	whole length	Lighting	Improve lighting and add signage at High Street end to indicate the walking route to the shore	£10,000	S
Sandown Core Walking Zone (CWZ) - Esplanade Rd	Whole length	Streetscape improvement scheme	Remove on street parking, widen footways and improve street as public realm	£50,000	S
Sandown Core Walking Zone (CWZ) - High Street from Pier Street to Culver Parade	Jct of High Street with Pier Street/Melville St	Junction improvements	Narrow carriageway on all arms of junction (currently excessive carriageway width encouraging speed and making pedestrian crossing unpleasant). Tighten corner radii on Melville and Pier St jcts. Add raised table junction/	£100,000	M
	Across entrance to Melville St	New/modified crossing	Raised table crossing	£25,500	S
	Across entrance to Pier St	New/modified crossing	Raised table crossing	£25,500	S
	Across Beachfield Rd, just west of jct with Pier St/Melville St	New/modified crossing	Dropped kerb crossing	£6,000	S

	High Street from jct with Pier St/Melville St to jct with Albert Rd	Footway widening	Widen footway to 2.0m on both sides, if necessary remove on street parking (Dist: 290m)	£217,500	M
	Across entrance to St John's Rd	New/modified crossing	Continuous footway	£25,500	S
	High Street from jct with Pier St/Melville St to jct with Albert Rd	New/modified crossing	3 x crossings of the High Street between these points. Either using footway build outs or raised tables (the latter to calm traffic speeds)	£75,000	M
	Across entrance to Wilkes Rd	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to York Rd	New/modified crossing	Tighten corner radii and add continuous footway	£37,500	S
	Across entrance to Esplanade Rd	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Albert Rd	New/modified crossing	Tighten corner radii and add raised table crossing	£37,500	S
	On High Street between jct of Albert Rd and jct of Victoria Rd	Streetscape improvement scheme	Need for substantial improvements to the streetscape, designed to lessen the impact of motor vehicles, enhance the pedestrian environment, create a sense of place on the High St. Options to explore could include: improvements to footways widths, some form of traffic calming, and use of attractive public realm materials; planting; pocket parks/seating (possibly using parking spaces); areas for rest/shelter/shade	TBC	Costs cannot be estimated for these measures. There is a wide range of potential solutions and/or costs. Much more feasibility work required.

					Deliverability: L
	Across entrance to Albion Rd	New/modified crossing	Continuous footway	£25,500	S
	Jct of Victoria Rd, High St, Culver Parade, Avenue Rd	Junction improvements	Reconfigure jct to create a greater sense of place, more pedestrian priority, minimise impact of vehicles, "cars as guests" environment. Carriageway widths to only be that necessary for bus movements and no larger	£300,000	M
Sandown Core Walking Zone (CWZ) - Culver Parade from jct with High St to jct with Fort St	Whole length of Culver Parade from jct with High St to jct with Fort St	Streetscape improvement scheme	Modifications to this stretch of road to create more of a "cars as guests" feel, more in keeping with a beach front street conducive to people walking and crossing the road. Could include a new surface treatment in buff colour, remove centre lines etc. Distance: 310m	£83,700	M
	Across Culver Parade just east of jct with Avenue Rd Slipway	New/modified crossing	Zebra crossing	£37,500	S

	Across entrance to Avenue Rd Slipway	New/modified crossing	Raised table crossing and bring down carriageway to single lane width	£40,000	S
	Narrow section of footway in front of beach front cottages (6A-8A Culver Parade)	Footway widening	Widen footway to minimum of 2.0m , creating "give and take" for traffic on this section of the road	£20,000	S
	Across entrance to Crescent Rd	New/modified crossing	Continuous footway	£25,500	S
	Across Culver Parade, just south of jct with Fort St	New/modified crossing	Raised table crossing	£25,500	S
	Across entrance to Fort Street	New/modified crossing	Raised table crossing	£25,500	S
Sandown Core Walking Zone (CWZ) - Wilkes Rd	Jct of Wilkes Rd and Town Lane/ Union Rd	New/modified crossing	Dropped kerb crossings on 3 arms of this crossroads	£18,000	S
	Across Wilkes Rd, just south of jct with York Rd	New/modified crossing	Dropped kerb crossing	£6,000	S
Sandown Core Walking Zone (CWZ) - York Rd	Across the entrance to Town Lane	New/modified crossing	Continuous footway	£25,500	S
Sandown Core Walking Zone (CWZ) - area wide treatment of York Rd, Wilkes Rd, Union Rd and Town Lane	York Rd, Wilkes Rd, Union Rd and Town Lane	Streetscape improvement scheme	Across this network of streets overall highway widths are very limited, footways are narrow with very little scope to widen them. Consider an area wide approach improving to the pedestrian environment, which could include areas of shared space on some of the streets, further one-way restrictions and modifications of parking arrangements. Collective distance: 320m	£106,400	M

Sandown Core Walking Zone (CWZ) - Station Ave from St John's Rd to Albert Rd	Across both entrances to St John's Rd (either side of Station Ave)	New/modified crossing	Raised table crossings x 2	£51,000	S
	On north side of Station Ave, across two minor vehicle accesses	New/modified crossing	Continuous footways x 2	£51,000	S
Sandown Core Walking Zone (CWZ) - Albert Rd from jct with the High St to jct with Victoria Rd	Albert Rd from jct with High St to jct with Station Ave, on east side	Footway widening	Widen footway in front of shops to narrow carriageway and provide pedestrian dwell space. Remove bollards (Dist: 55m)	£25,000	M
	Jct of Albert Rd with Station Ave	New/modified crossing	Dropped kerb crossing across Station Ave; tighten corner radii, prohibit parking near jct corner	£25,000	S
	Across Albert Rd, north and south of jct with Station Ave	New/modified crossing	Dropped kerb crossings x 2	£12,000	S
	Across the entrance to Albion Rd	New/modified crossing	Continuous footway	£25,500	S
	Across Albert Rd, either side of jct with Albion Rd	New/modified crossing	Dropped kerb crossings x 2	£12,000	S
Sandown Core Walking Zone (CWZ) - Albion Rd	Whole length of Albion Rd	Shared space scheme	Formalise this street as shared space	£25,000	S
Sandown Core Walking Zone (CWZ) - Victoria Rd from St John's Rd to the High St	Jct of Victoria Rd and Albert Rd	Junction improvements	Reduce carriageway width on Albert Rd to single lane, dropped kerb crossing of Albert Rd	£20,000	S
	Area around bus stops at eastern end of Victoria Rd	Footway widening	Explore potential for footway widening here, in conjunction with redevelopment of land adjacent	£25,000	M

	Across Victoria Rd, either side of jct with Albert Rd	New/modified crossing	Dropped kerb crossings x 2	£12,000	S
	Across Victoria Rd just west of roundabout next to library	New/modified crossing	Zebra crossing	£37,500	S
Sandown Core Walking Zone (CWZ) - Avenue Rd from jct with Carter St to jct with High St	Along this whole stretch of Avenue Rd	Footway widening	Widen footway to 2.0m on east side only (Dist: 220m)	£82,500	M
	Jct of Carter St and Avenue Rd	Junction improvements	Tighten corner radii and install raised table across Carter St; remove splitter island	£50,000	M
	Jct of Fort St and Avenue Rd	Junction improvements	Square off junction of Fort St; widen footways outside shop/café; install raised table or continuous footway across Fort St entrance; remove Fort St as signed route to car and coach park; consider modal filter on Fort St to remove all through traffic	£60,000	M
	Across Avenue Rd, to north of jct with Carter St	New/modified crossing	Zebra crossing	£37,500	S
	Across Avenue Rd, to south of jct with Carter St	New/modified crossing	Dropped kerb crossing	£6,000	S
	Across entrance to Crescent Rd	New/modified crossing	Continuous footway	£25,500	S
	Across Avenue Rd just north of roundabout / jct with High St	New/modified crossing	Zebra crossing	£37,500	S
Sandown Core Walking Zone (CWZ) - Crescent Rd	Whole length of Crescent Rd	Shared space scheme	Formalise this as shared space (230m)	£62,100	S

Sandown Core Walking Zone (CWZ) - St John's Rd from jct with High St to jct with Carter St	St John's Rd from jct with the High St to jct with Leed St	Footway widening	Widen footway to 2.0m on one side (Dist: 155m)	£58,125	M
	Across entrance to Union Rd	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to York Rd	New/modified crossing	Continuous footway	£25,500	S
	Across entrance to Leed St	New/modified crossing	Tighten corner radii and add continuous footway	£37,500	S
	Across Station Ave, just west of jct with St John's Rd	New/modified crossing	Dropped kerb crossing on build outs	£24,000	S
	Across Station Ave, just east of jct with St John's Rd	New/modified crossing	Dropped kerb crossing	£6,000	S
	Jct of St John's Rd and Victoria Rd	Junction improvements	Reduce width of Victoria Rd to single lane on exit; install dropped kerb crossing of Victoria Rd	£25,000	S
	Across St John's Rd, either side of jct with Victoria Rd	New/modified crossing	Dropped kerb crossings x 2	£12,000	S
	Across entrance to Grove Rd	New/modified crossing	Dropped kerb crossing	£6,000	S
Sandown Core Walking Zone (CWZ) - Carter St	Across entrance to Cross St	New/modified crossing	Dropped kerb crossing	£6,000	S
Sandown Core Walking Zone (CWZ) - Fort St from jct with Avenue Rd to jct with Culver Parade	Fort St from jct with Avenue Rd to entrance to Fort St car park	Footway widening	Widen footway to 2.0m on both sides; also consider point closure or a one-way restriction (Dist: 210m)	£200,000	M

Appendix 5 - Schedule of cycling improvements

The following tables outline suggested approaches to creating/improving each cycle 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 conjunction with the information on proposed improvements found on pages 44-68.

		Scheme			
Route name	Location	Type	Description	Indicative cost	Deliverability
BAC1: Jct of High St/Grange Rd in Shanklin to Golf Links Rd, Sandown	From jct of Grange Rd/High St to jct of Carter Ave/Landguard Rd	Quietway	Distance 1250m	£187,500	M
	Jct Victoria Ave/Highfield Rd/Furze Hill Rd	Improved crossing	Create one-way modal filters on Highfield Rd and Furzehill Rd to create space for crossing of Victoria Ave. Install parallel crossing across Victoria Ave	£81,000	M
	On Hatherton Rd between Furze Hill Rd and Albert Rd	Modal filter	Create short section of ped/cycle access only street	£18,000	S
	Brook Rd	Traffic management	Stop signing through traffic to Sandown via local streets to reduce traffic volumes	£5,000	S
	Jct of Carter Ave/Landguard Rd to jct of Atherley Park Way/Landguard Manor Rd	Existing carriageway (Quietway not feasible)	Short section where traffic volumes are higher with little opportunity to reduce them, focus should be on reducing speeds and highlighting cycle route. Distance: 230m	£62,100	M
	From jct of Atherley Park Way/Landguard Manor Rd to jct of Whitecross Lane/Newport Rd (A3056)	Shared use track	Investigate potential to create a 3m shared use route (wider where feasible) on east side of road. Distance: 1350m	£1,215,000	L
	Across eastern arm (A3056) of Merry Gdns roundabout	New crossing	Install parallel crossing	£45,000	L
	From Merry Gdns roundabout to footpath SS24 (on north side of A3056)	Shared use track	Distance: 80m	£72,000	L

	From jct of A3056/footpath SS24 to jct of Manor Rd and Berry Hill	Shared use track	Using the alignment of footpath SS24, upgrade footpath or create parallel cycle route, ensure new development on former school site connects into route. Distance: 475m	£213,750	M
	From jct of Manor Rd/Berry Hill to jct of New Rd/Lake Green Rd	Quietway	Distance: 530m	£79,500	M
	Across entrance to Lake Green Rd near jct with Lake Hill	New crossing	Parallel crossing over Lake Green Rd	£45,000	M
	From jct Lake Green Rd/Lake Hill to jct of The Mall/Lake Hill (to join with cycle route BAC5)	Shared use track	Distance: 170m	£153,000	L
	Junction of Lake Hill and The Fairway	Modified junction	Junction remodelling to include signalisation or controlled cycle crossing	TBC	Costs cannot be estimated for these measures. There is a wide range of potential solutions and/or costs. Much more feasibility work required. Deliverability: L

	From jct of The Fairway/Lake Hill to Sandown Bay Academy	Segregated cycle track	Distance: 850m	£765,000	M
	Sandown Bay Academy to the jct of Golf Links Rd with cycle route BAC10 (NCN23 Newport to Sandown route)	Quietway	Distance: 720m	£108,000	S
	From jct of The Fairway/Station Approach to jct with railway underpass	Shared use track	Shared use track on south side of Station Approach. Distance: 200m	£180,000	M
	Location of current zebra crossing leading to railway underpass	New crossing	Parallel crossing across Station Approach	£45,000	M
	Railway underpass	Barrier removal	Remove barriers and improve lighting in underpass	£6,000	S
	From Station Approach to Golf Links Rd adjacent to rugby pitch	Improved shared use route	Widen existing route to 3m. Distance: 270m	£101,250	S
	From railway underpass on Station Approach to the jct of Perowne Way and cycle route BAC10 (NCN23 Newport to Sandown route)	Quietway	Investigate ways in which to enhance the current cycling arrangements on this stretch of road, including further reducing traffic volumes and speeds. Distance: 600m	£90,000	M

BAC1 (Option B): From jct of Atherley Park Rd/Landguard Manor Rd to Merry Gdns roundabout (via Bridleway/Byway SS18)	From jct of Atherley Park Rd/Landguard Manor Rd to jct of SS18 and Newport Rd (A3056)	Shared use track	Appropriate surfacing of existing bridleway/byway. Distance: 1500m	£675,000	M
	From jct of SS18 and Newport Rd (A3056) to the Merry Gdns roundabout	Shared use track	Along south side of the road. Distance: 310m	£279,000	L
	Location of existing puffin crossing across A3056 next to Morrisons	New crossing	Replace puffin crossing with toucan crossing to provide cycle access to the supermarket	£75,000	L
	Southern arm of the Merry Gdns roundabout	New crossing	Install parallel crossing across Whitecross Lane arm of the roundabout	£45,000	L
BAC2: From jct of High St/Chine Ave in Shanklin to jct of Meadow Way/Yaverland Rd in Yaverland (via seafront)	From jct of High St/Chine Ave to entrance to Tower Cottage Gdns	Cycle contraflow	Distance: 120m	£54,000	M
	Through Tower Cottage Gdns (using existing path through the gardens)	Shared use track	Widen existing path. Distance: 150m	£56,250	S
	Queen's Rd to jct of Chine Ave/Keats Green	Quietway	Distance: 115m	£17,250	M
	Jct of Chine Ave/Keats Green to jct of Osborne Rd/Keats Green	Segregated cycle track	Distance: 230m	£103,500	M

	Jct of Osborne Rd/Keats to Jct of Eastern Promenade and Palmerston Rd	Quietway	Distance: 60m	£9,000	M
	Jct of Eastern Promenade/Palmerston Rd to just north of Clarendon Rd	Segregated cycle track	Formalise cycleway on the existing closed carriageway. Distance : 200m	£15,000	M
	From just north of Clarendon Rd to jct of Eastcliff Promenade/ Hope Hill	Segregated cycle track	Distance: 180m	£81,000	M
	From jct of Eastcliff Promenade/ Hope Hill to the entrance to Hope Rd car park	Existing carriageway (Quietway not feasible)	Short section where traffic volumes are higher with little opportunity to reduce them, focus should be on reducing speeds and highlighting cycle route. Distance: 150m	£40,500	M
	Through Hope Rd car park	Quietway	Improve visibility of cycle route through car park. Distance: 60m	£9,000	S
	Along whole Esplanade from Hope Rd car park to jct with Ferncliff Path	Improved shared use route	Improve signage and surfacing along length of Esplanade, promote careful sharing of space. Distance: 2200m	£594,000	S
	From end of Esplanade pedestrian/cycle route to entrance to access road to Sandown Pier	Quietway	Distance: 160m	£24,000	S
	Whole length of access road in front of Sandown Pier	Creation of pedestrian and cycle zone	Turn area in front of pier into pedestrian and cycle zone with legible continuation of route between the north and south sections of the Esplanade. Distance: 100m	£200,000	L

	Along Esplanade from northern end of access road to pier to jct with Avenue Rd Slipway	Cycle contraflow	Convert Esplanade to Quietway with contraflow cycle track. Rearrange parking to be side-on to provide space for cycling and improve safety (reduce danger from reversing vehicles). Distance: 470m	£211,500	L
	Along Esplanade from jct of Esplanade/Avenue Rd Slipway to jct of Avenue Rd Slipway/Culver Parade	Segregated cycle track	Reduce carriageway to single lane width, create two-way cycle track on east side of the road using liberated space. Distance: 40m	£55,000	L
	Along Culver Parade, from jct of Avenue Rd Slipway/Culver Parade to jct of Culver Parade/Fort St	Existing carriageway (Quietway not feasible)	Create sense of shared space with very low vehicle design speeds and active modes prioritised. Vehicles volumes likely to remain higher than ideal so other mitigation measures must be well designed. Approach should include redesign of junction with Avenue Rd/Victoria Rd/ High Street using same principles. Distance: 330m	£89,100	M
	Along Culver Parade, from jct of Fort St/Culver Parade to the canoe lake.	Segregated cycle track	Short section of two-way cycle track replacing on street parking. On south side of the road (seaward side). Distance: 130m	£117,000	M
	Along Culver Parade/Yaverland Rd from canoe lake to the Grand Hotel	Shared use track	Improve surface on esplanade and sign for shared use. Distance: 360m	£97,200	M
	Along Yaverland Rd from Grand Hotel to jct of Yaverland Rd/Meadow Way	Segregated cycle track	On seaward side. Distance of 530m	£477,000	M
	At junction of Meadow Way/Yaverland Rd	New crossing	Install parallel crossing across Yaverland Rd to connect cycle track with Meadow Way	£45,000	M

BAC3: From jct of Blythe Way/Windsor Drive in Shanklin to jct of Clarendon Rd/Eastcliff Promenade, Shanklin	From jct of Blythe Way/Windsor Drive to jct of Orchard Rd/Batts Rd	Quietway	Distance: 920m	£138,000	M
	At junction of Blythe Way/Windsor Drive	Modal filter	Modify existing modal filter to allow cycle access from Blythe Way	£18,000	S
	Junctions of Chatsworth Ave/Windsor Drive and Chatsworth Ave/Orchard Rd	Modified junction	Change priority at these junctions so cycle route alignment retains priority	£10,000	M
	Through the park between Batts Rd and Garfield Rd	Shared use track	Widen/realign path to create 3m wide shared use route. Replace steps at eastern end with long ramp to Garfield Rd to facilitate cycle use and improve accessibility. Distance: 140m	£63,000	S
	From start of western end of Garfield to jct of Collingwood Rd/Landguard Rd	Quietway	Distance: 380m	£57,000	M
	From jct of Collingwood Rd/Landguard Rd to jct of Clarendon Rd/North Rd	Cycle contraflow	Install contraflow cycle track along Falcon Cross Rd and Clarendon Rd. Distance: 200m	£90,000	L

	At junction of North Rd and Clarendon Rd	Modified junction	Signalise junction or modify layout and add controlled crossing of North Rd	TBC	Costs cannot be estimated for these measures. There is a wide range of potential solutions and/or costs. Much more feasibility work required. Deliverability: L
	Along Clarendon Rd from junction of North Rd/Clarendon Rd to junction of Crescent Rd/Clarendon Rd	Quietway	Distance: 200m	£30,000	M
	Junction of Queens Rd and Clarendon Rd	Modified junction	Modify junction to reduce width and slow vehicles on one way section of Queens Rd. Consider changing traffic priorities so cycle route has priority.	£25,000	M
	From junction of Clarendon Rd/Crescent Rd to Eastcliff Promenade	Shared use track	Formalise and sign existing traffic free link. Distance: 60m	£16,200	S
BAC4: Wroxall to Shanklin old railway line, from the Shanklin parish boundary to Shanklin station.	From parish boundary to junction with the access road to Lower Hyde holiday park.	Improved shared use route	Improve surfacing of existing route (user feedback suggests current surface is prone to causing punctures for cyclists). Distance: 2000m	£300,000	S

	Right of way NC39, linking Shanklin - Wroxall route with A3020 road	Shared use track	Create a cycle link to the A3020 road along alignment of existing footpath and investigate options for crossing the A3020 to the bridleway on the north side. Distance: 80m	£40,500	M
	On section between railway bridge and access road to Lower Hyde holiday park	Shared use track	Investigate options to add extra links from cycle track to Blythe Way and improve existing link to Carter Ave	£30,000	M
	Where Wroxall-Shanklin cycle track meets Lower Hyde holiday park access road	Modified junction	Improve junction to create legible layout for continuous cycle route	£25,000	M
	Along access road from entrance to Lower Hyde holiday park to Landguard Rd	Quietway	Distance: 290m	£43,500	M
	From the jct of Landguard Rd/Marine Cross Rd to jct of Marine Cross Rd/Regent St	Cycle contraflow	Install contraflow cycle track along Marine Cross Rd. Distance: 60m	£27,000	M
	From jct of ct of Marine Cross Rd/Regent St to Shanklin station entrance	Quietway	Distance: 50m	£7,500	M
BAC5: From jct of Green Lane/Landguard Manor Rd to jct of Esplanade Rd/Esplanade	From jct of Green Lane/Landguard Manor Rd to jct of Cemetery Rd/Sandown Rd (A3055)	Quietway	Series of build outs at intervals of around 100-150 metres to slow traffic. Undertake further analysis of traffic flows and investigate measures (such as a bus gate) to reduce traffic volumes if necessary. Distance: 1300m	£144,000	L

	At jct of Cemetery Rd/Sandown Rd (A3055)	Modified junction	Investigate opportunity to create safe cycle crossing by signalising junction or remodelling junction and adding controlled cycle crossing	TBC	Costs cannot be estimated for these measures. There is a wide range of potential solutions and/or costs. Much more feasibility work required. Deliverability: L
	From jct of Cemetery Rd/Sandown Rd (A3055) to southern end of Araluen way (through Lake Cliff Gardens)	Shared use track	Widen existing path through Lake Cliff Gdns. Distance: 230m	£130,500	S
	Railway crossing (SS63 right of way)	Improved crossing	Work with Network Rail to identify opportunities to improve accessibility of level crossing gates	TBC	Costs cannot be estimated for these measures. There is a wide range of potential solutions and/or costs. Much more feasibility work required.

					Deliverability: L
	From southern end of Araluen way (through Lake Cliff Gardens) to jct of Brownlow Rd/Lake Hill	Quietway	Improve surfacing on unadopted section of Araluen Way. Distance: 690m	£103,500	M
	Jct of Brownlow Rd/Lake Hill/The Mall	Modified junction	Consider signalising junction or traffic calming measures to make crossing Lake Hill easier and safer	TBC	Costs cannot be estimated for these measures. There is a wide range of potential solutions and/or costs. Much more feasibility work required. Deliverability: L

	From southern end of Los Altos Park (where it meets Lake Hill) to the railway underpass just south of Sandown station	Shared use track	New shared use route through Los Altos Park. Distance: 700m	£315,000	S
	From the railway underpass to junction of Victoria Rd/St John's Rd	Quietway	Distance: 800m	£120,000	M
	Junction of Grove Rd/Broadway (A3055)	New crossing	Investigate feasibility of one-way modal filters on both sides of Grove Rd to create space for a controlled cycle crossing such as a parallel crossing.	£81,000	M
	Along Victoria Rd from junction of Victoria Rd/St John's Rd to jct of Victoria Rd/Albert Rd	Cycle contraflow	Introduce contraflow cycling either with segregation or using signage only. Distance: 225m	£120,000	M
	From jct of Victoria Rd/Albert Rd to jct of Albert Rd/High St	Segregated cycle track	Create 3m two-way cycle track on north side of Albert St. Will require changes to on-street parking. Distance: 180m	£162,000	M
	Junction of High St/Albert St/Esplanade Rd	Modified junction	Narrow the carriageway on the High St at the junction and create direct cycle link between Esplanade Rd and Albert St	£50,000	M
	Whole length of Esplanade Rd	Cycle contraflow	Add contraflow cycle track or convert street to a two-way cycle track (removing motor vehicle access). Distance: 35m	£31,500	M
BAC6: Using bridleway SS23, from Whitecross Lane/Whitecross Farm Lane to the junction of Fir Tree Close/Green Lane	From jct of Whitecross Lane/Whitecross Farm Lane to the junction of Whitecross Farm Lane and the start of bridleway SS23	Quietway	Distance: 150m	£22,500	S

	From the junction of Whitecross Farm Lane and the start of bridleway SS23 to the western end of Fir Tree Close	Shared use track	Clear vegetation, widen and surface bridleway. Distance: 400m	£180,000	S
	From jct of SS23 /Fir Tree Close to jct of Fir Tree Close and Green Lane	Quietway	Distance: 70	£10,500	S
BAC7: From jct of Araluen Way/Cliff Way to jct of High St/Beachfield Rd/ Pier St/Melville St, via Ferncliff Gardens	From jct of Araluen Way/Cliff Way to junction of Cliff Rd and byway SS94 (Ferncliff Gdns)	Quietway	Distance: 500m	£75,000	S
	From the junction of Cliff Rd and byway SS94 (Ferncliff Gdns) to the junction of byway SS94 with Talbot Rd	Shared use track	Surface short section of byway to link existing infrastructure. Distance: 30m	£13,500	S
	Whole length of Talbot Rd to jct with Lake Hill	Quietway	Distance: 110m	£16,500	S
	Across Lake Hill next to entrance to health centre	New crossing	Investigate feasibility of controlled crossing (eg Toucan) and new cycle access into health centre.	£80,000	M
	From Talbot Rd, through Ferncliff Gdns to Grange Rd	Shared use track	Utilise existing route through park. Distance: 175m	£47,250	S
	Length of Grange Rd, from Ferncliff Gdns to Beachfield Rd	Quietway	Distance: 60m	£9,000	M

	From the jct of Grange Rd/Beachfield Rd to the jct of High St/Beachfield Rd/ Pier St/Melville St	Segregated cycle track	Create two-way cycle track on seaward side of Beachfield Rd. Will require removal of some on-street parking. Distance: 400m	£360,000	L
BAC8: From Sandown Pier to The Fairway (jct with footpath SS29) through Los Altos Park	From Sandown Pier to the jct of Pier St/High St	Quietway	Distance: 130m	£19,500	M
	Junction of High St/Beachfield Rd/ Pier St/Melville St	Modified junction	Narrow the High St carriageway significantly at junction to slow traffic and reduce crossing distance. Reconfigure junction to allow for two-way cycle traffic across the High St. Add raised table junction.	£100,000	L
	Along Melville Street, from jct of High St/Beachfield Rd/ Pier St/Melville St to jct of Broadway and Melville St	Cycle contraflow	Add contraflow cycle track with adjustments to on-street parking as needed to accommodate. Distance: 290m	£261,000	L
	Junction of Melville St/Broadway	New crossing	Make Melville St (west side) one way (entry only from Broadway for motor vehicles) or make exit from Melville St right turn only to facilitate the addition of a parallel crossing over Broadway.	£200,000	L
	From junction of Melville St/Broadway to the western end of Melville St / entrance to Los Altos Park.	Quietway	Distance: 185m	£27,750	M

	Through Los Altos Park from Melville St to railway crossing of footpath SS29	Shared use track	Distance: 300m	£135,000	S
	Railway crossing	Improved crossing	Work with Network Rail to identify opportunities to improve accessibility of level crossing gates	TBC	Costs cannot be estimated for these measures. There is a wide range of potential solutions and/or costs. Much more feasibility work required. Deliverability: L
	From railway line to The Fairway on alignment of footpath SS29	Shared use track	Widen to 3m to allow for shared use. Likely to require private land adjacent. If not deliverable, route would terminate where cycle route BAC8 meets cycle route BAC5 with cyclists able to dismount to use this section if able. Distance: 80m	£100,000	L
BAC9: From junction of Perowne Way with Avenue Rd/A3055 to junction of Avenue Rd/Culver Parade/High St/Victoria Rd (junction next to library)	From Brading to junction of Perowne Way / Avenue Rd (A3055)		This route is included in the adjacent East Wight LCWIP as route EWC1 along the west side of Morton Common (A3055). BAC9 would form a continuation of this proposed route	See East Wight LCWIP for further information	See East Wight LCWIP for further information

	At junction of Perowne Way/Avenue Rd (A3055)	Modified junction	Add cycle phase to traffic lights on northern arm of junction allowing the cycle route to cross from west to east. Modify traffic lights to only allow one way working for motor vehicles under railway bridge. Create shared use route on east side of carriageway using liberated space	£200,000	L
	From junction of Perowne Way/Avenue Rd (A3055) to jct of Avenue Rd/Broadway	Shared use track	On the eastern side of Avenue Rd. Distance: 190m	£171,000	L
	From jct of Avenue Rd/Broadway to junction of Avenue Rd/Culver Parade/High St/Victoria Rd (junction next to library)	Existing carriageway (Quietway not feasible)	This section does not have highway space for segregated infrastructure or a shared track as well as footways of appropriate width. As mitigation the street could be traffic calmed and the carriageway narrowed to maximise safety for cycling on the road. 20mph speed limit should be introduced along with measures to highlight the existing of a cycle route to drivers. Distance: 670m	£250,000	L
BAC10: From Sandown parish boundary in the west (on NCN23) to junction of Perowne Way/Avenue Rd (A3055)	NCN23 from Sandown parish boundary in the west to jct with Golf Links Rd	Improved shared use route	Investigate options to reduce flooding of route possibly by raising level of existing track. Distance: 550m	£247,500	L
	At junction of Golf Links Rd and NCN23	Modified junction	Modify entrances to cycle track to provide full width access, narrow the road carriageway at crossing point with priority working on Golf Links Rd and consider installing a cycle priority crossing.	£30,000	S

	From junction of Golf Links Rd and NCN23 to the junction of NCN23 and Perowne Way	Improved shared use route	Clear encroaching vegetation to recover full width of track, resurface and widen to 3m where possible. Distance: 590	£265,500	S
	Across Perowne Way where NCN23 meets it	New crossing	Raised table crossing	£37,500	S
	Along SS49 from Perowne Way to where SS49 meets Jeal's Lane	Shared use track	Widen and surface existing bridleway route. Ensure smooth transition and good visibility at junction between bridleway and Jeal's Lane. Distance: 400m	£180,000	S
	Jeal's Lane from bridleway SS49 to Perowne Way	Quietway	Distance: 130m	£19,500	M
	From junction of Jeal's Way/Perowne Way to junction of Perowne Way/Avenue Rd (A3055)	Shared use track	On northern side of Perowne Way. Distance: 175m	£157,500	M