

Engineering Services



Local
Transport
Plan 2006-11

Annual Progress Report 2007



Head of Engineering Services

Access to Information

2007 Report Circulation

In order to minimise costs and impact on the environment, the Council will not be providing printed copies of the full report but will making the report available on either CD rom or via the Council's website (see below).

The Council has also produced a DL leaflet summarising key points and detailing how to view the full report. Copies of this leaflet have been sent to:

- Council Members.
- All Council departments.
- Town and Parish Councils.
- Rural Community Council.
- Quality Transport Partnership members.
- Transport operators.
- Interest groups / organisations.
- Major employers.
- Health service providers.
- All Island schools.
- Isle of Wight College.

Available on the Internet

The full report together with the Council's first and second Local Transport Plans and previous Annual Progress Reports can be downloaded from the Council's website.

Other documents are also available online, including the Community Strategy – "Island Futures", the Council's Corporate Plan, Best Value Reports, Unitary Development Plan, details of the emerging Local Development Framework (LDF) and Local Agenda 21 strategy.

The Councils website can be found at www.iwght.com or www.iwight.com/transport for the LTP, APRs and other related transport documents.

Inspection Copies

The Council has made CD copies of this document available for inspection at the following locations:

- Island libraries: Newport, Ryde, Sandown, Shanklin, Ventnor, Cowes, East Cowes, Freshwater, Brighstone, Bembridge, Niton, and on the Mobile Library.
- Isle of Wight Council - Customer Reception Area, County Hall, High Street, Newport.
- Engineering Services, Enterprise House, St Cross Business Park, Monks Brook, Newport, Isle of Wight.
- Planning Offices, Seaclose Offices, Seaclose Park, Fairlee Road Newport, Isle of Wight.

- Customer Information Points.

Other Versions

For details on how to obtain a copy of the plan in large print, Braille, on tape, disc or in other languages, please contact Charlotte Westwood on (01983) 821000 (type calls welcome) fax (01983) 823545 or email: charlotte.westwood@iow.gov.uk

Explanatory Leaflets

A set of information leaflets have been produced explaining all aspects of the Council's Engineering Service, including leaflets on Local Transport Plans, Annual Progress Reports and School Travel Plans. Copies of these leaflets are available free of charge from the Engineering Services department or can be downloaded from the Council's website at www.iwight.com/transport.

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A. Introduction

A.1 Local Transport Plan (LTP)

The Transport Act 2000 requires every Highway Authority in England and Wales to prepare a Local Transport Plan (LTP), setting out how a Local Authority plans to deal with transport issues in their area.

The Isle of Wight Council's first LTP was compiled in 2000 and covered the years 2001-2006, with progress reported every year in 'Annual Progress Reports' and a five year review 'Delivery Report' produced in 2006. The Council's second Local Transport Plan (LTP2) was submitted to Government in March 2006 and will run from 2006 – 2011. The plan sets out the Council's long-term vision for transport and includes a five year strategy and investment programme.

The second LTP is centred around the delivery of the Local Government Associations shared priorities - accessibility, safety, air quality and congestion – as well as 4 other locally agreed priorities – economic prosperity & regeneration, the environment, effective management and value for money. The success of the plan is monitored according to progress towards the delivery of 21 key performance targets.

A.2 Government Reporting Requirements for 2007

Previously the Government have asked Local Authorities to produce Annual Progress Reports outlining transport spend, delivery and targets. However this year the Department for Transport only require minimal reporting – requesting maintenance data, the submission of the transport finance forms LTPF1-4 and a short return detailing performance on 5 core indicators - accessibility, traffic mileage, cycling, school journeys and bus punctuality – with 2 additional indicators relevant for some authorities - air quality and urban traffic flows (not applicable for the Isle of Wight). Full reporting will be required again in 2008.

A.3 Isle of Wight Council Reporting 2007

The Council has submitted the statutory return but considers full annual monitoring to be of considerable use to internal officers, members, stakeholders, as well as of interest to the general public. The production of an annual report enables monitoring of year-on-year progress as well as offering the opportunity to report on progress made in the development of our major schemes and accessibility planning work.

After consideration, the Council has decided to produce a short report, similar to the Annual Progress Report compiled in 2005, accompanied by a summary leaflet. In order to minimise costs and impact on the environment, the Council will not be producing printed versions of the report but will be making digital copies available for inspection at key locations and publishing the report on the Council's website (www.iwight.com/transport) whilst a copy of the leaflet will be sent to all stakeholders and interested parties - see 'Access to Information' section for details on report production and circulation.

A.4 How the Plan is Structured

The report is of a similar structure to the Annual Progress Reports produced for the first Local Transport Plan (although it is likely that the format may be amended in future years).

The report is divided into 9 sections:

- **Section A : Introduction.**
- **Section B : Performance Indicators** – outlining progress towards the delivery of 19 of the 21 LTP2 targets (2 targets yet to be confirmed).
- **Section C : Spending & Scheme Delivery** – detailing spending and delivery during 2006/07 including updates on the development of our major schemes.
- **Section D : Local Accessibility Action Plan - Carisbrooke Park Estate** – Update on progress on the delivery of the first of 6 local accessibility action plans.
- **Appendix A : Core Indicators Proforma** – copy of the statutory core indicator proforma as submitted to Government in August 2007.
- **Appendix B : All Indicators Proforma** – table showing all LTP2 core and local targets.
- **Appendix C : Finance Forms** – copy of the LTPF finance forms as submitted to Government in July 2007.
- **Appendix D : Maintenance Data** – copy of maintenance data as submitted to Government in August 2007.
- **Appendix E : Solent Transport Strategy** – copy of Solent Transport Strategy 2007 Monitoring Report prepared in conjunction with Hampshire County Council, Portsmouth City Council and Southampton City Council detailing transport improvements in the Urban South Hampshire area (PUSH).



*Works undertaken 2006/07 – Newport Road Ventnor
(Safe Routes to School including carriageway repairs and new bus stop)*

B. Performance Indicators

The Council's second Local Transport Plan is being monitored against 21 key performance indicators – 14 of which are mandatory (ie applicable for all Local Authorities) and 7 locally selected indicators. These indicators were developed through the LTP consultation process and report on progress towards the delivery of the Local Government Association's shared priorities – accessibility, safety, air quality and congestion – as well as other locally agreed priorities – economic prosperity & regeneration, the environment and effective management. Details of the indicators, targets and monitoring are included in Section N of the plan.

B.1 DfT Indicator Reporting for 2007

As previously outlined, the Department for Transport only require minimal reporting in 2007 and have provided Local Authorities with an appropriate target proforma. For this proforma the Isle of Wight Council are required to report on delivery towards 5 of their mandatory targets – accessibility, traffic mileage, cycling trips, school travel and bus punctuality – and no local targets (see Appendix A). However the Council recognise the importance of monitoring all targets on (at least) an annual basis and have therefore produced data for all 21 targets. The following section summarises progress, with full figures, targets and trajectories detailed in Appendix B.

B.2 Hitting our Targets

The Council are pleased to report that good progress has been made on delivery of targets with 14 targets considered on track (74%). Currently 2 targets are classified as having "no clear evidence" with targets yet to be confirmed (in accordance with Government guidance).

Figure 1 : Progress Towards Targets



Table 1 below sets out progress towards individual targets by type.

Table 1 – Target Tracker

Target No	Target	DfT Ref	2006/07
Mandatory			
T01	Bus Patronage	BV102	✓
T02	Bus Punctuality	LTP5	✓
T03	Satisfaction with Local Bus Service	BV104	✓
T08	Cycling Trips	LTP3	✗
T10	Access to Newport Town Centre	LTP1	✓
T11	Number of People Killed or Seriously Injured on Isled Roads	BV99x	✓
T12	Number of Children Killed or Seriously Injured on Island Roads	BV99y	✓
T13	Number of Slight Casualties on Island Roads	BV99z	✗
T16	Mode Share of Journeys to School	LTP4	No Clear Evidence
T17	Change in Area Wide Road Traffic Mileage	LTP2	✓
T18	Principal Road Condition	BV96	✓
T19	Non Principal Road Condition	BV97a	No Clear Evidence
T20	Unclassified Road Condition	BV97b	✓
T21	Footway Condition	BV187	✗
Local			
T04	Train Patronage	-	✓
T05	Train Punctuality	-	✗
T06	Train Reliability	-	✓
T07	Ferry Patronage	-	✗
T09	Pedestrian Crossings with Facilities for Disabled	BV165	✓
T14	Cycle Safety Training	-	✓
T15	Air Quality	LTP8	✓
Totals			2006/07
Mandatory Indicators			
On Target (✓)			9
%			75
Not on target (✗)			3
%			25
Local Indicators			
On Target (✓)			5
%			71
Not on target (✗)			2
%			29
All			
On Target (✓)			14
%			74
Not on target (✗)			5
%			26

B.3 Target Revisions

LTP targets were set in 2005 and were considered to be both challenging and realistic. The Council are very pleased to report that 2 of the 2010/11 targets have now been achieved – bus patronage (T1) and access to Newport (T10). DfT guidance suggests that, should targets be achieved early, Local Authorities contact their Government Office to discuss setting revised targets. The Council have contacted GOSE and are in the process of discussing what new targets should be set for these areas.

B.4 New Target - Mode Share of Journeys to School (T16 / LTP4)

The Government require Local Authorities to include a 'modal share of journeys to school' indicator within their second Local Transport Plan. This indicator is to be based on:

1. Data obtained via the School Census for all schools with an approved School Travel Plan; and
2. Data obtained via the School Census or an alternative methodology for 50 percent of schools without a School Travel Plan.

Due to the national delay in introducing this question into the School Census, Local Authorities were not required to set a target at the time of compiling their second LTPs (March 2006) but are now required to report baseline data and set appropriate targets for the remaining plan period.

B.4.1 Isle of Wight School Baseline Data – January 2007

The Council's School Travel Plan Advisor has worked with colleagues responsible for co-ordinating school data and arrangements have been put in place to collect travel data from all schools through the School Census process. Once collected, data will be split according to whether schools have an approved School Travel Plan.

The Council received data sets from the Government in spring 2007 but concern was raised over figures as the response rate is not as high as local School Travel Plan surveys and therefore considered not as reliable. This matter was discussed with other authorities, who appear to have similar concerns, and referred to the Department for Transport (DfT) for further guidance. In the DfT letter dated 13th July 2007, the department confirmed that baseline figures should reflect data gained from the previously agreed methodology (as outlined in para B.4). The Council have reported figures in accordance with DfT requirements but continue to have concerns over the reliability of this data.

Selecting 50% of Schools without School Travel Plans

The Council asked all schools without travel plans for data on travel to school, with varying rates of return. Having analysed the figures, the Council selected schools with the highest return rate ensuring an appropriate mix of school types (as this may influence travel to school mode).

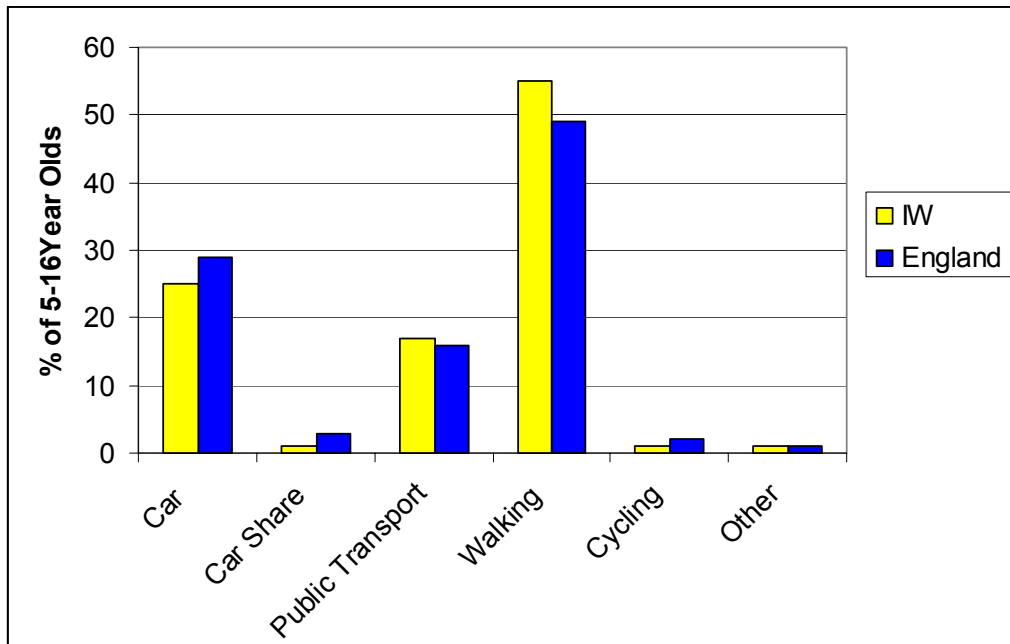
Table 2 and Figure 2 show usual main mode of travel to school of 5-16 year olds (according to DfT criteria).

Table 2 : Mode Share of Journeys to School 2007

Mode	Isle of Wight	England
Car	25%	29%
Car Share	1%	3%
Public Transport	17%	16%
Walking	55%	49%
Cycling	1%	2%
Other	1%	1%

Source : School Census

Figure 2 : Mode Share of Journeys to School – 2007 School Census



B.4.2 School Journey Target

Local Authorities are required to set a target relating to “share of journeys by car” – this classification includes those travelling in vans and taxis but excludes car share journeys. The School Census survey showed that in 2006/2007, 25% of Island students (aged 5-16) travelled to school by car.

When setting a target and trajectories the Council have considered their current School Travel Plan target. Table 3 shows predicted and actual uptake of School Travel Plan initiatives (see School Travel Plan Strategy, LTP2 Annex C for more details – www.iwight.com/transport).

Table 3 : % of Schools with an Approved School Travel Plan

	As at 31 st March						
	2005	2006	2007	2008	2009	2010	2011
Target*	3%	14%	50%	72%	86%	100%	100%
Actual	3%	25%	44%	-	-	-	-

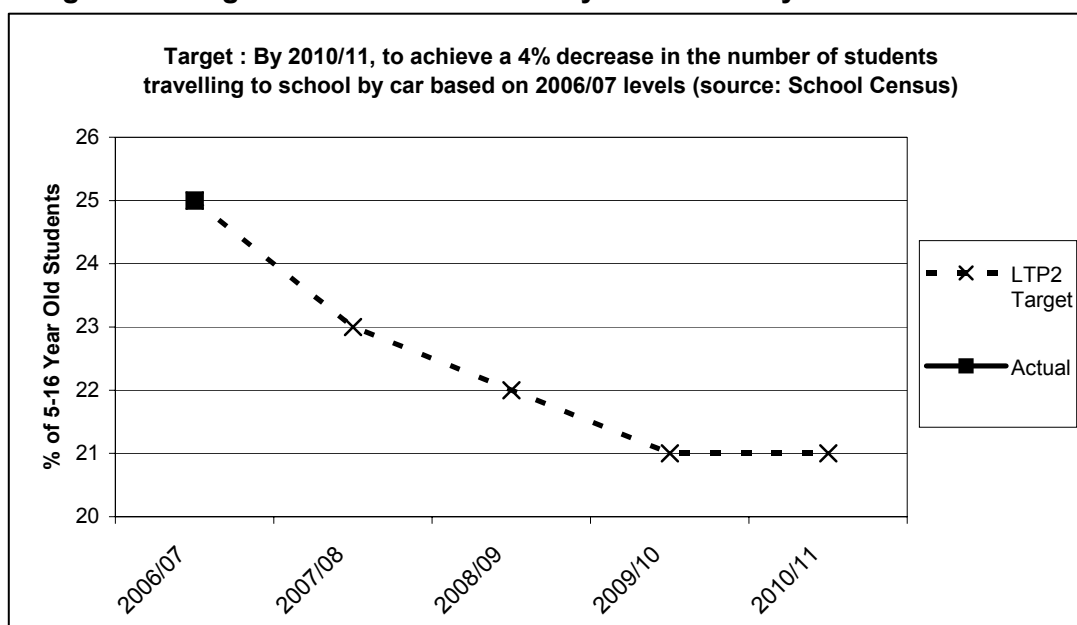
* Travel plan target amended in September 2006 to achieve 100% by 2010 (as per TTSI guidance)

Using these figures it has been decided to set a target of reducing car use by 4% by 2010/11, with trajectories taking account of the existing School Travel Plan target. Table 4 and Figure 3 show baseline, trajectories and annual and LTP2 change.

Table 4 : Share of Journeys to School by Car – LTP2 Target T16

	2006/07 Baseline	2007/08	2008/09	2009/10	2010/11
Percentage of 5-16 year olds	25%	-	-	-	-
Trajectory	-	23%	22%	21%	21%
Annual Change %	-	-2%	-1%	-1%	0
LTP2 Change	-4%				

Figure 3 : Target T16 – Share of Journeys to School by Car



NB Share of journey to school figures and targets are based on data collected via the national School Census. The Council are concerned that these figures may not be as reliable as local figures collected as part of the School Travel Plan process, but have reported data in accordance with DfT guidance (see para B.4.1).

B.4.3 Risks to Target Delivery and Risk Management

Parental Choice and Admissions Policy

Mode of journey to school can be influenced by distance from home to school. However school location is not always the first consideration when selecting a school, with other issues such as parental choice and local admission policy often playing a part in the decision making process.

The Council will continue to work with schools in the development and implementation of School Travel Plans as part of our Sustainable Travel to School Strategy, as well as the delivery of Safe Routes to School schemes and ongoing road safety training. In addition the Council are currently working on a “One Island” project to introduce 20mph speed limits outside school gates, with a number of new limits due to be introduced in September 2007.

Schools Reorganisation

The Council are currently reviewing the local education system, which could include school relocation and closure. An initial decision on the reorganisation is due in October 2007, after which time the matter will be referred to DCSF (former DfES) for further consideration.

The ‘mode share of journeys to school’ target has been set taking into account the current system and school locations. Should changes be made to the system the Council will consider reviewing this target and will discuss options with GOSE at the earliest opportunity.

B.5 Performance Indicator Graphs

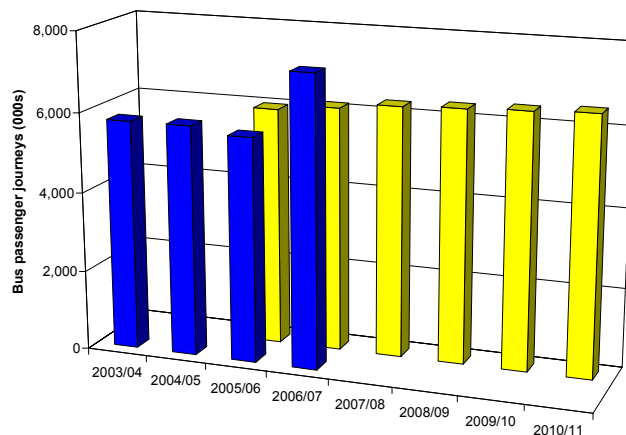
The following graphs show progress towards the targets outlined in Section N of LTP2. Graphs also detail whether targets are currently considered to be on track (ie at 31st March 2007). (See Appendix B – All Indicator Proforma for figures).

B.5.1 Bus Patronage

Target T1 : To achieve a 12.1% increase on 2003/04 levels by 2010/11

On target? – Yes

Actual Target

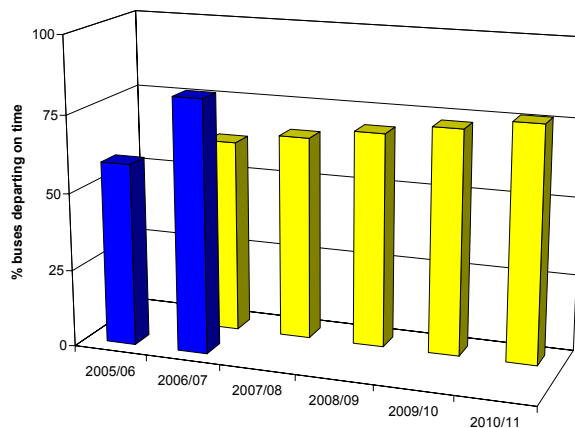


B.5.2 Bus Punctuality

Target T2 : To achieve 76.3% of buses on time by 2010/11

On target? – Yes

Actual Target

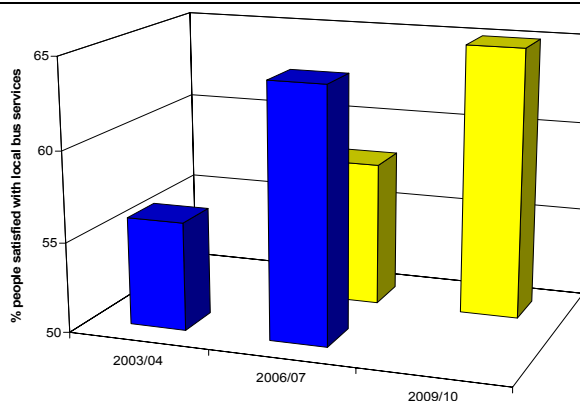


B.5.3 Bus Satisfaction

Target T3 : To achieve 65% bus satisfaction by 2009/10

On target? – Yes

Actual Target

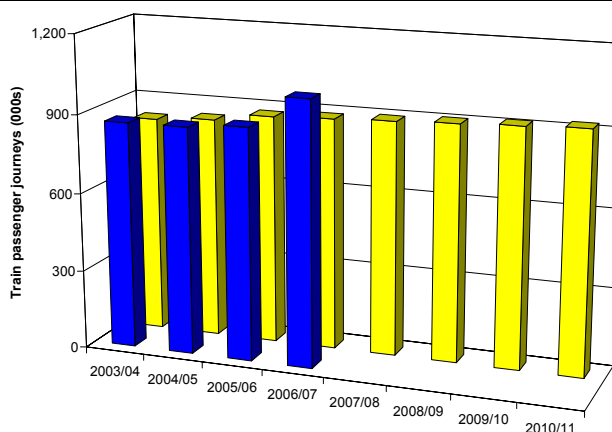


B.5.4 Train Patronage

Target T4 : By 2010/11, to increase train passenger journeys by 20%, based on 1999/2000 levels

On target? – Yes

Actual Target

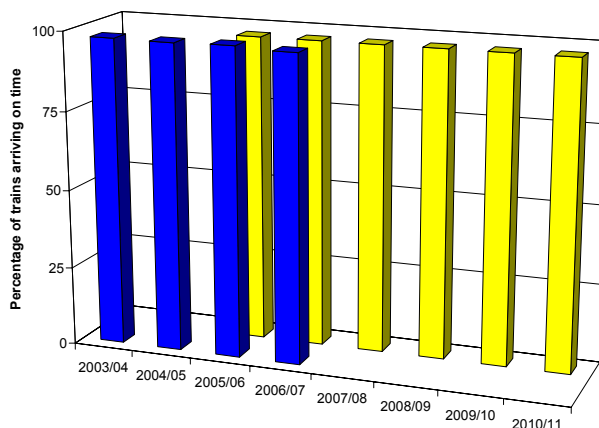


B.5.5 Train Punctuality

Target T5 : To maintain punctuality at 97.2% or better

On target? – No

Actual Target

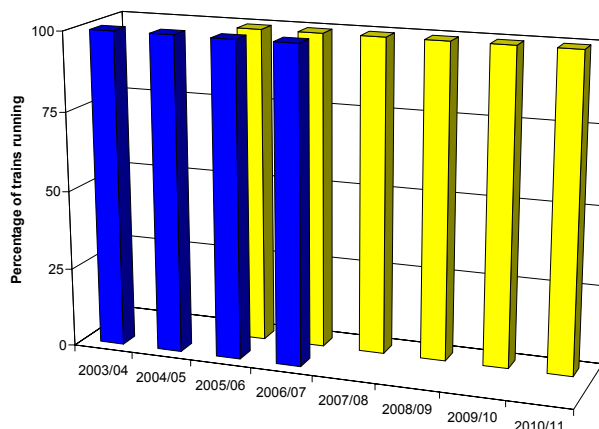


B.5.6 Train Reliability

Target T6 : To maintain reliability at 99.5% or better

On target? – Yes

Actual Target

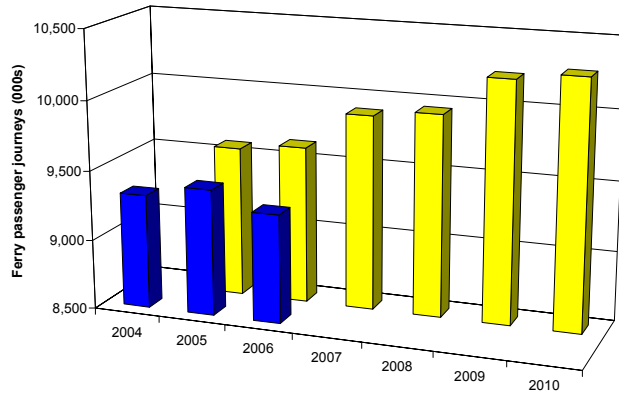


B.5.7 Ferry Passenger Journeys

Target T7 : To achieve a 10.6% increase on 2004 levels by 2010

On target? – No

Actual Target

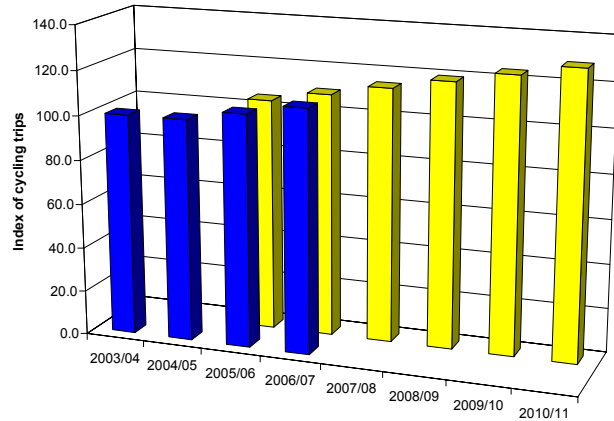


B.5.8 Cycling Trips

Target T8 : To triple cycling trips on 2000 base by 2010/11 (using 2003/04 index)

On target? – No

Actual Target

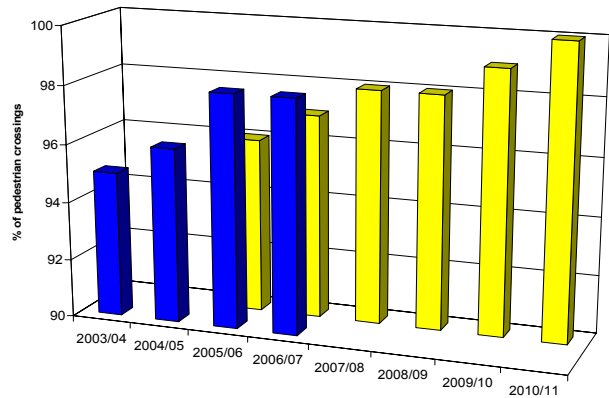


B.5.9 Pedestrian Crossings with Disabled Facilities

Target T9 : To achieve 100% of crossings with facilities for disabled by 2010/11

On target? – Yes

Actual Target

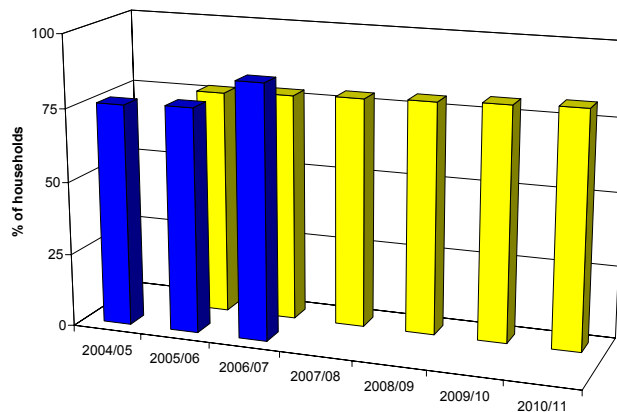


B.5.10 Access to Newport Town Centre

Target T10 : By 2010/11, to increase by 5% the number of households able to access Newport within 30 minutes by walking, cycling or public transport compared to 2003/04

On target? – Yes

Actual Target

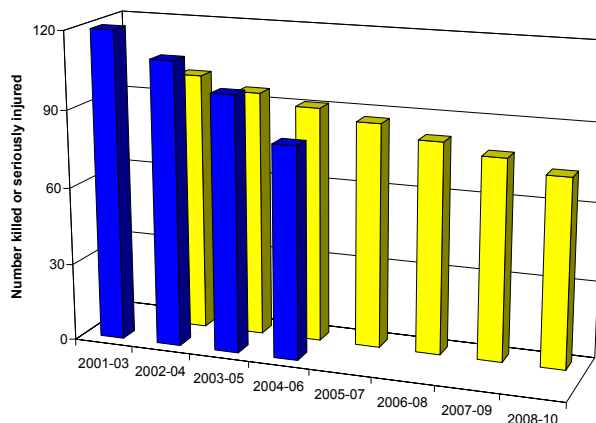


B.5.11 Killed or Seriously Injured on Island Roads

Target T11 : By 2010, to reduce the number of people killed or seriously injured on Island roads by 40% compared to 1994-98 average (reported on 3 year rolling average)

On target? – Yes

Actual Target

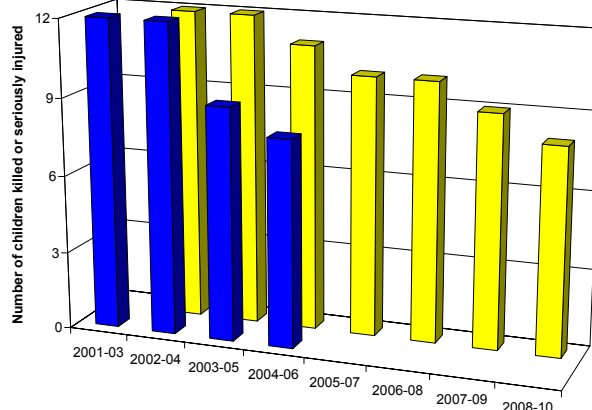


B.5.12 Children Killed or Seriously Injured on Island Roads

Target T12 : By 2010, to reduce the number of children killed or seriously injured on Island roads by 50% compared to 1994-98 average (reported on 3 year rolling average)

On target? – Yes

Actual Target

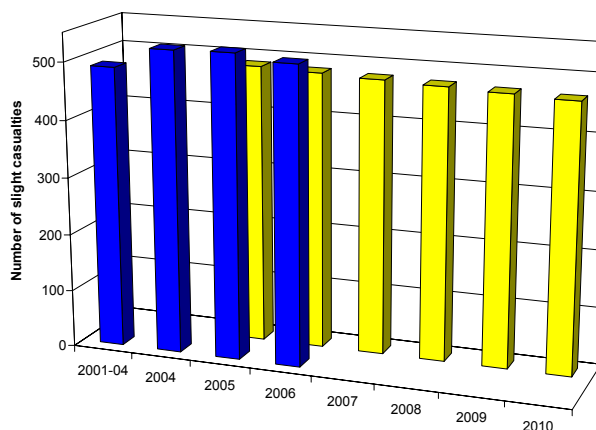


B.5.13 Slight Casualties on Island Roads

Target T13 : By 2010, to reduce by 5% the number of slight casualties compared to 2001-04 average

On target? – No

Actual Target

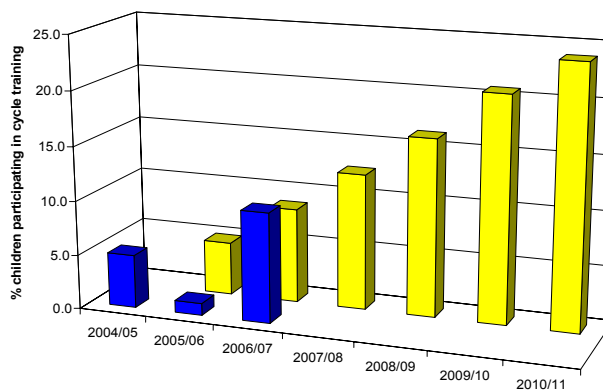


B.5.14 Cycle Safety Training

Target T14 : To increase to 24% the percentage of children participating in cycle training by 2010/11

On target? – Yes

Actual Target

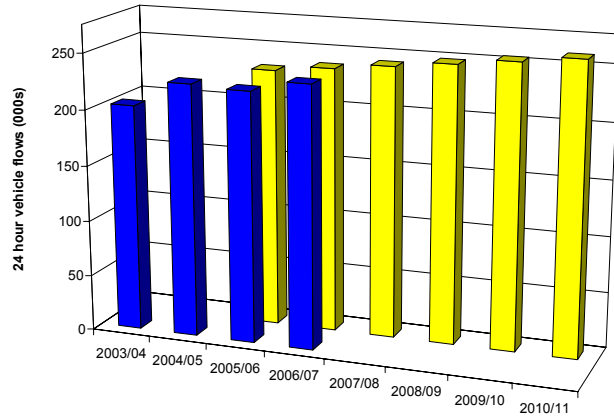


B.5.15 Change in Area Wide Mileage

Target T17 : To restrict traffic growth to 2.3% per annum

On target? – Yes

Actual Target

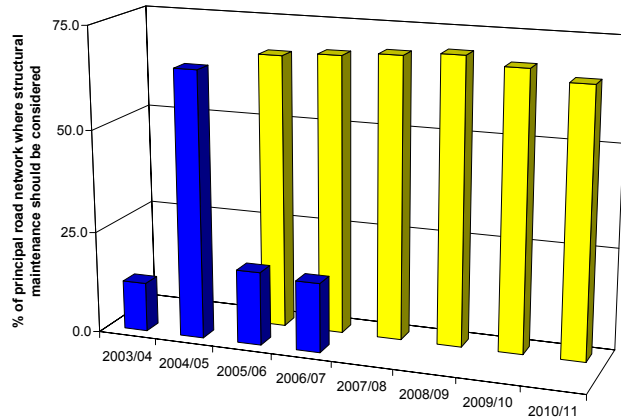


B.5.16 Principal Road Condition

Target T18 : By 2010/11 to have no overall deterioration in the condition of the principal road network (with PFI)

On target? – Yes

Actual Target

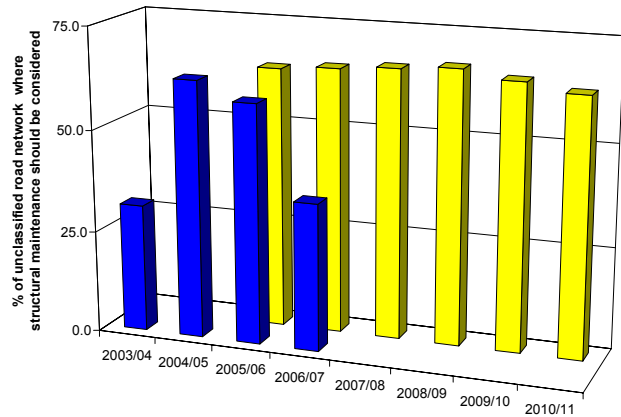


B.5.17 Unclassified Road Condition

Target T20 : By 2010/11 to have no overall deterioration in the condition of the unclassified road network (with PFI)

On target? – Yes

Actual Target

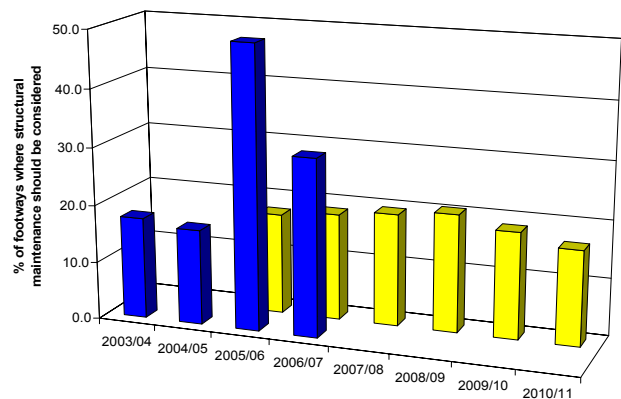


B.5.18 Footway Condition

Target T21 : By 2010/11 to have no overall deterioration in footway condition (with PFI)

On target? – No

Actual Target



C. Spending and Scheme Delivery

C.1 Introduction

Every autumn Council's receive notification from the Government regarding the amount of capital transport funding available for the next financial year, with allocations split between maintenance and integrated transport.

Table 5 below illustrates actual settlements for the Isle of Wight for the years 2006/07-2007/08 and indicative allocations for the remaining LTP2 period.

Table 5 : Capital Expenditure

	Capital Allocations (000's)				
	2006/07	2007/08	2008/09	2009/10	2010/11
Integrated Transport	2,491	2,358	2,114	1,885	1,637
Maintenance	2,032	2,540	2,176	2,285	2,400
Total	4,523	4,898	4,290	4,170	4,037

C.2 2006/07 Spend

In setting their 2006/07 capital scheme programme, the Council has taken account of the priorities set out in LTP2 - primarily delivery of the LGA shared and local priorities and progress towards targets – with schemes selected using the Council's agreed Priority Ranking System (see LTP2 Section M, para 10.1 for more details).

C.2.1 Capital Expenditure

In 2006/07 the Council spent £5.3 million on a variety of schemes, with a total of £2.394 million spent on integrated transport schemes, £2.386 million on maintenance and £520,000 on work towards the delivery of our major schemes (see para C.3).

Table 6 and Figure 5 show spend by scheme type.

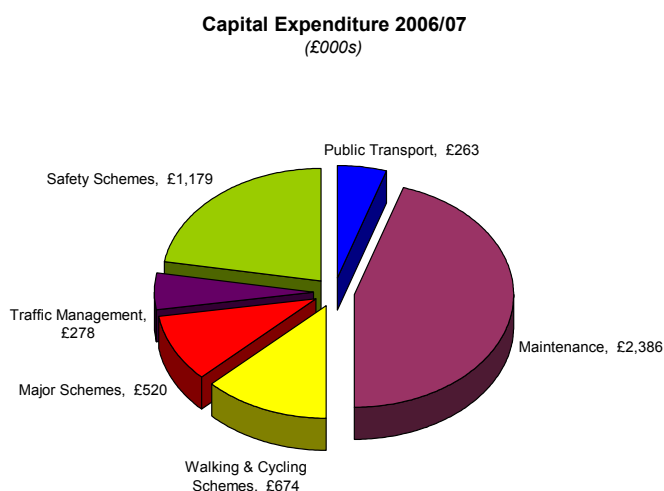


*Works undertaken 2006/07 – Esplanade, Shanklin
20mph speed limit & traffic calming*

Table 6 : Capital Spend by Scheme Type - 2006/07

Scheme Type	(£000's)
Public transport	263
Walking and cycling schemes	674
Traffic management schemes	278
Local safety schemes	1,179
Maintenance	2,386
Major schemes	520
Total	5,300

Figure 4 : Capital Expenditure - 2006/07



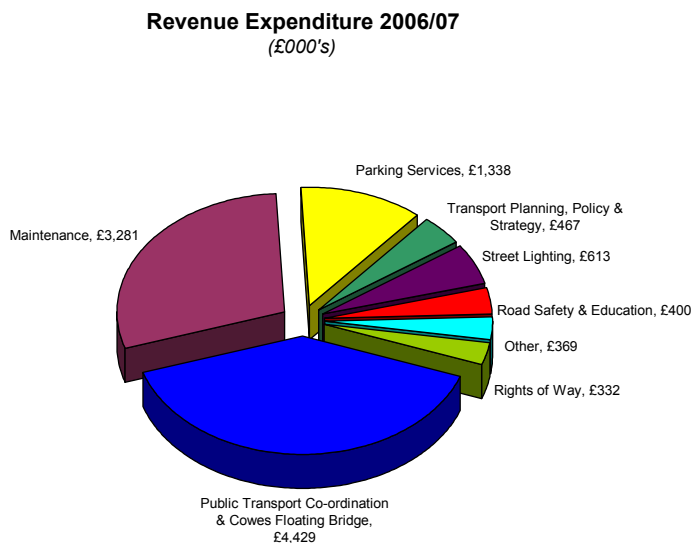
C.2.2 Revenue Expenditure

In addition to the £5.3 million capital, the Council spent a further £11.3 million of revenue funding on transport related services. Table 7 and Figure 5 show spend by area.

Table 7 : Revenue Expenditure by Area - 2006/07

Area of spend	(£000's)
Public Transport Co-ordination & Cowes Floating Bridge	4,429
Highways Maintenance	3,281
Parking Services	1,338
Street Lighting	613
Transport Planning, Policy and Strategy	467
Road Safety, Traffic Management and Education	400
Other	369
Rights of Way	332
Total	11,229

Figure 5 : Revenue Expenditure - 2006/07



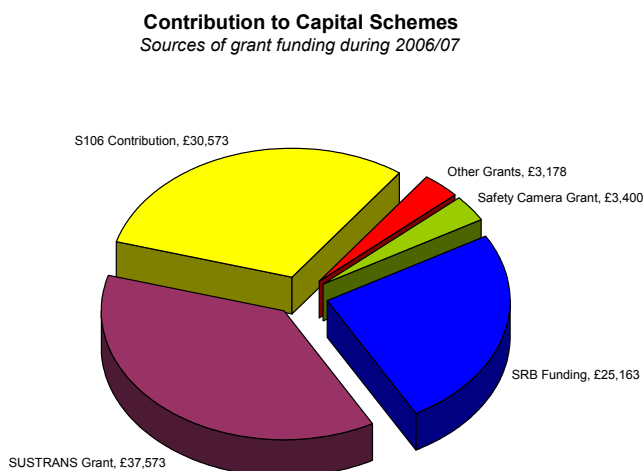
C.2.3 Grant Contributions

The Council has also been successful in securing approximately £1m of transport related grant funding from external sources.

Table 8 : Grant Funding – 2006/07

Source of Funding	Amount of Grant
SRB Funding	£25,163
SUSTRANS Grant	£37,500
Section 106 Contributions	£30,573
Safety Camera Grant	£3,400
Other Grants	£3,178
Total	£99,814

Figure 6 : Grant Contributions - 2006/07



C.2.4 Scheme Delivery

The combination of capital and revenue spend accompanied by external contributions has enabled the Council to deliver over 240 individual schemes during 2006/07. These schemes have, in turn, assisted with delivery of LTP2 targets and objectives (see Section B).

Schemes delivered in 2006/07 include:

- 32 improved bus stops.
- 1 new cycle track.
- 10 cycle parking facilities.
- 51 new or improved footways (7,549 metres).
- 7 new or improved bridges.
- 14 school travel plans approved.
- 3 Safe Routes to School schemes.
- 13 other safety schemes.
- 3 new signalled crossings.
- 43 unsignalled crossings.
- 7 upgraded signals.
- 1 urban 20 mph zone
- 3 urban traffic calming schemes.
- 2 road realignment schemes (1,145 metres).
- 12 new or improved junction schemes.
- 5 footway maintenance schemes (632 metres).
- 14 carriageway maintenance schemes (16 km).
- 4 highway structure schemes.
- 8 other maintenance schemes.



In addition to these schemes, the Council has made good progress in the delivery of their Accessibility Strategy, with the development and implementation of the first of 6 Local Accessibility Action Plans (LAAPs). This first LAAP focuses on accessibility in and around the Carisbrooke Park Estate area (Progress Report included in Section D).

Photos show works undertaken during 2006/07. From top to bottom: Safe Routes to School – Northwood Primary; mobility inclusive bus stop, - Ryde; bridge works - Alverstone bridge; footway and carriageway repairs - Arreton

C.3 Progress on Major Schemes

The Council are currently working in partnership with others towards the delivery of two major transport schemes - a new transport interchange at Ryde and highway re-alignment at Undercliff Drive, Ventnor.

C.3.1 Ryde Interchange

Work on the Ryde Interchange project has progressed well this year. It is estimated that the project will cost £8.4m of which £6.2m will be funded via a major bid to Government. Once completed the impressive new building will improve interchange between a wide range of transport modes including, bus rail fast ferry and hovercraft. Tenders were received in January 2007 and after a period of value engineering a preferred contractor was selected.

The Isle of Wight council was pleased to appoint Southampton based civil engineering and construction specialist Dyer and Butler as principal contractor and subject to financial approval being granted by DfT, the Council is hopeful to commence work on site in September 2007. The contact period is for a period of 60 weeks with planned completion by October 08.

C.3.2 Undercliff Drive (A3055)

The Council is continuing its efforts to retain the A3055 Undercliff Drive west of Ventnor following the initial failure of a section of the road in March 2001. Planning approval for the works, which will necessitate the realignment of a section of the existing road and the installation of an extensive pumped drainage system, was approved in February 2005. The Council was unable to establish the necessary agreements with the 12 landowners and the Council is now progressing the scheme through a Compulsory Purchase Order.

The Isle of Wight Council has requested that Government stage the Public Inquiry in April 2008 so as to allow the Council sufficient time to complete the work now required following a revision to the way by which such schemes are now being appraised at a national level.

The IW Council believes that it is not alone in having to review its bid and other local authorities with major schemes that were awarded provisional government funding have been asked to do the same. This work will help ensure that projects still meet the necessary criteria and represent good value for money.

The Council is aware of some local concerns regarding the impact that the scheme could have locally and will use the additional time to ensure that necessary surveys are updated and evaluation of the impact of the scheme on the landscape and wildlife are carried out and any necessary mitigating measures put in place, well in advance of any possible development.

The Council will be writing to all objectors with this latest news and keeping them and all those concerned up to date through newsletters and via a specific Undercliff Drive website to be launched summer 2007.

D. Local Accessibility Action Plan – Carisbrooke Park Estate

D.1 Introduction

Increasing accessibility is one of the key objectives of the Councils second Local Transport Plan. Section F of the LTP outlines how this will be achieved and includes a timetable for the phased development and delivery of 6 theme specific Local Accessibility Action Plans (LAAPs).

The first of these LAAPs seeks to improve accessibility in and around Carisbrooke Park Estate, a large predominantly residential area to the west of Newport. Baseline surveys and initial consultation was undertaken in 2005 and the findings included in section F.6 of the LTP. Consultation has continued during 2006/07 and improvements are now underway.

D.2 Issues

The Council held an initial workshop in 2005 which identified a number of the key issues affecting the area including:

- School access.
- Impact of school related traffic – parent cars and buses.
- Accidents.
- Child safety.
- Inappropriate parking.
- Rat running.
- Speeding.
- Access to Gunville Trading Estate.
- Access to Newport town centre – public transport, walking and cycling routes.
- Effect of the area on Newport town centre (congestion).
- Frequency and timing of bus services.
- Location and bus stop facilities.
- Public transport awareness.
- Impact of new and future developments.



D.3 Consultation

D.3.1 Local Accessibility Partnership

In order to further develop the scheme, a Local Accessibility Partnership was established. The Partnership comprised of 2 task groups – an internal 'working' Officer Group and a Strategic Stakeholder Group involving:

- Local Council Members.
- Rural Development Partnership Officer - LIFT (Local Initiatives for Transport).
- Police.

- Public Transport Operators.
- Village Management Committee.
- Headteachers.
- Local Pupils.
- IW Youth Council.
- Youth Service.

Plus Council Officers from various sections representing:

- Transport Policy;
- Traffic;
- Highway Design;
- Road Safety;
- Rights of Way;
- Rural Transport;
- Public Transport;
- Home to School Transport;
- Cycling;
- School Travel.

D.3.2 Public Consultation

The Partnership considered the issues raised during the public consultation and identified a number of possible solutions. Detailed plans were compiled and a second public consultation day arranged for October 2006, with invites sent to all 1500 local households and businesses. The event was attended by over 200 local residents with Council Officers and Members available for advice.



After the event, the proposals were amended to take account of public comments - with revised plans displayed at the local shop, posted on the Council's website and articles placed in both the Parish Newsletter and local 'Beacon' magazine.

The necessary Traffic Regulation Orders (TROs) were advertised in January 2007 and an update newsletter sent to all households in February 2007.

D.3.3 School Involvement

A key element to the scheme was to improve access to education in the area and the Partnership were keen to directly involve local school children. The area includes 5 schools, 4 of which are located on Wellington Road, the main thoroughfare.

School Travel Plans

The LAAP recognised the importance of delivering local School Travel Plans and at the time of compiling the Local Accessibility Action Plan, schools were at different stages in the development of School Travel Plans - with 2 schools

yet to start the process. The School Travel Plan Officer has concentrated her efforts in this area working closely with the schools, 4 which now have approved Travel Plans, with the fifth due to be completed by the end of 2007.

“Design-a-Road-Sign” Competition

In addition to compiling School Travel Plans, 4 of the schools were invited to participate in a competition to design a speed reduction road sign, with the winning designs to be displayed alongside the new 20mph speed limit signs.



The Partnership received over 200 entries, with one winning entry selected from each school.

Council Officers attended school assemblies where they talked to children about the merits of the scheme, handed out certificates to all entrants and revealed the winning sign (see below).



D.4 Physical Improvements

The final scheme involves a variety of engineering and related works including:

- New and upgraded footways.
- Pavement widening at key locations.
- New zebra and other crossing points.
- Upgraded cycleways.
- Cutting back of vegetation.
- New street lighting.
- New signs and lining.
- Introduction of area wide 20mph zone.
- Gateway treatments.
- Speed cushions.
- Revised parking arrangements during peak school hours.
- Improved bus access.



*Works undertaken 2006/07 –
New footway linking St Thomas’ School,
Carisbrooke to existing right of way*

It was originally anticipated that the physical works would commence late 2006 and continue into spring 2007. However after discussions with schools, transport providers and operators, it was decided that, to minimise school disruption, works directly affecting school access would be undertaken during school holidays. Work on the ground started in January 2007 and is due to be completed by autumn 2007.

The Council has already received positive feedback on the completed elements of the scheme, with schools reporting increases in the number of students walking and cycling.

D.5 Other Improvements

The area has also benefited from a number of other accessibility improvements.

D.5.1 Increased Bus Frequency

The local bus operator has been involved in the delivery of the plan and in March 2007 increased the frequency of their popular local bus service (route 38), with extended late night and new Sunday services.

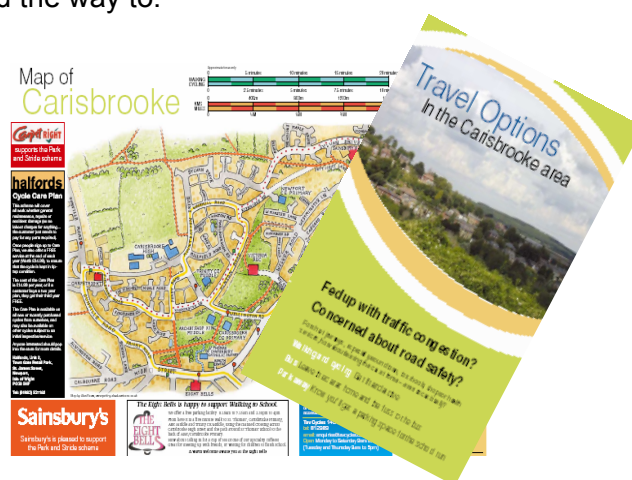
D.5.2 Introduction of Park and Stride Schemes

As part of the scheme, the Partnership worked with local organisations to establish 4 'Park and Stride' sites. The four nearby sites identified in partnership with local businesses (Carpwright, Eight Bells Public House, Sainsbury's and Victoria Recreation Ground) are strategically located around the area with the businesses allowing parents to use their car parks to drop off school children. Schools have also participated by promoting the scheme and distributing permits.

D.5.3 "Travel Options" Leaflet

The Partnership felt that it was vitally important that residents were fully aware of all available local travel options, particularly in light of the close proximity to Newport Town Centre. An A3 folded "Travel Options" leaflet was compiled illustrating the area and the way to:

- Rights of way.
- Cycle routes.
- Future paths.
- Bus routes and stops.
- School crossing patrols.
- Park and Stride sites.
- Links to travel websites.



The leaflet was produced as part of a Leader + project with the local bus company contributing to distribution costs. Leaflets were delivered to all households in the area during November 2006 and have been well received. Similar maps are now being produced for other areas of the Island.

D.5.4 Learner Drivers

The public consultation highlighted various broader issues with a several residents expressing concerns over the number of learner drivers undertaking manoeuvres during peak congestion periods. As a result the Partnership wrote to all driving instructors, outlining the aims of the scheme and asking instructors to avoid using Wellington Road for driver instruction during peak times of 08:15 - 09:15 and 14:45 – 15:45, weekdays, during term times. A similar poster was also displayed at Newport Driving Test Centre.

D.6 Future Developments

Physical works and improvements are due to continue during 2007/08. The Partnership will continue to work with residents, businesses and schools to monitor the effectiveness and overall success of the scheme. A second LAAP update will be included in next year's Annual Progress Report.



*Works undertaken 2006/07 –
Gateway treatment and traffic calming,
Hinton Road. Carisbrooke*

Appendix A – Core Indicator Proforma

Core Indicator	Definition	Units	2006/07 Value	Notes
LTP1 – An accessibility targets	% of Isle of Wight households able to access Newport town centre within 30 minutes by walking, cycling or public transport	%	87.0	Accessibility measured using Accession computer software based on 2001 Census data and January 2007 public transport information.
LTP2 – Change in area wide road traffic mileage	Number of vehicles recorded by 21 islandwide counts during 24 hour period.	Vehicles	234,195	Number of vehicles recorded by 21 islandwide counts during 24 hour period.
LTP3 – Cycling trips (annualised index)	Factored number of cycle trips recorded at key locations.	%	109.4	Index based on 2003/04 baseline.
LTP4 – Mode share of journeys to school *	Share of journeys by car (including vans and taxis), excluding car share journeys	%	25	<p>Modal share - 2007 School Census :</p> <ul style="list-style-type: none"> • car - 25% • car share - 1% • public transport -17% • walking - 55% • cycling - 1% • other - 1% <p>Targets (share of journeys by car) :</p> <ul style="list-style-type: none"> • 2007/08 – 23% • 2008/09 – 22% • 2009/10 – 21% • 2010/11 – 21%
LTP5 – Bus punctuality indicator	% of buses starting on time	%	92.8	Results of manual surveys undertaken during 2006/07.
	% of buses on time at intermediate turning points	%	73.2	Results of manual surveys undertaken during 2006/07.
	% of buses on time at non-timing points	%	79.5	Results of manual surveys undertaken during 2006/07.
	Average excess waiting time on frequent service routes	Mins	-	No frequent service operating in Isle of Wight.
LTP8 – Air Quality	N/A for Isle of Wight – however local target to have no declared AQMA's during LTP2 period (no AQMA's as at 31/03/2007).			
LTP6 – Change in peak period traffic flows to urban centres	N/A for Isle of Wight.			

* Share of journey to school figures and targets are based on data collected via the national School Census. The Council are concerned that these figures may not be as reliable as local figures collected as part of the School Travel Plan process, but have reported data in accordance with DfT guidance (see para B.4.1).

Appendix B – All Indicator Proforma

(Refer to Section N of LTP2 for more details)

Primary LGA & Local Objective	Assists with Delivery of LGA & Local Priorities	Performance Indicator Contained in LTP2	Target Contained in LTP2	Baseline Data	Actual and Trajectory Data								On Track	Source of Date	
					Actual or Trajectory	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10			2010/11
Accessibility	Accessibility, Economic P&R, Air Quality, Congestion	Bus Patronage (000s)	T1 - Increase passenger journeys by 12.1% by 2010	Baseline: Yr: 2003/04 - 5,774	Actual	5,774	5,783	5,624	7,284					Yes	Bus operators.
				Target: Yr: 2010/11 - 6,472	Trajectory			5,980	6,129	6,282	6,345	6,408	6,472		
	Accessibility, Economic P&R, Air Quality, Congestion	Bus Punctuality (%)	T2 - Achieve 76.3% bus punctuality by 2010	Baseline: Yr: 2005/06 - 59.1%	Actual			59.1	81.7					Yes	Isle of Wight Council.
				Target: Yr: 2010/11 - 76.3%	Trajectory			62.5	66.0	69.4	72.8	76.3			
	Accessibility, Economic P&R, Air Quality, Congestion	Satisfaction with Local Bus Services (%)	T3 - Increase bus satisfaction to 65%	Baseline: Yr: 2003/04 - 56%	Actual	56			64					Yes	Tri-annual Best Value satisfaction survey.
				Target: Yr: 2009/10 - 65%	Trajectory				58			65			
	Accessibility, Economic P&R, Air Quality, Congestion	Train Patronage (000s)	T4 - Increase travel by 20% by 2010	Baseline: Yr: 1999/00 - 769	Actual	867	869	887	1,008					Yes	Train operator.
				Target: Yr: 2010/11 - 923	Trajectory	831	846	876	886	895	904	914	923		
	Accessibility, Economic P&R, Air Quality, Congestion	Train Punctuality (%)	T5 - Maintain punctuality at 97.2% or better	Baseline: Yr: 1999/00 - 95.4%	Actual	97.7	97.5	97.8	97.0					No	
				Target: Yr: 2010/11 - 97.2%	Trajectory			97.2	97.2	97.2	97.2	97.2	97.2		
Accessibility, Economic P&R, Air Quality, Congestion	Train Reliability (%)	T6 - Maintain reliability at 99.5% or better	Baseline: Yr: 1999/00 - 99.7%	Actual	99.9	99.9	99.7	99.8					Yes		
			Target: Yr: 2010/11 - 99.5%	Trajectory			99.5	99.5	99.5	99.5	99.5	99.5			
Accessibility, Economic P&R, Air Quality, Congestion	Ferry Patronage (000s)	T7 - Increase passenger journeys by 10.6% by 2010	Year		2003	2004	2005	2006	2007	2008	2009	2010	No	Ferry operators.	
			Baseline: Yr: 2004 - 9,319	Actual	9,269	9,319	9,407	9,279							
			Target: Yr: 2010 - 10,277	Trajectory			9,580	9,628	9,898	9,947	10,226	10,277			
Accessibility, Economic P&R, Air Quality, Congestion	Cycle Trips (index)	T8 - Triple cycling trips on 2000 base by 2010/11 (using 2003/04 index)	Index baseline: Yr: 2003/04 - 100.0	Actual	100.0	100.1	104.7	109.4					No	Isle of Wight Council.	
			Target: Yr: 2010/11 - 128.8	Trajectory			104.9	109.6	114.4	119.2	124	128.8			
Accessibility, Safety, Effective Management	Pedestrian Crossings with facilities for disabled (%)	T9 - Achieve 100% of crossings with facilities for disabled by 2010/11	Baseline: Yr: 2003/04 - 95%	Actual	95	96	98	98					Yes	Isle of Wight Council.	
			Target: Yr: 2010/11 - 100%	Trajectory			96	97	98	98	99	100			
Accessibility, Economic P&R, Air Quality, Congestion	Access to Newport Town Centre (%)	T10 - Increase access to Newport by 5% by 2010/11	Baseline: Yr: 2004/05 - 76.1%	Actual		76.1	77.0	87.0					Yes	Isle of Wight Council.	
			Target: Yr: 2010/11 - 81.1%	Trajectory			76.9	77.8	78.6	79.4	80.3	81.1			
Safety	Safety	Killed or Seriously Injured on Island Roads (3 year rolling average)	T11 - Reduce the number of killed or seriously injured by 40% by 2010	Year		2001-03	2002-04	2003-05	2004-06	2005-07	2006-08	2007-09	2008-10	Yes	Hampshire and IW Constabulary (STAT/19 returns).
			Baseline: Yr: 1994-98 - 122	Actual	120	110	99	82							
			Target: Yr: 2008-10 - 73	Trajectory		100	95	91	87	82	78	73			

Primary LGA & Local Objective	Assists with Delivery of LGA & Local Priorities	Performance Indicator Contained in LTP2	Target Contained in LTP2	Baseline Data	Actual and Trajectory Data									On Track	Source of Date	
					Actual or Trajectory	2001-03	2002-04	2003-05	2004-06	2005-07	2006-08	2007-09	2008-10			
Safety	Safety	Children Killed or Seriously Injured on Island Roads (3 year rolling average)	T12 - Reduce the number of children killed or seriously injured by 50% by 2010	Baseline: Yr: 1994-98 - 15	Actual	12	12	9	8						Yes	Hampshire and IW Constabulary (STAT/19 returns).
				Target: Yr: 2008-10 - 8	Trajectory		12	12	11	10	10	9	8			
	Safety	Slight Casualties on Island Roads (Number)	T13 - Reduce the number of slight casualties by 5% by 2010	Year			2001-04	2004	2005	2006	2007	2008	2009	2010	No	
				Baseline: Yr: 2001-04 - 490	Actual	490	526	528	517							
				Target: Yr: 2010 - 466	Trajectory			486	482	478	474	470	466			
Accessibility, Safety, Air Quality, Congestion	Cycle Safety Training (%)	T14 - Increase percentage of children participating in cycle training to 24% by 2010/11	Year			2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Yes	Isle of Wight Council.	
			Baseline: Yr: 2004/05 - 1,176	Actual		4.9	1.1	10.1								
			Target: Yr: 2010/11 - 5,736	Trajectory			4.9	8.7	12.5	16.3	20.7	23.9				
Air Quality	Air Quality & Environment	Air Quality Management Areas (number)	T15 - To have no designated Air Quality Management Areas	Baseline: Yr: 2003/04 - 0	Actual	0	0	0	0					Yes	Isle of Wight Council, DEFRA	
				Target: Yr: 2010/11 - 0	Trajectory			0	0	0	0	0	0			
Congestion	Accessibility, Air Quality, Congestion	Mode Share of Journeys to School (%)	T16 – Reduce by 4% the number of students travelling to school by car by 2010/11	Baseline: Yr: 2006/07 – 25%	Actual				25					NCE	School Census.	
				Target: Yr: 2010/11 – 21%	Trajectory					23	22	21	21			
	Accessibility, Economic P&R, Air Quality, Congestion	Change in Area Wide Road Traffic Mileage (000s)	T17 - Restrict traffic growth to 2.3% per annum	Baseline: Yr: 1999 - 206	Actual	203	226	224	234					Yes	Isle of Wight Council traffic monitors.	
				Target: Yr: 2010/11 - 260	Trajectory			232	237	242	248	254	260			
Effective Management	Accessibility, Economic P&R, Safety, Air Quality, Congestion, Effective Management	Principal Road Condition (%)	T18 - To have no overall deterioration in the condition of the principal road network (with PFI)	Baseline: Yr: 2004/05 - 65.4%	Actual	12.0	65.4	18.0	17.0					Yes	SCANNER surveys in accordance with Best Value methodology.	
				Target (with PFI): Yr: 2010/11 - 65.4%	Trajectory			67.0	68.0	69.0	70.0	68.0	65.4			
				Target (without PFI): Yr: 2010/11 - 72.0%	Trajectory			67.0	68.0	69.0	70.0	71.0	72.0			
	Accessibility, Economic P&R, Safety, Air Quality, Congestion, Effective Management	Non Principal Classified Road Condition (%)	T19 - Target to be confirmed	Baseline: -	Actual	46.1	63.8	29.0	29.0					NCE		
				Target: -	Trajectory			Target to be confirmed								
	Accessibility, Economic P&R, Safety, Air Quality, Congestion, Effective Management	Unclassified Road Condition (%)	T20 - To have no overall deterioration in the condition of the principal road network (with PFI)	Baseline: Yr: 2004/05 - 63.0%	Actual	31.3	63.0	58.6	36.0					Yes	UKPMS Coarse Visual Inspection or detailed Visual Inspection Survey in accordance with Best Value methodology.	
				Target (with PFI): Yr: 2010/11 - 63%	Trajectory			64.0	65.0	66.0	67.0	65.0	63.0			
				Target (without PFI): Yr: 2010/11 - 69%	Trajectory			64.0	65.0	66.0	67.0	68.0	69.0			
	Accessibility, Economic P&R, Safety, Air Quality, Congestion, Effective Management	Footway Condition (%)	T21 - To have no overall deterioration in footway condition (with PFI)	Baseline: Yr: 2004/05 - 16.5%	Actual	17.6	16.5	48.9	30.7					No		
				Target (with PFI): Yr: 2010/11 - 16.5%	Trajectory			17.5	18.5	19.5	20.5	18.5	16.5			
				Target (without PFI): Yr: 2010/11 - 22.5%	Trajectory			17.5	18.5	19.5	20.5	21.5	22.5			

NCE = No Clear Evidence

Appendix C – Finance Forms

LTP – F1: Summary of actual, estimated outturn and projected local transport capital expenditure

Authority Name: Isle of Wight Council Settlement Year: 2008/09
 Contact Name: Susan Ward Authority No: 130
 Telephone Number (01983) 823777 Version No: 1

	All figures in £000					
	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
(LTP – F3) Maintenance of principal and non principal highways (MM1, MM3, MM5)	2,252	2,082	-	-	-	-
(LTP – F3) Maintenance, assessment, strengthening of bridges and other structures (MM7, MM8)	1,869	228	-	-	-	-
LTP – F3 Maintenance other (including street lighting) (MM9)	166	76	-	-	-	-
(LTP – F2) Individual schemes costing £5 million or more	0	0	5,150	8,450	4,480	1,000
(LTP – F3) Other individual schemes costing less than £5 million or group of related schemes (Block)	3,034	2,914	-	-	-	-
Total	7,321	5,300	5,150	8,450	4,480	1,000

Notes: LTPF1

- Expenditure on schemes with Gross Costs of £5 million or more (including major maintenance schemes) is included in the major schemes row (row 4) of this table.
- Expenditure on schemes with Gross Costs of less than £5 million is recoded in rows 1, 2, and 3 for maintenance schemes and in row 5 for all other schemes.

LTPF2 and LTPF3

- Where available, audited cash information should be used.
- For years before the current financial year, actual or estimated outturn expenditure should be given.
- Give estimated outturn expenditure for the current financial year.
- Give projected expenditure for years after the current financial year. You should not make any adjustments for this to reflect resources held from previous years or resources which are sought for expenditure which will occur, or have occurred, in other financial years.

9. Enter all financial data in multiples of £1000, e.g. 500 = £500,000. DO NOT use commas or decimal places. Do not insert asterisks, or insert text in any number cells.

LTPF2

10. Use LTPF2 for existing and new major schemes with gross costs of £5 million or more. This includes new road schemes, public transport schemes and major highways maintenance schemes.
11. For new schemes, the local authority priority (DfT Ref/Pry 1, 2, 3 ... etc) must not have equal rankings.

LTPF3

12. Use LTPF3 for all schemes not included in LTPF2.

LTP – F4

Refer to the LTP Technical Guidance.

LTP-F2: Actual, estimated outturn and projected local transport capital expenditure on individual schemes costing £5 million or more

Scheme Name	Type	DfT Ref/Pry	Start on Main Works	End of Main Works	All figures in £000							
					Gross Total	Net Total	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
TOTAL LTPF2 – ALL PAGES					19,087	19,080	0	0	5,150	8,450	4,480	1,000
Ryde Public Transport Interchange	IN5	10083	01-Sep-07	30-Oct-08	6,207	6,200	0	0	3,150	2,950	100	0
Ventnor Undercliff Realignment	RD9	10175	01-Nov-08	30-Jun-10	12,880	12,880	0	0	2,000	5,500	4,380	1,000

LTP-F3: Actual, estimated outturn and project local transport capital expenditure on individual transport schemes costing less than £5 million and groups of related schemes

Scheme Name	Type	All figures in £000			
		Gross Total	Net Total	2005/06	2006/07
Total LTPF3		15,836	14,358	7,321	5,300
New bus stop	BI1	47	27	27	0
Improvements to existing bus stops	BI3	319	319	94	225
Other bus infrastructure schemes	BI4	59	59	21	38
Cycle tracks	CY1	315	106	86	20
Cycle lanes	CY3	1	1	1	0
New cycle parking facilities	CY6	132	132	110	22
Single mode interchanges	IN1	15	15	15	0
Schools implementing first 'Safe Routes' schemes	LS1	294	252	113	139
Schemes which include new street lighting	LS4	39	26	2	24
Other safety schemes	LS5	1,085	999	585	414
Footway maintenance schemes	MM1	192	176	160	16
Maintenance of non principal highways	MM3	2,217	2,166	1,512	654
Maintenance of principal highways	MM3	1,104	1,087	542	545
Strengthening to carry 40 tonne vehicular loading	MM7	1,156	1,152	1,152	0
Structural maintenance & enhancements of existing highway structures	MM8	975	945	717	228
Other schemes (using LTP capital maint funding)	MM9	243	242	166	76
Other schemes	OS1	155	0	0	0
Park & Ride (rail related) extensions to existing	PR4	60	58	58	0
Toucan or puffin crossings	RC1	24	24	24	0
Other signalled crossings	RC2	199	197	148	49
Other unsignalled crossings	RC3	132	132	63	69

Scheme Name	Type	All figures in £000			
		Gross Total	Net Total	2005/06	2006/07
Road realignment schemes	RD9	617	616	97	519
New junction or junction improvement schemes	RD11	275	267	184	83
Urban traffic control (installations)	TM1	110	110	50	60
Signalling / signal upgrading (outstations)	TM2	251	189	77	112
Other traffic management schemes	TM3	934	269	253	16
Urban 20mph zones	TM7	25	25	0	25
Other urban traffic calming schemes	TM9	131	131	78	53
Other rural traffic calming schemes	TM10	12	12	0	12
New of improved footways	WA1	974	887	418	469
New of improved pedestrian / cycle bridge	WA5	29	28	15	13
Other walking schemes	WA6	167	161	129	32
Military Road	MM3	481	481	38	0
Undercliff Drive	MM3	867	867	0	867
Ryde Public Transport Interchange	IN5	956	956	386	520
Newport Pedestrianisation	TM3	42	42	0	0
Brading Traffic Plan	TM7	39	39	0	0
Military Road	MM9	87	87	0	0
North Walk	MM1	11	11	0	0
Ventnor	RD9	1,065	1,065	0	0

LTP-F4: Actual and proposed use of LTP integrated transport block and maintenance funding (for actual and indicative allocations respectively)

Forms only required up until 2006/07 as per Local Transport Plans, Technical Guidance.

Schemes Type		Code	Unit of Data	2005/06	2006/07
Bus priority schemes (excluding signalling)					
Quality bus corridor/showcase route schemes		BL1	Number	0	0
		BL2	Km	0	0
Busways / bus lanes		BL3	Number	0	0
		BL4	Km	0	0
High occupancy vehicle (HOV) lanes		BL5	Number	0	0
		BL6	Km	0	0
Other bus priority schemes		BL7	Number	0	0
Guided bus schemes					
New guided bus schemes		BG1	Number	0	0
		BG2	Km	0	0
Bus infrastructure schemes (excluding interchanges)					
New bus stops		BI1	Number	7	0
Bus stops with travel information		BI2	Number	0	0
Improvements to existing bus stops		BI3	Number	27	32
Other bus infrastructure scheme		BI4	Number	1	1
Light Rail (including tram and other rapid transit systems; excluding interchanges)					
New light rail line (excluding line extensions)		LR1	Number	0	0
		LR2	Km	0	0
Light rail line improvements (including track dualling and line extensions)		LR3	Number	0	0
		LR4	Km	0	0
Additional capacity (vehicles)		LR5	Number	0	0
Other light rail schemes		LR6	Number	0	0
Public transport interchanges					
Single mode interchanges	(new)	IN1	Number	0	0
	(improvement)	IN2	Number	1	0
Public transport interchanges at airports	(new)	IN3	Number	0	0
	(improvement)	IN4	Number	0	0
Multi-mode interchanges	(new)	IN5	Number	0	0
	(improvement)	IN6	Number	0	0
New dynamic information systems at interchanges		IN7	Number	0	0
Park and ride					
Park and ride (bus/road related)	New scheme	PR1	Number	0	0
	Extensions to existing schemes	PR2	Number	0	0

Schemes Type		Code	Unit of Data	2005/06	2006/07
Park and ride (rail related)	New schemes	PR3	Number	0	0
	Extensions to existing schemes	PR4	Number	1	0
Cycling schemes					
Cycle tracks		CY1	Number	1	1
		CY2	Km	1	1
Cycle lane		CY3	Number	1	0
		CY4	Km	1	0
New advanced stop lines		CY5	Number	0	0
New cycle parking facilities		CY6	Number	15	10
Other cycling schemes		CY7	Number	0	0
Walking schemes					
New or improved footways		WA1	Number	52	51
		WA2	Metres	3376	7549
Pedestrianisation		WA3	Number	0	0
		WA4	Metres	0	0
New or improved pedestrian/cycle bridge		WA5	Number	1	7
Other walking schemes		WA6	Number	9	3
Travel Plans					
Local highways authority site travel plans		TP1	Number	0	0
Shire district travel plans		TP2	Number	0	0
School travel plans		TP3	Number	16	14
Further/higher education establishment travel plans		TP4	Number	0	0
Hospital travel plans		TP5	Number	0	0
Employer travel plans		TP6	Number	0	0
Local safety schemes					
Schools implementing first safe routes schemes		LS1	Number	8	3
Other sites implementing 'safe routes' schemes		LS2	Number	0	0
Schemes which include CCTV		LS3	Number	0	0
Schemes which include new street lighting		LS4	Number	2	2
Other safety schemes		LS5	Number	33	11
Road crossings					
Toucan or puffin crossings		RC1	Number	1	0
Other signalled crossings		RC2	Number	16	3
Other unsignalled crossings		RC3	Number	117	43
Underpass replacement		RC4	Number	0	0
Traffic management and traffic calming (excluding CCTV cameras)					
Urban traffic control (instations)		TM1	Number	2	2
Signalling/signal upgrading (outstations)		TM2	Number	10	7
Other traffic management schemes		TM3	Number	5	1
Home zones		TM4	Number	0	0
Quiet lanes		TM5	Number	0	0
Clear zones / low emission zones		TM6	Number	0	0

Schemes Type		Code	Unit of Data	2005/06	2006/07
Urban 20 mph zones		TM7	Number	0	1
Rural 20 mph zones		TM8	Number	0	0
Other urban traffic calming schemes (excluding home zones)		TM9	Number	4	3
Other rural traffic calming schemes (excluding quiet lanes)		TM10	Number	0	1
Local road schemes (excluding trunk roads)					
New rural bypass		RD1	Number	0	0
		RD2	Km	0	0
New relief road or urban ring road		RD3	Number	0	0
		RD4	Km	0	0
New or improved access roads with specific regeneration or social inclusion benefits		RD5	Number	0	0
		RD6	Km	0	0
Road dualling and widening schemes		RD7	Number	0	0
		RD8	Km	0	0
Road realignment schemes		RD9	Number	8	2
		RD10	Metres	848	1145
New junction or junction improvement schemes		RD11	Number	25	12
Other local road schemes		RD12	Number	0	0
Miscellaneous					
Other schemes (using LTP integrated transport block funding)		OS1	Number	0	0
Maintenance Schemes					
Footway maintenance schemes		MM1	Number	43	5
		MM2	Metres	5063	632
Carriageway maintenance schemes		MM3	Number	48	14
		MM4	Km	24	16
Noise reducing road schemes		MM5	Number	0	0
		MM6	Km	0	0
Strengthening to carry 40 tonne vehicular loading		MM7	Number	4	0
Structural maintenance and enhancement of existing highway structures		MM8	Number	27	4
Other schemes (using LTP capital maintenance funding)		MM9	Number	14	8

Appendix D : Maintenance Data – Summer 2007

Latest Available Carriageway and Footway Condition Data from 2006/07 BVPI Surveys

Indicator	Best Value Performance Indicator	Value
Principal Road Condition	BV 223	17%
Non-principal classified road condition	BV 224a	29%
Unclassified road condition	BV 224b	36%
Categories 1, 1a & 2 footway condition	BV187	30.7%

Latest Bridge Data

Year in which work is required	No. of bridge requiring strengthening of >£50,000	No. of bridges requiring major maintenance of >£50,000
2008/09	1	25
2009/10	1	25
2010/11	2	5
Total no. of bridges (>1.5m span) as at 31 March 2006		123

Where an authority advises a change in its total number of bridges (>1.5M span) from that reported in 2006/07, they will need to advise DfT of the reason for this change.

Latest Street Lighting Data

Total number of columns over 40 years old	345
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Note that this figure should be the same as the total number of columns (of all types) over 40 years old shown on the latest of your Annex A lighting inventory.