

# Executive Summary

## Introduction

**This section gives a brief overview of our Local Transport Plan (LTP). It explains the way in which the Plan was developed in partnership with transport users, transport operators, the public and a broad range of groups and organisations.**

It explains how the document is built on the solid foundations established through the development of the Provisional Local Transport Plan (PLTP) and the way in which the document has evolved since the submission of that Plan in July 2005.

It gives details of recent improvements to Council direction and focus, how ongoing consultation, plus the development of the Local Development framework (LDF) "Island Plan" and the process of the carrying out the Strategic Environmental Assessment (SEA) has helped shape this Plan.

## Background

**This Local Transport Plan (LTP) is the second five-year LTP produced for the Isle of Wight and covers the years 2006-2011.**

The Plan sets out the long-term transport vision and five year strategy for transport on the Island. It seeks to build on the good performance demonstrated in the first LTP (LTP1) and explains how we will address our transport priorities by delivering environmentally sound schemes and improvements, taking account of national, regional and local plans and policies.

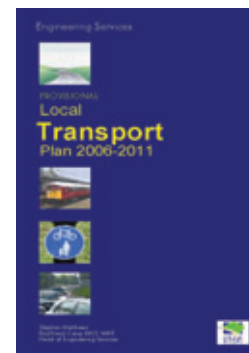
## Working in partnership

The Council recognise that we can only deal effectively with our transport problems by working in partnership with those people who are involved with travel and transport both from a user and operators point of view.

This Plan has therefore been developed using a consultative approach involving a broad range of consultees including transport users, motorist groups, transport operators, Town and Parish Councils, environmental experts and the public at large. This process was started with the production of the Provisional Local Transport Plan (PLTP), the contents of which was based on wide ranging consultation and the outcomes of a series of internal and external workshops involving a broad range of partners and consultees.

## Taking account of changes

This LTP has continued this process and is based on the sound footings achieved through the PLTP and has been further refined to take account of a number of recent developments, including the results of ongoing consultation and up to date information received.



This final Plan is therefore based on what the Government described as the “good solid foundations” established in the provisional plan and takes account of the following additional factors:

- Improvements to Council delivery and focus through the “Aim High” Agenda.
- Emerging Local Delivery Framework (Island Plan) and the transport input into that plan.
- Improvements made as a result of the Strategic Environmental Assessment (SEA) carried out into this Plan and the Island Plan (LDF).
- Wide ranging consultation carried out following production of the PLTP.
- Development of the Local Area Agreement (LAA).
- Recent revisions to parking charges.
- Introduction of 50p “Student Rider Ticket”.
- Development of our Accessibility Action Plans.
- Revisions to our implementation programme to reflect the reduction in Government funding for our Integrated transport schemes (Road safety, public transport, walking and cycling).
- Ongoing work with our Solent Transport Partners.

## Improving our performance and delivery

**As a key element to driving improvements and regeneration, the Council is looking to improve its performance and delivery and by reshaping its focus will make its resources work harder and help the Council to be more effective and efficient as a result.**

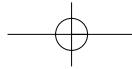
This is being achieved by establishing a single set of priorities and issues, which will then be delivered in a focussed and coordinated way.

Our four key priorities are now:

- Children and young people.
- Safer and stronger communities.
- Health and older people.
- Economic development.

These now run through our main areas of delivery and are reflected in the following areas:

- “Aim High” the Council’s own Change Management Plan.
- The Council’s own corporate structure.
- The Local Area agreement (LAA).



## Aim High - an Agenda for Change

The Council is looking to improve its delivery and effectiveness through the development and implementation of its "Aim High" - Change Management Plan. It is recognised that our local community expects the Council to be a high performing and cost effective authority and the "Aim High" agenda establishes the method by which we will improve our local service standards, whilst at the same time ensuring the best possible value for money.

In order to deliver its vision the Council has determined that it will focus its own resources and other mechanisms to deliver measurable outcomes for its community across the four outward looking objectives established through the Local Area Agreement.

In addition to Children and Young People, Safer and Stronger Communities, Health and Older People and Economic Development, the Council has also identified a fifth, more inward-looking objective. This is:

- **To be a high performing, cost effective Council.**

The Council is delivering this agenda by adopting a community leadership approach identified as best practice by the Audit Commission. The 3 key methods by which we are delivering our effective Council delivery are therefore:

- **Local democratic leadership.**
- **Leadership through partnership.**
- **Communities leading themselves / community development.**

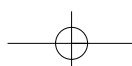
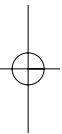
The delivery of this LTP and the associated improvement of local transport is a fundamentally important part of the "Aim High" agenda and is integral to that process. The improvement of our transport infrastructure, our success in delivering our PFI bid and regeneration of the Island and its economy are recognised as common threads within "Aim High" and this LTP.

Further details of "Aim High" and how the Council is looking to improve delivery are included elsewhere in this document in Section B - "Transport in the wider context." Details of Aim High can be found at [www.iwight.com](http://www.iwight.com)

## Local Area Agreements

Island Futures, the Local Strategic Partnership is leading the development of the Island's Local Area Agreement (LAA) and the Council is playing a pivotal role in this and will act as the accountable body.

The LAA will effectively become a contract between the Island and the Government that identifies our broad priorities and key goals and agrees targets for nominated indicators, the delivery of which will ensure achievement of the priorities.



As the Local Area Agreement develops it will offer the clear potential for improved allocation of resources towards the identified priorities but both nationally and locally it is likely that this will be an evolving process, with many barriers to be overcome.

Our LAA programme is structured around the same 4 key themes, which are now driving our "Aim High" agenda. By working in this way, the delivery of the LAA will help coordinate and focus our local delivery.

### Delivering regeneration

Engineering Services has also undertaken a major organisational review. This has been done to reflect the needs of our service, help deliver Regeneration, the development of our PFI bid, support the Local Area Agreement, and ensure integration with the Area Investment Framework (AIF).

Further consideration is currently being given (February 2006) as to how we can ensure regeneration can be delivered on the ground. This will no doubt involve the establishment of a "Matrix Management System" where key skills are brought together to deliver key projects.

### Ensuring effective management

We are now delivering our transport improvements using ISO9001 and our priority ranking system, which as well as ensuring compatibility with the shared priorities agreed between the Local Government Association (LGA) and Government, also ensures that best possible value for money decisions are taken. Details of the priority ranking system are included in this Plan in Section K - "Effective Management" and a copy of the priority ranking form included in Section M - "Investment Programme."



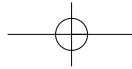
The Council's Corporate Performance Assessment (CPA) inspection has indicated the authority to be "fair" with a score of 2 out of 4. The highway function was considered as part of the Environment Service and we contributed to a score 3 out of 4. It is hoped that the approach taken by this Council to improving transport, as explained in this LTP, will further demonstrate improvements in this area. Details of our CPA performance can be found at [www.audit-commission.gov.uk](http://www.audit-commission.gov.uk)

## Plan preparation - process and consultation

**The Provisional Local Transport Plan (PLTP) was prepared during the spring of 2005, using consultation and discussions with a broad range of transport operators, transport users and others. The formulation of this final plan has been further refined through the continuation of this ongoing consultation/ partnership process.**

### Partnership and consultation

This process has involved structured workshop meetings and discussions with a number of groups and organisations including the Quality Transport Partnership (QTP) which is comprised of the key stakeholders from the bus, train, ferry, taxi, and freight operators plus representatives from motoring, business, motorcycle, cycle, bus and environmental groups.



A number of topic-based workshops with partners from health, education, economic development, planning and environment were also used to consider each element of the shared priority. We have subsequently extending these discussions to help inform the local picture as part of the accessibility planning work carried out as part of the development of this final Plan.

The Council sought to make the PLTP as widely available as possible and over 350 copies of the Provisional Plan were distributed to a broad range of partners and consultees. Copies were also made available at libraries and customer information points. It was also posted on the Council's website at [www.iwight.com/transport](http://www.iwight.com/transport) (see "access to information"). The comments received as part of this process have helped shape the final Plan.

## Establishing the vision

Our long-term transport strategy is based on extensive consultation and discussions carried out as part of the development of a number of existing and emerging Plans and Policies. These are:

- **The Aim High agenda.**
- **The Long Term Transport Vision, which developed as part of the Best Value Review of transport on the Island.**
- **The emerging LDF - "Island Plan".**

The Best Value Review of Transport used to develop the longer term strategy was compiled through discussions with transport operators, transport users, Town and Parish Council's business groups, the Quality Transport Partnership and representatives from Health, Education, Social Services and the voluntary sector.

## Ensuring synergy

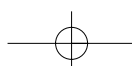
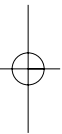
The resulting longer-term transport vision was adopted by the Council and agreed by the Local Strategic Partnership (LSP). This vision has been used to inform the development of the "Island Plan" - the emerging Local Development Framework (LDF).

This Plan has been developed in parallel with the "Island Plan". Although they are being developed to slightly different timetables, the two plans already share common elements - such as work on accessibility planning and as mentioned above, the Strategic Environmental Assessment (SEA) which is being carried out for the Council by the same consultants.

## Delivering our key priorities

This Plan seeks to deliver a number of key priorities agreed between the Government and the Local Government Association (LGA). The shared priorities for transport include improving accessibility, reducing congestion, pollution and improving road safety and air quality.

The Council has taken the opportunity to broaden these topics to include important local issues of "economic prosperity and regeneration", which is a key theme in our "Aim High" agenda and is a fundamentally important issue if the Island is to prosper over the next 20 years.



We have also added "effective management," which explains our progress towards the submission of our PFI bid and will help ensure the necessary transport improvements are carried out efficiently and effectively and represent best possible value for money.

The Island's environment is one of our most important and valued assets and is considered in this Plan alongside improving air quality.

## Transport and the Environment

The Council recognises the importance of the natural and built and environment, both in terms of the global significance and the need to protect and enhance sites, buildings and areas, but also in terms of the importance with regard to "quality of life factors" and the enjoyment of those who live on or visit the Island.

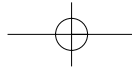
It is recognised that transport, both provision of infrastructure and operation can impact on the environment and the Council has commissioned consultants to produce a Strategic Environmental Assessment (SEA) to assess what impact the LTP will have and put in place a monitoring regime to assist continued compliance. We have deliberately chosen to employ the same company who are carrying out the SEA for the LDF. This will help ensure that the environment and any potential impact is considered at every stage of the transport planning process. It also ensures the compatibility between these two key strategic Plans.

The development of the SEA has allowed us the opportunity to review the way in which we consider how transport impacts on the environment and Section E and Section I - "Air Quality and the Environment" have both been extensively revised since the production of the Provisional Plan so as to take account of the comments received. This section has been revised taking into consideration the valuable and welcome input from colleagues in AONB, Countryside - including the Ecology Officer, LA21 Officer, English Nature and others.

## Working with our Cross Solent Partners

The Island is reliant upon maintaining and improving our links to and through Hampshire and the Solent Ports. The Council recognises the importance of working with our Solent Transport Partners and we have been pleased to be part of the Solent Transport - Joint Officer Working Group that has helped prepare the Solent Transport Sub Regional Strategy.

Regular officer group meetings have taken place with the neighbouring authorities from the Solent Transport Group, which includes Hampshire, Southampton and Portsmouth City Councils. These meetings, plus additional workshops with Hampshire Economic Partnership and Portsmouth City Council have helped share best practice and inform the wider picture. The importance of the Solent Transport Area and links to that area are discussed in Section B - "Transport in the Wider Context". A copy of the Solent Transport Sub Regional Strategy is included as an Annex to this Plan.



## Building on our success

**The Council is looking to build on the success achieved during the period of the first LTP. We are pleased to report success in achieving the bulk of our LTP targets, all of which have achieved a challenging “stretch” in our delivery.**

The Council recognises the importance of building on success and where possible is happy to share best practice in those areas where we have some expertise.

### National Transport Award

The Council has chosen to try to achieve the challenging national cycling target (which has since been abandoned) - three years earlier than required. The numbers cycling are improving locally. We have achieved two out of our three targets and having achieved 70% of the third are on course to achieve reward funding. Our good work was recognised by the English Regional Cycling Development Team (ERCDT) and we received an award as the “Most improved highway authority in the South East for cycling, 2004.”



Our continued improvement in this area been recognised by the Robert Gordon University: The Centre for Transport Policy and the Council received the Local Authority National Cycling Award, which was presented at the National Transport Awards in London in June 2005.

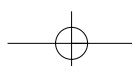
The Council is hoping to achieve a National Transport Award again in 2006, this time for its innovative partnership approach to delivering School Travel Plans.

### Coastal management

The size, location, geology and topography of the Island make it particularly vulnerable to the impact of changing climatic conditions. Several key sections of the Island’s coastal roads have been badly affected by erosion and landslip over a number of years and the experience gained from dealing with these issues has helped make us a highly regarded centre for ground stability and coastal management issues.

We have been pleased to share our knowledge and experience in these areas and in May 2002 hosted an international conference entitled “Instability Planning and Management”, attended by over 180 delegates from over 30 countries.

The importance of coastal management has been further highlighted through the development of the SEA of this plan. We will as a result, be working with English Nature and others to see how we can address the issues of coastal management - coastal erosion and climate change, in terms of the impact with relation to transport infrastructure and accessibility. We will be commissioning a study to help better understand the issues and how we can manage the longer-term implications, in particular the implications of the Marine Bill and will be also be hosting an International Conference on Climate Change and Landscapes in May 2007.



## Rights of Way Improvement Plan

The Council was the first and to date remains the only local authority to achieve the National Target for Rights of Way, which requires that all of our 827 kilometres of rights of way network is “legally defined, properly maintained and well publicised.” This Plan recognises the importance of maintaining and improving our ROW network for transport as well as recreational and tourist use.

The Provisional Plan included a copy of our Draft Rights of Way Improvement Plan. The Draft Plan was very well received by consultants acting on behalf of DEFRA and has been revised further to take account the points made by them and others including the Ramblers Association. A copy of the final Rights of Way Improvement Plan is included as an Annex to this Plan.

## Transport and the bigger picture

**Transport is one of the most important parts of our everyday lives. Everything we do relies on transport. It allows people to move around, get to school, get to work, go shopping, participate in sport and leisure, yet it is often the thing we think of last. The journeys that we make and how things get to us - such as deliveries, and the impact of these journeys on the local and global environment are often never considered at all.**

This Plan seeks to place transport in the wider picture and shows the links between transport and other quality of life issues. The Plan takes account of national and regional policies and strategies and recognises our unique Island situation, in terms of population, economy, employment, health and education. It acknowledges the importance of maintaining good cross Solent links and the role of the “Solent highway,” in terms of accessing the Island for tourism and getting to the mainland for specialist health care, education and training.

It is a Plan for the Island with locally set targets, which will be monitored in Progress Reports.

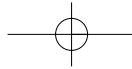
### A better deal for all travellers

The Plan seeks to increase travel choice for all sections of the community, including those with particular transport needs and mobility issues. The Plan recognises the importance of travel by car, particularly for those in rural areas where alternatives may not be easily available or viable.

We are working with our Quality Transport Partners to help create an integrated and sustainable transport network, where journeys are simple, convenient and integrated and the mode of travel can fit the journey.

The Council has sought to improve on the National free bus travel for those age over 60s scheme and has by working in partnership with local operators extended this to include support for both local bus and rail services and is able to offer it without any time limitations.

We have also improved access to public transport for the younger age group. Travel by rail and bus is now free for those up to 5 years old and scholars in full time education, age 5 to 19 are now able to make single journeys on the Island by bus or train for just 0.50p. In addition the Council is also looking to introduce next year (2007) a £1.00 flat a fare for Island residents. This will, by adding to



the other discounts currently available, mean that all Island residents will be able to take advantage of discounted travel on public transport, both bus and rail, for journeys on the Island.

## Island Issues

**The Isle of Wight is predominantly rural in nature, with the main town at its centre and a number of smaller peripheral towns on the coast. There are some clear distinctions between us and many other areas. That we have a dispersed population means that we experience problems of a similar nature to other rural areas, the fact that we live on an Island with a limited and crumbling road network sets us apart and gives us a particular set of challenges and opportunities.**



The Island shares many characteristics with the wider South East Region, such as a growing population, strong economic growth performance and a reliance on the public sector. The Island is however unique and beneath the headline statistics are a number of particular characteristics that set the Island apart from the remainder of the Region. These are:

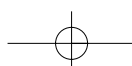
- **A large retired population.**
- **Retailing and the public sector - in particular health dominate the service sector activity on the Island. This is more so than the rest of the South East.**
- **Prosperity - based on measures such as wages, productivity, educational attainment, economic activity as measured by Gross Value Added (GVA) per head and unemployment is below the regional average.**

## Population

Over the last decade the Island has experienced strong population growth. The average annual population growth of 0.8% exceeded that of the South East and was more than twice as fast as that recorded for the UK as a whole.

The Island also witnessed a rapid growth in working age population over this period, which has resulted in this share of the total population rising from 55% in 1994 to 57% in 2004. The Island remains a popular place to retire, and the demographic profile of the Island remains heavily skewed towards the older age groups.

The population of the Island is predominately based in settlements around the coast, with Newport the capital town located at the centre of the Island. The shape of the Island, location of towns and resulting road layout means that most roads radiate out from Newport, similar to the spokes on a wheel. Problems associated with our limited road network are discussed in Section C - "Transport issues and opportunities"



The Plan therefore must take account of the Island's particular demographic make up, the problems and opportunities posed by being an Island, higher levels of unemployment and the particular needs placed on our transport infrastructure by tourists, primarily during the summer months.

## Economy and regeneration

Recent data suggests that the island's economy is starting to perform well compared to that of the South East. The continuing growth in population and ongoing interest in retail construction has had a positive impact at the local level and sectors such as construction; business services and retail development have provided a significant boost to the Island's economy.



Employment growth over the last five years has increased. The non-manufacturing sector provided the bulk of job creation with construction, business services and retailing performing particularly well. Recent growth patterns have witnessed a shift in the Island's industrial composition. Business services and retailing have increased the share of the economy while hotels and catering now accounts for a smaller proportion of the local economy than it did in the 1990s.

Despite the shift in industrial composition it is recognised that tourism continues to provide the Island's economy with a much-needed boost during the summer period. This brings with it a particular set of transport related problems and the influx of visitors particularly in the summer months, brings with it particular pressures on our transport infrastructure with implications in terms of congestion and pollution.

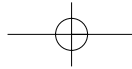
The location of new employment uses and operation of the Island almost as a single retail unit, has helped increase job opportunities and expand retail choice, but at the same time created an increase in the number of journeys required to take advantages of these new opportunities. Section G - gives details of how transport is an integral part of our "economic prosperity and regeneration" and Section M "Investment Programme" sets out how improving local transport is a key part of delivering the Island Plan and our Area Investment Framework (AIF).

## Improving accessibility

Access to services and facilities is an important factor on the Island. The Census indicates that the older "retirement" age groups are more concentrated in the towns nearer the coast and in rural areas, whilst the younger age groups tend to live in the urban areas.

Access to transport is an important issue for those who live in the more rural parts of the Island and some 26% of households do not own a car and nearly 60% of people within car-owning households do not have access to that car during the working day.





The recent Census shows that there is a slightly higher incidence of people walking and cycling to work than occurs nationally - cycle 3.0% (IW) 2.8% national and on foot 16.7% (IW) compared to 10.0%. Yet at the same time local surveys show that at peak time nearly 80% of cars entering Newport are single car occupancy vehicles whilst the 2001 Census indicates that nearly 60% of journeys on the Island are less than 3km (2miles) in length.

Compared to other similar rural areas the Island has a very good bus service, which helps get children to school and is popular with tourists, but public consultation would tend to show that travel by bus can be expensive to use, especially for single or occasional journeys. This is all changing. Organisational, routing and timetable proposals recently introduced by the local bus operator will help establish the framework to compete with the car. Our free fare for those aged over 60 and 50p student ticket will help complete the picture.

We will be using this Plan and work with our partners to help improve accessibility through a planned and structured approach. This is set out in our Accessibility Strategy and detailed in our Action Plan included in Section F of this Plan.

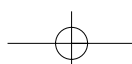
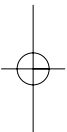
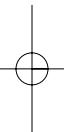
### **Improving transport choice and availability**

The Island has a limited transport infrastructure with often narrow roads and historic urban street patterns. The shape of the Island and location of towns and villages means that all roads lead to Newport. The width and route of our roads means that we have very few options in terms of improving traffic priority or providing route segregation.

Local traffic congestion is perceived by many as a growing problem, particularly at peak commuting times, during school holidays and the holiday season when the influx of tourists means that the Island's population almost doubles. Traffic hold ups can be exacerbated when roads have to be closed for essential maintenance and repair and traffic diverted on to other, often already heavily used, minor roads. Problems also regularly occur during inclement weather when the attraction of our beaches and countryside is reduced and visitors and Islanders turn to shopping and other pursuits for recreation. Further details of how we intend to deal with these issues are included in Section J of this plan - "Tackling Congestion".

This Plan recognises that we have to make the best of what we have and by targeting work and improving our management techniques, seek to achieve the possible best value for money options. Working with transport operators and others can help improve transport choice and availability and the Plan seeks to improve access and reduce congestion, improve road safety and air quality through improved coordination, traffic management, as well as longer term planning, publicity and training.

We are looking to improve access in a number of key areas and have by using "Accession" and structured workshops and discussions further defined our accessibility strategy and established a clearly defined "Accessibility Action Plan" for delivery in the first year. Our five year strategy sets out how we will be improving accessibility through our phased programme of improvements.



## Conserving and enhancing the environment

The quality of our built and natural surroundings can have a positive influence on our quality of life. A number of the Island's settlements can trace their origins back to their roman and medieval origins and the Island can boast a richly diverse countryside, half of which is designated as an Area of Outstanding Natural Beauty (AONB). The Island exhibits a great diversity of geology for such a small area and is as a result considered to be of outstanding geological significance. The Island boasts 15 sites of "Special Scientific Interest" which have nationally important geological and or geomorphological features. Some of the Island's exposed rocks are over 120 million years old and as a result the Island is one of the richest sources of fossil and dinosaur bones in Europe. The Council is currently considering making an application for European Union (EU) "geopark" status.

It is recognised that transport can have an impact on the environment on a range of levels and it is important to ensure that this impact is reduced as far as possible. We know from consultation carried out as part of the preparation of this plan and other documents that protecting our local environment is very important for those who live here and visit the Island. The Plan has been developed to take account of the broadest range of environmental issues and the contents of this Plan, its strategic approach, planned schemes and outline bids have been tested against a Strategic Environmental Assessment (SEA). Details of which are included in Section D, Section I and as an Annex to this Plan.

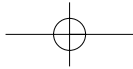
Although the levels of pollutants identified on the Island are not sufficiently high to require the establishment of any Air Quality Management Areas, the Plan seeks to retain this balance and includes measures which will help maintain the current air quality levels and monitor air quality. These include, reducing the need to travel, making the best use of our existing transport network, increasing travel choice, reducing the cost of travel by public transport, improved transport coordination and traffic management so as to help maintain the free flow of traffic and reducing congestion. Details of how we are looking to improve local air quality and conserve and enhance the environment are included in Section I of this Plan.

## Developing smarter choices

The way in which we work, how often we must travel and by what means we make those journeys can all have a major influence on our quality of life.

This Plan recognises the importance of supporting smarter choices through a range of mechanisms including workplace and school travel plans. Reducing the need to travel and improving transport choice can help encourage travel by sustainable means and forge the essential links between transport and a range of other issues, such as health, safety, education, sport and recreation.

The Council has been keen to develop and foster strong partnership working with national and local groups and organisations including Sustrans, Cycling Touring Club (CTC) and CycleWight. Details of this work, opportunities and progress in this area is included in our Smarter Choices strategy which is included as an Annex to this document.



## Improving travel choice

Our implementation plan has been framed to help make the best of our existing transport network, whilst at the same time improving travel choice by making travel by public transport on foot and cycle, easier, safer and more convenient. The Island boasts an extensive rights of way network and our Rights of Way Improvement Plan (ROWIP) recognises the importance of using this network for transport purposes - not just for recreation and leisure. The final ROWIP has been developed to take account of the comments received and a copy of this document is included as an annex to this Plan.

The Council has adopted a coordinated approach to the development of school travel plans, safe routes to school initiatives, cycle training and promotion. The result is that we have actually seen the numbers cycling to work and school increase, contrary to national trends. We have extended this approach and by working with schools and the healthy schools initiative, are supporting measures, which are now leading to cycling introduced into the school curriculum as part of physical education.

This Plan seeks to develop this work further over the plan period and our first accessibility Action Plan seeks to improve accessibility, safety and ensure modal shift by working with a range of partners in the Carisbrooke Area. Details of this scheme are included in Section F of this Plan.

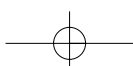
## Effective Management

**The Council recognise the importance of making the best use of the available transport facilities and network. The establishment of a Transport Manager and the resulting improved coordination of street works and road closures and diversions is helping to keep traffic flowing, maintain accessibility and reduce congestion and potential for pollution.**

## Improving the condition of our highway infrastructure

The Council recognises the importance of maintaining the condition of our local highways, particularly when considering their importance in terms of maintaining accessibility for road users, buses, carrying freight, cycling and walking.

We will employ engineering solutions including necessary improvements to the highway, variable message signing and real time information, where these measures will increase transport choice and accessibility for all road users and improve the opportunities to walk, cycle and improve travel by public transport. However the situation has now reached a level where without engineering intervention some of our most important roads may deteriorate to such levels where they may need to be closed for safety reasons, with a "knock on" effect on the remaining network and resulting impact on accessibility, congestion, the economy of the Island, road safety, health, air pollution and impact on the environment.



## Supporting Regeneration

It is recognised that the Island's 826km (513 miles) of roads are some of the worst in the country and many have a residual life of less than 10 years. Public consultation carried out as part of the development of the Community Plan, Local Agenda 21 strategy, first LTP (LTP1) and the most recent Best Value inspection of the Highways service, highlighted the concerns regarding the poor condition of our local roads.

Whilst recent work has helped improve the ride quality of some of our strategic routes which link the main towns, the condition of our roads is now adversely affecting community safety, access to services and confidence to invest in the future.

## Investment through a PFI

A detailed analysis and studies carried out over the last two and a half years confirms that Highways Maintenance Private Finance Initiative (PFI) is the only solution that can address a problem of this scale and this has been validated by an independent gateway review carried out by the 4P's. The development of our Transport Asset Management Plan (TAMP) will help inform this process.

Constructive discussions have already taken place with Government Office for the South East (GOSE) and Department for the Transport (DfT) and details of our progress on this issue and how, if successful a PFI bid would impact on our delivery programme are considered in both the Section M - "Investment Programme" and Section K - "Effective Management".

## Targets and monitoring

### Targets

This Plan has been developed through extensive consultation, discussions and structured workshop meetings with both our Island and Solent partners. Our targets have been developed as a result of this process and as required relate to "outcomes" - real and measurable improvements in the quality of life and quality of transport services, rather than "inputs" or "outputs" which are the methods, policies or number of schemes through which those improvements are delivered.

The Council has chosen to adopt a set of challenging but realistic targets on which our local performance can be measured. Whilst each of our targets builds on the achievements and experience established through LTP1, we have struggled to establish a set of realistically achievable maintenance targets that can fit with the Governments requirements to achieve "no overall deterioration", yet at the same time fully recognise the very poor condition of our roads and the pressing requirement to secure the millions of pounds required through our PFI bid to tackle the problem. Caught as it were "between a rock and a hard place" the Council has had to include a set of realistic and honest targets for this area. Our maintenance targets therefore reflect the problems associated with our deteriorating highway infrastructure and the impact that a successful PFI bid would have. Our targets are included in Section N - "Performance Indicators".



## Delivering the shared priorities

The Government and Local Government Association (LGA) agreed in July 2002 a set of “shared priorities” for delivering better outcomes, including increasing accessibility, reducing congestion and pollution, improving health and livability issues and the content of the plan, its targets and implementation programme reflects these priorities.

The targets included take into consideration a number of factors including the unique transport circumstances of the Island, our past performance, financial constraints and ability to deliver or influence delivery. The Council works closely with colleagues in neighbouring authorities represented in Solent Transport - Hampshire County Council, Southampton and Portsmouth City Councils and the South East Counties Service Improvement Group (SECSIG), which includes Buckinghamshire, Kent, Surrey and West and East Sussex. We have also welcomed an approach from Blackpool to become a member of a benchmarking group. These discussions have allowed us to compare and contrast our targets with a range of authorities and we consider the targets contained in this Plan are both realistic and stretching.

## Delivery and implementation

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**The Plan demonstrates how we will achieve our targets and objectives and how these will contribute to the wider vision and policies for improvement and development.**

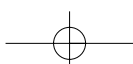
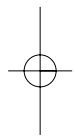
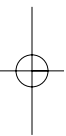
### Adopting a priority ranking system

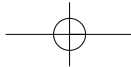
The delivery and investment sections (Sections L and M) identify and prioritise the schemes for delivery during the five-year period. These have been chosen using our prioritised ranking system, a copy of which is included later in the document and takes into consideration how those schemes will be delivered and whether they represent the best value for money solutions.

### Transport and regeneration

Our investment programme has been developed to take into consideration the ongoing economic regeneration of the Island. It takes full account of the emerging Island Plan and Area Investment Framework (AIF) priority areas identified by the Economic Partnership and Local Strategic Partnership (LSP).

The Island Plan establishes the planned phasing of development and Sections D and L explain how this fits with our LTP programme.





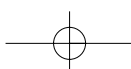
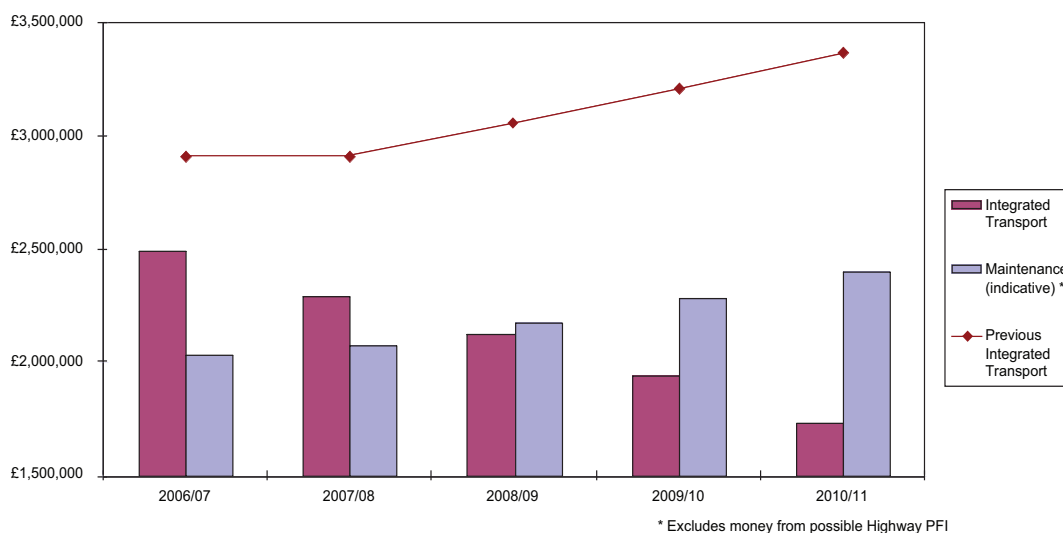
## Cuts in Government funding

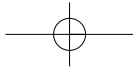
Our implementation programme is based upon the latest "planning guideline" (the potential level of government funding available) and we have tailored our delivery programme to fit these funding limits.

As a comparatively small Unitary Authority, the Council was enormously disappointed to note the result of the Government's revised method of calculating the amount of money this authority would have available to spend on integrated transport schemes. These schemes, which include methods to improve road safety, traffic calming, safe routes to schools, cycling, walking and public transport initiatives are an important part of our delivery programme and there can be no doubt that these changes, which over a five year period amount to an almost 50% cut in spending in this area, will have a detrimental impact on this Council ability improve local transport and hit our desired targets.

Our implementation programme has therefore been revised to take account of the reduction in government funding available and have re-evaluated our delivery in line with these cuts and re-assessed the SEA to take account of any necessary revisions to schemes. The graph below illustrates the money we now have available for integrated transport and maintenance allocations compared to previous planning guideline.

**Integrated transport and maintenance planning guideline**





## Monitoring and evaluation

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**The Council recognises that our performance will be monitored every year and we will produce Progress Reports as required clearly setting out our targets and trajectories relating to transport. These include both mandatory targets as required by Government and a set of local targets, which we feel are appropriate, realistic and stretching for the Island. Details of our investment programme and performance indicators are included in Sections M and N of this Plan.**

We have included in Section O of this Plan an LTP assessment form based on Annex C of the LTP guidance issued by DfT. This “checklist” sets out the criteria by which the Plan will be marked by DfT, whether we have covered the issue in question and a reference to where in the Plan the topic is included.

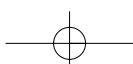
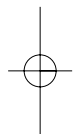
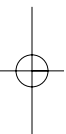
## Reviewing and maintaining this plan

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**Section 109 of the Transport Act 2000 places a duty on local authorities to keep their LTPs under review and alter it if they consider it appropriate to do so. The Council welcomes this flexibility and has deliberately chosen to produce this plan, in a way that by using sections and page numbering, it will allow us if necessary to revise and update sections and take account of any relevant and significant changes, such as the development and finalisation of the emerging LDF “Island Plan”.**

## Consultation and information

The Council will discuss any potential changes with the DfT, GOSE our external partners, wider public, groups and organisations and will consult as necessary as part of this process. The Council will make the best possible use of the Council’s web site [www.iwight.com](http://www.iwight.com) and other information and consultation processes, so as to make these changes easily accessible and widely available as possible.



Executive Summary