

M. Investment Programme

M.1 Introduction

This section gives details of the method by which our transport strategy will be delivered across the Island. The timing of this Plan means that we now have the opportunity to use this process to help support the delivery of the emerging Island Plan, as well as maximising the opportunities to generate inward investment through the Local Area Agreement (LAA) and Area Investment Framework (AIF) process.

We are aware that the Integrated Transport element of Government funding has been reduced and we will have to make the very best use of any funding that is available to us.

M.2 Targeting our investment

Our transport spending will:

- Help maintain our transport infrastructure.
- Help deliver the shared priorities and achieve our LTP targets.
- Support regeneration through the “Island Plan” and other strategies.
- Help deliver our local priorities.

M.2.1 Developing our PFI bid

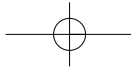
We will be using our maintenance money to help maintain our highways as best we can. The Council recognises that the funding available through this process is insufficient to address the backlog in maintenance and are currently preparing a PFI bid to secure the necessary funding to help provide a permanent solution to the problem.

M.2.2 Major bids

The Council is looking to support regeneration by improving accessibility and reducing congestion in Newport, which acts as the hub of our transport network. We are hoping to discuss the broad principles of the bid with the SEERA and the Regional Transport Board before so as to gauge the likely success of any bid before spending any money on developing and preparing the scheme.

M.2.3 Transport Asset Management Plan

Our Transport Asset Management Plan, currently under preparation, will help identify the size and nature of the problem and when completed will be used to assist the delivery of this plan as part of the submission of our PFI and Major bids and as a method of identifying potential efficiency savings.



M.3 Helping to deliver our core objectives

Transport should not be seen in isolation, but rather as the common thread, which connects people and places together.

The Council will seek to ensure that transport spending helps support the delivery of the LDF and regeneration of the Island by improving accessibility between our main population areas and areas for regeneration - the Cowes (map ref J1), East Cowes (map ref J1), Newport (map ref K4), Ryde triangle (map ref O2).

It has been recognised that if the Island is to attract the necessary inward investment and successfully address our main areas of need, there needs to be better coordination and targeting of investment across different policy areas, funding programmes and mainstream services. We will therefore be looking to deliver these improvements in partnership with a range of agencies, the transport operators and others.

M.3.1 Delivering the vision

Improving our transport infrastructure has key role to play in delivering the vision for the Island as established in the Community Plan and expressed in the core objectives contained in Aim High and the Local Area Agreement.

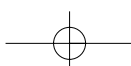
The emerging Island Plan core strategy is set firmly within this context and is based upon and structured around the four core themes, namely:

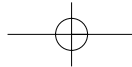
- **Safer Island.**
- **Healthy Island.**
- **Thriving Island.**
- **Skilled and educated Island.**

The South East Plan Regional Spatial Strategy identifies the Island as a Special Policy Area, guiding the location of future development and investment to focus on existing urban settlements and brownfield sites, transport corridors, urban extensions and lastly undeveloped greenfield sites.

The emerging Island Plan (LDF) and AIF both support:

- **The development of infrastructure and inward investment opportunities in the Medina Valley.**
- **Support for inward investment and development to regenerate the key areas identified in Ryde, Sandown Bay (map ref O7), Ventnor (map ref N9) and West Wight (map ref C5).**
- **Support for urban renewal and intensification.**





The emerging Island Plan focuses development on main towns with:

- Greatest concentration of jobs, services and facilities.
- Best opportunities for reusing brownfield sites.
- Best public transport links or where there is greatest potential for improvement.
- Low levels of environmental or heritage constraint.

M.3.2 We will be making the best of inward investment

It is important that we work with our partners to deliver improvements on the ground. This will be done:

- With SEEDA – AIF / regeneration -improvements in the Medina Valley.
- As part of the Pan Urban extension.
- Ongoing improvements as part of Ryde regeneration.
- In the Bay area – in line with the Tourism Development Strategy.
- In partnership with transport operators, including improvements at ferry terminals. Newport Bus Station, Ryde Interchange, plus park and ride sites along the rail line between Ryde Pier and Shanklin. Potential extension to Cowes Park and Ride.
- Working with national transport charity Sustrans and the CTC.

M.3.3 Major bids

Our two major bids seek to address particular local issues - congestion and accessibility in Newport (map ref K4) and the potential collapse of one of our key roads A3054 east of Yarmouth (map ref D4). The additional funding achieved through this process is essential if we are to improve the local situation and, particularly with regard to the Newport bid, support our LDF and plans for regeneration.

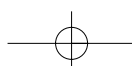


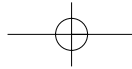
We are discussing the development of these bids with SEERA (the Regional Transport Board). The outcome of these discussions will help us decide whether additional money should be spent developing these bids further.

M.4 Transport spending

The Council welcomes the transport settlements achieved through the first Local Transport Plan (LTP1) and has used this funding to successfully achieve a set of challenging targets to improve local infrastructure and facilities.

This transport funding, which comes in two parts - integrated transport and maintenance has recently been revised and the change to a formulaic method of calculating the amount of money we will get to spend on Integrated Transport schemes such as improving road safety, public transport, walking and cycling will result in a cut by almost 50% over the five year plan period.





M.4.1 Addressing a reduction in funds

The table reproduced below indicate the revised LTP spending programme.

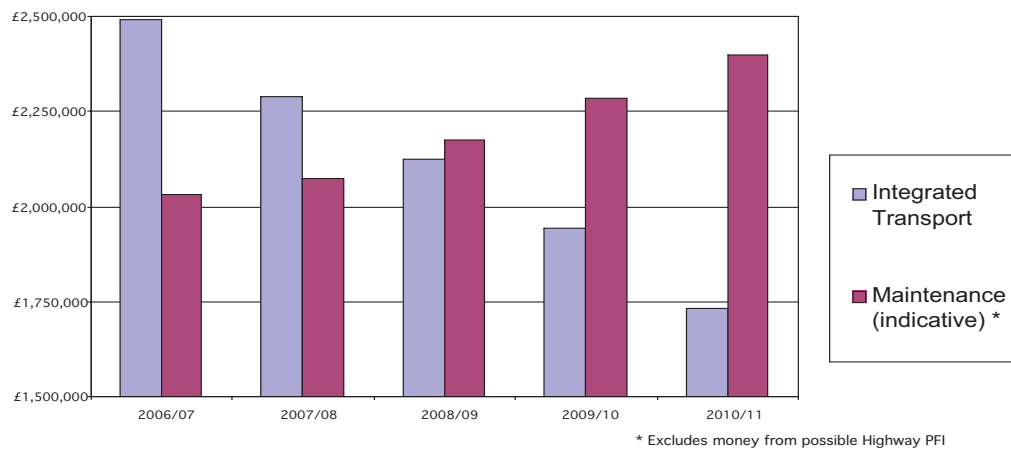
Finance	2006/07	2007/08	2008/09	2009/10	2010/11	TOTAL
Integrated Transport	2,491	2,289	2,126	1,941	1,732	10,579
Maintenance	2,032	2,073*	2,176*	2,285*	2,399*	10,965*
TOTAL	4,523	4,362	4,302	4,226	4,131	21,544

* Indicative Only

The bar chart below indicates the amount of Government money available to spend on transport over the five-year plan period and graphically illustrates the decline in the amount of money available to spend on integrated transport schemes.

It is regrettable that these cuts will have a detrimental impact on the type and number of integrated transport schemes that we will be able to deliver over the Plan.

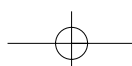
Proposed LTP2 spend



This cut is bound to have a dramatic and adverse impact on our ability to deliver schemes in this area and it is necessary to make the best possible use of any additional funds that may be available.

We will therefore be making the best use of any additional funding, such as:

- Revenue funding to improve transport infrastructure and facilities.
- Developer contributions, Section 106 money.
- Improvements through the Planning process.



M.5 Integrated transport - planned spend

The tables below sets out our planned Integrated Transport spending for the five year Plan period, showing links to the AIF areas and priorities identified through that process. The works will help achieve our shared priority, improve accessibility and support economic regeneration.

M.5.1 LTP2 Capital Spend (excluding Major Bids and PFI) - £ 000s

Integrated Transport Schemes	LTP Codes	2006/07	2007/08	2008/09	2009/10	2010/11	TOTAL
Public Transport Infrastructure Schemes	BL, BG, IN, PR, BI	376	345	321	292	261	1,596
Cycling Schemes	CY	120	111	102	93	83	509
Walking	WA	376	362	337	308	275	1,658
Safe Routes to Schools	LS 1 & 2	208	191	178	162	145	884
Local Safety Schemes	LS 3, 4 & 5	778	684	635	580	518	3,195
Traffic Management & Calming Schemes	TM	565	538	500	456	407	2,466
Road Crossings	RC	68	58	53	50	43	272
Total Integrated Transport		2,491	2,289	2,126	1,941	1,732	10,579

M.5.2 How Integrated Transport Schemes Assist with Delivery of Shared Priorities and Objectives

Shared Priority/ Local Priority/ Objective Number	Proposed LTP2 Integrated Transport Capital Spend £000s	Accessibility	Economic Prosperity & Regeneration	Safety & Health	Air Quality & the Environment	Congestion	Effective Management	Value for Money
		01	02	03	04	05	06	07
Public Transport Infrastructure Schemes	1,596	✓✓	✓✓	✓	✓✓	✓✓	✓	✓✓
Cycling Schemes	509	✓✓	✓✓	✓	✓✓	✓✓	✓	✓✓
Walking	1,658	✓✓	✓✓	✓	✓✓	✓✓	✓	✓✓
Safe Routes to Schools	884	✓	✓	✓✓	✓✓	✓	✓	✓✓
Local Safety Schemes	3,195	✓	✓	✓✓	✓	✓	✓	✓✓
Traffic Management & Calming Schemes	2,466	✓	✓	✓✓	✓	✓	✓✓	✓✓
Road Crossings	272	✓✓	✓	✓✓	✓	✓	✓	✓✓

✓ Impact ✓✓ Significant Impact

M.5.3 2006/07 IMPLEMENTATION PROGRAMME

The table below indicates the overall spend for 2006/07 by LDF/ AIF regeneration area. The subsequent tables set out the detailed spend for this first year.

M.5.4 Proposed Integrated Transport Spend by LDF / AIF Regeneration Area

Regeneration Area	Cost (£000)
Cowes/Newport/Pan	1,049
Ryde Area	251
Bay Area	167
Rural Area	520
Islandwide	504
TOTAL	2,491

M.5.5 Cowes/Newport/Pan AIF Area - Integrated Transport Implementation Programme 2006/07

Project	Location	Detail	Approx Cost (£000)
Bus Priority Schemes	Northwood	Nodes Road/Newport Road - Installation of Bus Priority & Pedestrian Facilities	84
Cycling Schemes	Cowes	Remodel 2 junctions, construct contraflow cycle lane and signing	53
Cycling Schemes	Newport	Drainage & surfacing of route from junction Victoria Rd & Fairlee Rd to track at Little Fairlee Farm	67
Local Safety Schemes	Newport	A3020, Parkhurst Road – Route Safety Scheme	17
Local Safety Schemes	Newport	Medina Way – Safety Barrier Improvements	222
Safe Routes to Schools	Carisbrooke	Carisbrooke High School	36
Safe Routes to Schools	Carisbrooke	Trinity Middle School	36
Safe Routes to Schools	Carisbrooke	Carisbrooke C Of E Primary School	36
Safe Routes to Schools	Carisbrooke	St Thomas of Canterbury	36
Safe Routes to Schools	Northwood	Northwood County Primary	30
Safe Routes to Schools	Carisbrooke	ABK Middle School	36
Traffic Management & Traffic Calming Schemes	Newport	Furlongs, Pan Estate – Traffic Calming	78
Traffic Management & Traffic Calming Schemes	Newport	Whitepit Lane – Traffic Calming	33
Traffic Management & Traffic Calming Schemes	Newport	Elm Grove – Traffic Calming	22
Traffic Management & Traffic Calming Schemes	Northwood	Pallance Road – Traffic Calming	67
Walking Schemes (Rights of Way)	Cowes	Fencing - Thorness Coast Path, Path CS17	3
Walking Schemes (Rights of Way)	Newport	Resurfacing - Carisbrooke, Path N108	1
Walking Schemes (Traffic)	Gurnard	Church Road – Footway Improvement	39
Walking Schemes (Traffic)	Newport	Whitepit Lane – New Footway	44
Walking Schemes (Traffic)	Newport	Elm Grove – New Footway	33
Walking Schemes (Traffic)	Newport	Sea Street/Quay Street – Junction Improvement	44
Walking Schemes (Traffic)	Northwood	Pallance Road – New Footway	33
TOTAL COWES/NEWPORT/PAN AIF AREA			1,049

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M.5.6 Ryde Regeneration Area - Integrated Transport Implementation Programme 2006/07

Project	Location	Detail	Approx Cost (£000)
Local Safety Schemes	Ryde	Westridge X to Rowborough – Route Safety Scheme	139
Traffic Management & Traffic Calming Schemes	Ryde	Argyll Street/Pellhurst Road – Installation of Traffic Signals with Pedestrian Facilities	100
Walking Schemes (Rights of Way)	Havenstreet	Drainage & surfacing – Havenstreet, Path R6	6
Walking Schemes (Rights of Way)	Ryde	Drainage & surfacing – Binstead, Path R112	3
Walking Schemes (Rights of Way)	Ryde	Resurfacing – Dame Anthony's Common, Path R38	3
TOTAL RYDE REGENERATION AREA			251

M.5.7 Bay Regeneration Area - Integrated Transport Implementation Programme 2006/07

Project	Location	Detail	Approx Cost (£000)
Bus Priority Schemes	Sandown	The Heights – Installation of Bus Priority & Pedestrian Facilities	89
Traffic Management & Traffic Calming Schemes	Sandown	Esplanade – Traffic Calming/20mph Zone	44
Walking Schemes (Traffic)	Shanklin	Regent Street / High Street – Junction Improvement	33
TOTAL BAY REGENERATION AREA			167

M.5.8 Rural Regeneration Area - Integrated Transport Implementation Programme 2006/07

Project	Location	Detail	Approx Cost (£000)
Local Safety Schemes	Whitley Bank	Canteen Road - Safety Improvements	278
Road Crossings	Bembridge	Forelands Road - New Zebra	13
Traffic Management & Traffic Calming Schemes	Whitwell	Whitwell Road - Carriageway Widening / Gateway Treatment	133
Walking Schemes (Rights of Way)	Arreton	Resurfacing - St Georges Down, Path A28	6
Walking Schemes (Rights of Way)	Arreton	Resurfacing - Path A25	1
Walking Schemes (Rights of Way)	Bembridge	Resurfacing - Longlands Shute, Path BB37	11
Walking Schemes (Rights of Way)	Bembridge	Resurfacing - Steyne Wood, Path BB36	6
Walking Schemes (Rights of Way)	Bembridge	Boardwalk - Swains, Path BB7	3
Walking Schemes (Rights of Way)	Bembridge	Resurfacing - Lifeboat Station, Path BB7	11
Walking Schemes (Rights of Way)	Chale	Resurfacing - Beckfield Cross, Path SW41	2
Walking Schemes (Rights of Way)	Freshwater	Resurfacing - Golden Hill, Path F16	2
Walking Schemes (Rights of Way)	Freshwater	Resurfacing - Golden Hill, Path F15	2
Walking Schemes (Rights of Way)	Godshill	Drainage/surfacing - Path 101	1
Walking Schemes (Rights of Way)	Knighton	Resurfacing - Path NC45	1
Walking Schemes (Rights of Way)	Newtown	Footbridge - Path CB9	3
Walking Schemes (Rights of Way)	Niton	Resurfacing - Niton School, Path NT26	3
Walking Schemes (Rights of Way)	Seaview	Resurfacing - Salterns, Path R95	4
Walking Schemes (Rights of Way)	West Wight	Resurfacing (4 locations) - Tennyson Trail, Paths N123/BS10/BS4/F33	11
Walking Schemes (Traffic)	Arreton	Main Road - New Footway	28
TOTAL RURAL REGENERATION AREA			520

Investment programme

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M.5.9 Islandwide - Integrated Transport Implementation Programme 2006/07

Project	Location	Detail	Approx Cost (£000)
Bus Infrastructure Schemes	Islandwide	Bus Infrastructure Improvements	133
Bus Infrastructure Schemes	Islandwide	Bus Shelters	69
Local Safety Schemes	Islandwide	Safety (anti skid) Surfacing	67
Local Safety Schemes	Islandwide	Speed Management Measures	56
Road Crossings	Islandwide	New Drop Crossings	54
Traffic Management & Traffic Calming Schemes	Islandwide	Minor Traffic Management Schemes	89
Walking Schemes (Rights of Way)	Islandwide	Signage	33
Walking Schemes (Rights of Way)	Islandwide	Disabled friendly gates	3
TOTAL ISLANDWIDE			504

M.6 How 2006/07 Integrated Transport Programme assists with delivery of shared priorities, objectives and targets

These schemes will assist in delivering the following LTP2 shared priorities, objectives and targets.

Project	Location	Detail (see 2006/07 Programme for details)	T1 - Bus Patronage	T2 - Bus Punctuality	T3 - Bus Satisfaction	T4 - Train Patronage	T5 - Train Punctuality	T6 - Train Reliability	T7 - Ferry Patronage	T8 - Cycle Trips	T9 - Pedestrian Crossings	T10 - Access to Newport	T11 - Killed or Seriously Injured	T12 - Child Killed or Seriously Injured	T13 - Slight Casualties	T14 - Cycle Training	T15 - Air Quality	T16 - School Travel	T17 - Traffic Levels	T18 - Principal Road Condition	T19 - Non Principal Road Condition	T20 - Unclassified Road Condition	T21 - Footway Condition
Bus Priority Schemes	Northwood	Bus Priority & Pedestrian Facilities	•	•	•							•	•	•	•					•	•		•
	Sandown	Bus Priority & Pedestrian Facilities	•	•	•							•	•	•	•					•	•		•
Bus Infrastructure Schemes	Islandwide	Bus Shelters	•	•	•							•	•	•	•					•	•		•
	Islandwide	Bus Infrastructure Improvements	•	•	•							•	•	•	•					•	•		•
Cycling Schemes	Cowes	Junction remodelling & cycle contraflow							•														
	Newport	Drainage & route surfacing								•		•											•
			Shared Priority (01) - Accessibility	Shared Priority (02) - Economic R&P	Shared Priority (03) - Safety & Health	Shared Priority (04) - Air Qual & Env	Shared Priority (05) - Congestion	Shared Priority (06) - Effect Man	Shared Priority (07) - Val for Money														

Investment programme

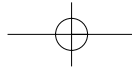
Project	Location	Detail (see 2006/07 Programme for details)	T1 - Bus Patronage	T2 - Bus Punctuality	T3 - Bus Satisfaction	T4 - Train Patronage	T5 - Train Punctuality	T6 - Train Reliability	T7 - Ferry Patronage	T8 - Cycle Trips	T9 - Pedestrian Crossings	T10 - Access to Newport	T11 - Killed or Seriously Injured	T12 - Child Killed or Seriously Injured	T13 - Slight Casualties	T14 - Cycle Training	T15 - Air Quality	T16 - School Travel	T17 - Traffic Levels	T18 - Principal Road Condition	T19 - Non Principal Road Condition	T20 - Unclassified Road Condition	T21 - Footway Condition	
Walking Schemes (Rights of Way)	Arreton	Resurfacing																						
	Godshill	Drainage/ surfacing																						
	Knighton	Resurfacing																						
	Newport	Resurfacing																						
	Chale	Resurfacing																						
	Freshwater	Resurfacing																						
	Freshwater	Resurfacing																						
	Bembridge	Boardwalk																						
	Cowes	Fencing																						
	Islandwide	Disabled friendly gates																						
	Newtown	Footbridge																						
	Niton	Resurfacing																						
	Ryde	Drainage & surfacing																						
	Ryde	Resurfacing																						
	Seaview	Resurfacing																						
				Shared Priority (01) - Accessibility																				
				Shared Priority (02) - Economic R&P																				
				Shared Priority (03) - Safety & Health																				
			Shared Priority (04) - Air Qual & Env																					
			Shared Priority (05) - Congestion																					
			Shared Priority (06) - Effect Man																					
			Shared Priority (07) - Val for Money																					

Project	Location	Detail (see 2006/07 Programme for details)	T1 - Bus Patronage	T2 - Bus Punctuality	T3 - Bus Satisfaction	T4 - Train Patronage	T5 - Train Punctuality	T6 - Train Reliability	T7 - Ferry Patronage	T8 - Cycle Trips	T9 - Pedestrian Crossings	T10 - Access to Newport	T11 - Killed or Seriously Injured	T12 - Child Killed or Seriously Injured	T13 - Slight Casualties	T14 - Cycle Training	T15 - Air Quality	T16 - School Travel	T17 - Traffic Levels	T18 - Principal Road Condition	T19 - Non Principal Road Condition	T20 - Unclassified Road Condition	T21 - Footway Condition		
Walking Schemes (Traffic)	Arreton	Resurfacing																							
	Bembridge	Resurfacing																							
	Havenstreet	Drainage & surfacing																							
	Bembridge	Resurfacing																							
	Bembridge	Resurfacing																							
	West Wight	Resurfacing																							
	Islandwide	Signage																							
	Arreton	New Footway																							
	Newport	New Footway																							
	Northwood	New Footway																							
	Shanklin	Junction Improvement																							
	Gurnard	Footway Improvement																							
	Newport	New Footway																							
	Newport	Junction Improvement																							
				Shared Priority (01) - Accessibility																					
				Shared Priority (02) - Economic R&P																					
				Shared Priority (03) - Safety & Health																					
			Shared Priority (04) - Air Qual & Env																						
			Shared Priority (05) - Congestion																						
			Shared Priority (06) - Effect Man																						
			Shared Priority (07) - Val for Money																						

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T21 - Footway Condition			•	19
T20 - Unclassified Road Condition	•		•	26
T19 - Non Principal Road Condition			•	7
T18 - Principal Road Condition			•	13
T17 - Traffic Levels	•		•	36
T16 - School Travel	•		•	46
T15 - Air Quality	•		•	43
T14 - Cycle Training				5
T13 - Slight Casualties	•		•	55
T12 - Child Killed or Seriously Injured	•		•	55
T11 - Killed or Seriously Injured	•		•	55
T10 - Access to Newport				21
T9 - Pedestrian Crossings				1
T8 - Cycle Trips				14
T7 - Ferry Patronage				6
T6 - Train Reliability				0
T5 - Train Punctuality				0
T4 - Train Patronage				1
T3 - Bus Satisfaction				4
T2 - Bus Punctuality				4
T1 - Bus Patronage				11
Shared Priority (07) - Value for Money	•		•	57
Shared Priority (06) - Effect Man	•		•	56
Shared Priority (05) - Congestion				50
Shared Priority (04) - Air Qual & Env				50
Shared Priority (03) - Safety & Health	•		•	55
Shared Priority (02) - Economic R&P				14
Shared Priority (01) - Accessibility	•		•	47
Detail (see 2006/07 Programme for details)		New Zebra New Drop Crossings		
Location		Bembridge Islandwide		
Project		Road Crossings		
		TOTAL		



M.7 Highway maintenance - planned spend

Historically highway maintenance has been programmed annually based upon a needs basis; and very reactive rather than proactive. Since 1999, the Authority has had access to UKPMS and has used the results of surveys to support the works programme.

During 2004 a full PMS package has been procured and data held within that system, will for the first time be utilised to its full potential to produce a five-year rolling programme of maintenance works. Historic survey data is held dating back to 1999. During 2004, the Principal network was surveyed using TTS (TRACS type surveys); the non-principal classified network (Class B & C) and 25% of non-principal unclassified was surveyed by CVI (Course Visual Inspection). DVI (Detailed Visual Inspections) were carried out of 50% of Class 1 and 2 footways and all Principal and non-principal carriageways were surveyed to measure skidding resistance using SCRIM (Sideward Coefficient Resistant Investigation Machine)

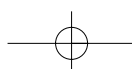
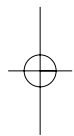
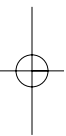
The above surveys have provided a comprehensive indication of the network condition enabling initial priorities to be set. This data is used in conjunction with other factors relating to the network and priorities are further refined utilising an internal priority assessment system taking into account the targets as set for this Plan.

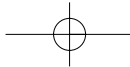
M.7.1 Road condition surveys

The results of the SCRIM survey of principal and non principal (Class B) roads carried out in June 2005, would seem to indicate that 75% of these roads fall below the investigatory level. This assessment has been based upon "single carriageway non-event category" and will be subject to further assessments. Also seasonal corrections have to be made, based upon sample surveys yet to be undertaken. If with these corrections the condition of our roads is better than initial indications, the overall condition will still be below acceptable levels. It is therefore envisaged that the bulk of the maintenance element of the capital allocation over the next few years will be utilised to remedy this situation.

M.7.2 Highway maintenance planned spending programme

Set out in the table over are the broad headings indicating areas of maintenance spend as per LTPF3. This is currently indicative only and may change subject to the results of subsequent surveys still to be carried out.





M.7.3 Maintenance schemes – Islandwide

LTP2 Capital Spend (excluding Major Bids and PFI) - £ 000s

Maintenance	LTP Codes	2006/07	2007/08	2008/09	2009/10	2010/11	TOTAL
New Road & Local Road Schemes	RD	31	0	0	0	0	31
Maintenance - Carriageway & Footway	MM1, 3, 5	1,348	1,573	1,672	1,750	1,838	8,181
Undercliff Drive	MM1, 3, 5	230	0	0	0	0	230
Maintenance - Bridge Strengthening	MM7	160	271	274	200	200	1,105
Structural Maintenance	MM8	180	155	156	257	279	1,027
Other Maintenance Schemes	MM9	83	74	74	78	82	391
TOTAL		2,032	2,073*	2,176*	2,285*	2,399*	10,965

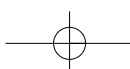
* Indicative

M.8 Revenue support

The Council is making the most of funding available and is using all available funding streams to support transport improvements. This includes revenue funding and developer contributions achieved through planning applications and Section 106 agreements.

The Council spends 110% highways element of FSS on roads and highways. This amounts to slightly over £4.5million 2005/06.

The table over illustrates the typical level of revenue support (2005/06). This money is used to support capital spend and delivery costs.



M.8.1 Revenue support table

Description	Spending (000s)
Transport Planning Policy and Strategy Formulating highways, road plans & policy. Traffic regulation orders & road closures. Formal adoption of highways & roads. Research to inform policy making e.g. accident surveys.	651
Structural maintenance Reconstruction. Overlay. Resurfacing & surface dressing (incl: integral patching & minor repairs). Remedial earthworks. Drainage structures Repair of fencing, walls & barriers	1,649
Environmental, safety & routine maintenance Tree & verge maintenance (incl: cutting & clearing) Carriageway sweeping, litter removal, abandoned vehicles & other hazards. Maintenance & replacement of existing road markings & studs. Cleaning, repair, replacement & energy costs e.g. traffic signals, signal gantries, signs, crossings & illuminated bollards.	1,559
Winter maintenance Keeping roads free from snow & ice, (incl: salting, urea treatment, snowploughing, snow fencing & standby arrangements). Weather forecasting costs. Maintenance & energy for under-road heating. Maintenance & operation of ice detecting equipment.	123
Street lighting Maintenance, inspection & energy costs of street lighting equipment. Extra seasonal lighting, e.g. Christmas light. Lighting pedestrian subways & highway tunnels.	614
Traffic Management & Road safety inc school crossings Safe routes schemes (to school, to work, etc) School crossing patrols.	115
Traffic management & road safety and other Publicity, training & other initiatives to improve road safety. School liaison. Cycling & motorcycle training. Road safety literature. Rehabilitation courses for motor offenders. Planning & scheme design (e.g. urban safety management schemes, home zones, new pedestrian crossings & traffic calming methods). Traffic monitoring, including CCTV cameras. Administration & enforcement of lorry ban schemes.	414
Above expenditure met from specific grants, external funding streams.	-580
Total spend	4,545

Investment programme

LTP Finance Forms

M.9 LTP F11: Summary of support sought from local transport capital settlement
(figures in £000)

	2007-08	2008-09	2009-10	2010-11
Maintenance block expenditure (up to provisional planning guidelines)	2073	2176	2285	2399
Primary route bridges and emergency works	0	n/a	n/a	n/a
Individual major schemes	9380	0	3000	8000
Exceptional maintenance schemes each costing less than £5 million	0	0	0	0
Integrated transport block expenditure (up to final planning guidelines)	2289	2126	1941	1732
Further integrated transport block expenditure (up to 25% of final planning guidelines)	-	-	-	-
Total (local transport capital settlement)	13742	4302	7226	12131

Notes - LTP F11 and F12

1. All entries should be in cash terms (assuming 2.5% pa retail price inflation)
2. Enter all financial data in multiples of £1000, e.g. 500 = £500,000. DO NOT use commas or decimal places.
3. All expenditure entries should be for the funding sought from the local transport capital settlement only.
4. The threshold for major schemes is for the gross cost (not necessarily the local transport capital settlement contribution) and is usually £5m, but is less for some smaller authorities.
5. Maintenance schemes costing more than £5m should be reported as major schemes.

LTP F11

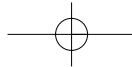
1. The sum of the maintenance block and integrated transport block expenditure (and not necessarily each block) rows should sum to the final planning guidelines for each year.
2. Funding profiles for primary route bridges and emergency works after 2007/08 are not needed (but can be included).

M.10 LTP F12: Summary from support from local transport capital settlement for major schemes and exceptional schemes (all figures in £000)

Type	DfT Ref/Pry	Start of main works		End of main works		2005/06 & before	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013/14 & after
		mm	yyy	mm	yyy									
TOTAL LTP F12 - ALL														
TOTAL LTP F12 - MAJOR SCHEMES														
Ryde Public Transport Interchange	10083	11	6	3	8	0	1559	4000	-	-	-	-	-	-
Ventnor Undercliff Realignment	10175	1	7	8	8	0	7500	5380	-	-	-	-	-	-
Newport Traffic Improvements	Pry 1	4	9	3	12					4000	5000			
Accessibility West of Yarmouth (A3054)	Pry 2	4	10	3	12					4000	6500			
TOTAL LTP F12 - EXCEPTIONAL MAINTENANCE SCHEMES						0	0	0	0	0	0	0	0	0

Notes - LTP F12

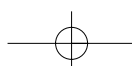
1. Only schemes for which support is sought during the 2007/08 to 2010/11 period should be included.
2. Schemes should be listed as either a major, exceptional or supplementary scheme, with their F2 code.



M.10.1 Priority ranking form

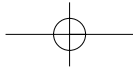
This form is used by the Council to assist with scheme prioritisation.

Shared or Other Priority	Links to LTP Targets	No	x	Weight	=	Score
ROAD SAFETY: Does the scheme deliver road safety improvements?						
How many accidents resulting in KSIs have occurred during the last 3 years?	T11, T12, T13		X	25	=	
How many accidents resulting in slight casualties have occurred during the last 3 years?	T11, T12, T13		X	5	=	
How many pedestrian KSIs have occurred during the last 3 years?	T11, T12, T13		X	25	=	
How many pedestrian slight casualties have occurred during the last 3 years?	T11, T12, T13		X	15	=	
How many cycling KSIs have occurred during the last 3 years?	T8, T11, T12, T13		X	25	=	
How many cycling slight casualties have occurred during the last 3 years?	T8, T11, T12, T13		X	5	=	
How many equestrian KSIs have occurred during the last 3 years?	T11, T12, T13		X	25	=	
How many equestrian slight injuries have occurred during the last 3 years?	T11, T12, T13		X	5	=	
Will the scheme improve visibility?	T8, T11, T12, T13		X	10	=	
Will the scheme improve horizontal alignment?	T8, T11, T12, T13		X	10	=	
Will the scheme improve vertical alignment?	T8, T11, T12, T13		X	10	=	
Does the scheme improve drainage?	T8, T11, T12, T13		X	10	=	
Does the scheme improve skid resistance?	T8, T11, T12, T13		X	10	=	
Does the scheme benefit from new/improved street lighting?	T8, T11, T12, T13		X	10	=	
Is the site subject to excessive speeds?	T8, T11, T12, T13		X	10	=	
Is the highway structure safe, serviceable and fit for the purpose? (Score if no)	T8, T10, T11, T12, T13, T18, T19, T20, T21		X	100	=	
Will the scheme remove standing water/ice?	T8, T11, T12, T13		X	10	=	
ROAD SAFETY SCORE						



Shared or Other Priority	Links to LTP Targets	No	x	Weight	=	Score
ACCESSIBILITY: Does the scheme increase accessibility?						
Does the scheme provide footway/cycleway where none currently exists (new on both sides)?	T8, T10, T11, T12, T13, T21		X	15	=	
Does the scheme provide footway/cycleway where none currently exists (new on one side)?	T8, T10, T11, T12, T13, T21		X	10	=	
Does the scheme provide/improve cycling facilities?	T8		X	15	=	
Does the scheme provide improvements for those with mobility impairments?	T9, T10		X	15	=	
Does the scheme provide improvements for bus travel?	T1, T2, T3, T10		X	15	=	
Does the scheme provide improvements for train travel?	T4, T5, T6, T10		X	15	=	
Does the scheme provide improvements for ferry travel?	T7, T10		X	15	=	
Does the scheme provide improvements for taxi travel?	T10		X	15	=	
Does the scheme provide improvements for travel by powered two wheelers?	T10		X	15	=	
Is the scheme on a bus route?	T1, T2, T3, T10		X	10	=	
Is the scheme on an HGV route?	T10, T17		X	5	=	
Does the scheme affect a primary shopping area?	T10		X	10	=	
Does the scheme affect a leisure or tourism area?	T10		X	10	=	
Does the scheme affect an education site?	T10, T16		X	10	=	
Does the scheme affect a major employment area?	T10		X	10	=	
Does the scheme affect a health site? (i.e. doctors surgery, health centre, hospital)	T10		X	10	=	
ACCESSIBILITY SCORE						
CONGESTION : Does the scheme address congestion?						
Does the scheme improve traffic flow?	T10, T15, T17		X	15	=	
Is the scheme on the strategic road network (A roads)?	T10, T15, T17, T18		X	20	=	
Is the scheme on a B classified road?	T10, T15, T17, T19		X	15	=	
Is the scheme on a C classified road?	T10, T15, T17, T19		X	10	=	
CONGESTION SCORE						

Shared or Other Priority	Links to LTP Targets	No	x	Weight	=	Score
AIR QUALITY & THE ENVIRONMENT: Does the scheme improve air quality & the built environment?						
Does the scheme offer environmental improvements?	T10, T17		X	5	=	
Does the scheme relate to a property suffering from internal flooding?			X	10	=	
Does the scheme relate to a property suffering from external flooding?			X	10	=	
AIR QUALITY AND THE ENVIRONMENT SCORE						
PARTNERSHIPS: Is the scheme supported by others?						
Is the scheme supported by Elected Members?			X	10	=	
Is the scheme supported by the Parish Council/Community Forum?			X	10	=	
Is the scheme supported by any relevant Strategic Partners? (eg police, health authority, education, chamber of commerce)			X	10	=	
Is the scheme generally supported by the public?			X	5	=	
PARTNERSHIP SCORE						
TRANSPORT IN THE WIDER CONTEXT: Does the scheme fit in with other local priorities?						
Is the scheme in the Cowes Waterfront area (ie Cowes, East Cowes, Newport)?			X	30	=	
Is the scheme in the Bay Regeneration Area (ie Sandown, Shanklin, Lake, Ventnor)?			X	20	=	
Is the scheme in Ryde Regeneration Area (ie Ryde)?			X	10	=	
Is the scheme in a rural area?			X	5	=	
Is the scheme in an area of multiple deprivation?			X	10	=	
TOTALS						
Road Safety						
Accessibility						
Congestion						
Air Quality & the Environment						
Partnerships						
Transport in the Wider Context						
TOTAL SCORE						



M.11 Major Bids

M.11.1 Introduction

This section sets out two Major Bids for additional funds to help improve our local transport and assist meeting targets and indicators set out in this Plan.

These bids have been assessed against a number of factors including the our shared priorities for transport, in particular how the schemes will improve accessibility, reduce congestion, local pollution, improve health and safety, add to effective management, support economic regeneration and help reduce the impact on the environment.

The development of these bids will necessitate extensive and wide-ranging consultation, detailed design and development, plus consideration as part of our SEA process and the submission of a full new approach to appraisal (NATA) bid. The NATA process will, in itself, involve the fullest consideration of a range of issues including the environmental, social and economic analysis of the project.

Regional Transport Board

Any Major bids must now be submitted to and agreed by the Regional Transport Board (RTB). This process involves the consideration of any proposals against a set of criteria, including the benefits of the scheme in terms of improving accessibility, economy, environment and regional significance. It is not currently possible for our major bids to score well, using this process, due primarily to our Island location and the lack of regional significance in terms of any schemes we may propose. The Council has made representations to SEERA and the RTB regarding this issue (February 2006) and has been invited to participate in forthcoming discussions where possible revisions will be considered.

M.11.2 Our major bids

The first bid relates to traffic improvements in Newport (map ref. K-4), the Island's capital town. The second relates to costal management and stability issues on the strategic corridor (A3054) to the east of Yarmouth (map ref. E-4).

M.11.3 Ranking the bids

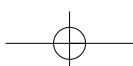
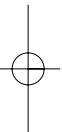
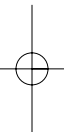
The Council considers both bids to be enormously important, but is required by Government Guidance to indicate which of the bids is the most important. The Council has therefore applied its own priority ranking system and bearing in mind the strategic importance of Newport and Coppins Bridge in terms of delivering our key priorities, we have chose to improve traffic management in the Newport area as a priority.

PFI bid

The Councils PFI bid seeks to improve the condition of the exiting road network and in doing so help address the maintenance backlog. It is considered that these bids will help tackle the broader transport issues relating to accessibility, public transport, reducing congestion and pollution and as a result fall outside the scope of our PFI road maintenance bid.

M.11.4 Issues at Ventnor

We have also included an update and outline with regard to infrastructure problems at Ventnor, on the southeast cost of the Island, where landslip and instability problems currently threaten parts of the town and main access roads into the town from the east and north.



M.12 Newport traffic improvements

M.12.1 All roads lead to Newport

Described earlier in the Plan under “transport in the wider context” and “transport issues and opportunities”, the shape of the Island and location of settlements on the coast with the capital Newport in the centre, has resulted in a road network, which radiates out from the Newport, in a somewhat similar fashion to the spokes on a wheel.

Newport is the Island’s capital town and main retail and primary employment area. A number of the Island’s largest employers are based in Newport, namely the Hospital the main Isle of Wight Council offices and Prisons - Parkhurst, Albany and Camp Hill. St Cross, Dodnor and Riverway Business Parks are also located at Newport.

The town is the location of many of the Island’s larger multiple stores and the single Island location of shops like Marks and Spencer, BHS, Laura Ashley, B&Q, Next, Halfords, Sainsbury’s etc. The town is also the location of two of the Island’s High Schools, Further Education College, waterside locations, harbour activities and the Roman Villa. Carisbrooke Castle, situated on the western boundary of the town is also a popular tourist destination.

Newport is a destination and traffic generator in its own right and because of the limitations of our road network and situation of the River Medina, with its limited crossing point at Cowes, many cross-Island journeys must pass through Newport and in particular Coppins Bridge. The resulting traffic flows mean that congestion occurs on the Newport approach roads, particularly at peak times, including morning and evening travel to work and school and the summer holidays, when the Island’s population almost doubles.

M.12.2 Making the most of the existing network

The Council has been aware of growing problems associated with Newport, in particular the lack of opportunity to cross the river without using the Coppins Bridge gyratory system. In 1992 a short section of road was constructed linking Fairlee Road and Medina Way, thereby allowing traffic from the north east of the Island (primarily the Ryde, East Cowes, Wootton areas) to travel north to Cowes, St Mary’s Hospital and employment and other uses north of the town without having to use the Coppins Bridge roundabout.

This intervention helped reduce traffic using the roundabout with resulting improvements in accessibility and reduced journey times, less congestion and reduced emissions.

However, car use has continued to increase and despite the introduction of measures and initiatives to increase travel by sustainable means, the previous advantages afforded by the Fairlee Road / Medina Way link has been eroded.

M.12.3 Optimising traffic flow

The Council recognises the need to make the best of the existing transport network and has used developer contributions received as part of the development of an edge of town B&Q store near St Mary’s Hospital on the north of the town, to install a SCOOT system on Coppins Bridge roundabout.

This system has links to other traffic light controlled junctions around the town and using road sensors and controlling computer technology SCOOT optimises traffic flow at Coppins Bridge and at other junctions, so as to help keep traffic flowing and reduce as far as possible traffic congestion and pollution.

M.12.4 Other planned initiatives

The Council is looking to put in place measures which will help reduce travel demand and increase travel choice. The development of workplace and school travel plans will no doubt assist in reducing the need to travel, help increase travel choice and help reduce traffic at peak times. Planned improvements to our foot and cycle routes will also allow and encourage travel by these means.

M.13 Supporting the regeneration agenda

The current UDP indicates somewhere in the region of 35 hectares of land for development in the Newport area. This includes 18.8 hectares for residential purposes and 2.8 hectares of employment land at Pan to the west of the town. 6.7 hectares for residential development south of Worsley Road, north west of the town centre and 7.28 hectares of land to the west of Newport south of Sylvan Drive Estate north of Westminster lane, some of which remains undeveloped. The development of these sites and land in Cowes and other areas will no doubt add additional burden onto the already busy transport infrastructure.

The Island Plan (LDF) which when adopted will replace the existing UDP is predicated on an economic regeneration approach. The preferred option (out for consultation at the time of writing, February 2006) is seeking to focus development proposals within the, Newport, Cowes and Ryde area with strong links to the Bay Area. This will inevitably place additional pressures on our transport infrastructure, with obvious implications for the town.

M.13.1 Delivering the shared priorities

The Council is looking to address our shared priorities including improving accessibility and reducing congestion and pollution. Key to delivering these aims on the Island is how we improve traffic management in Newport and in particular at Coppins Bridge.

The Council is looking to prepare a Major Bid for submission to improve traffic management in Newport so as to improve accessibility and address the shared priorities.

M.14 Elements of the bid for Newport

The scheme will include a number of elements, which together form a package of integrated solutions. These include:

- Improvements at Coppins Bridge.
- Improving access by public transport.
- Town centre improvements.
- Walking and cycling improvements.
- Travel and transport information.

Improvements at Coppins Bridge

The scheme will involve revisions to the existing road layout and junction improvements to improve access, traffic flow thereby reducing congestion and improve air quality. It is recognised that pedestrian facilities can be improved and improvements will also be put in place to aid cycle safety, links and access.

Improving access by public transport

The scheme will include elements to improve the speed and reliability of public transport throughout the town. Methods will be considered as to how transport links can be improved particularly into outlying residential areas where this will help people access the town and facilities.

The PLTP discussed the opportunity of strengthening public transport links to Pan Estate a large residential area to the east of the town centre. This element of the Plan attracted the single largest number of objections and 22 residents objected to the idea on the basis that that this work would result in "rat running" through the area. As a result of these concerns this element of the proposal has been withdrawn.

Town centre improvements

The planned traffic management improvements include investigating opportunities to create a cross-town link, allowing easier connections from the west of the town, avoiding the High Street and town centre area. This will be carried out as part of a planned redevelopment and will as far as possible utilise existing road layout.

Travel and transport information

Other measures include the installation of new and improved signing to encourage through traffic to divert round the town using the existing road network, plus variable message signing (VMS), which will make the best use of the existing transport infrastructure, give travel and transport information, indicate the location and availability of car parks, any traffic problems possible hold ups and delays.

Walking and cycling improvements

The opportunity will be taken to make travel by foot and cycle safer, easier and more convenient. The Council is continuing to improve links into existing outlying areas and the 2001 census shows that the % of people walking or cycling to work in Newport wards are already somewhere between 17 and 36%. Partially completed National Cycle Route 22, linking Ryde to Yarmouth and NCR 23 linking Cowes to Sandown pass through Newport and the opportunity exists to improve cross-town links as part of this scheme.

M.14.1 Addressing the shared priorities

The scheme will address the shared priority and help assist the targets contained in this Plan.

The traffic management schemes will help improve accessibility, reduce congestion and pollution at Coppins Bridge one of our most heavily used parts of the road network. Improving access for all road users, including travel by bus on foot and cycle will help increase travel by these modes and our efforts to reach targets in these areas.

Solution	Improving Accessibility	Reducing Congestion	Air Quality & the Environment	Improving Road Safety	Economic Regeneration	Effective Management
Improvements at Coppins Bridge	✓	✓	✓	✓	✓	✓
Improving access by public transport	✓	✓	✓	✓	✓	✓
Town centre improvements	✓	✓	✓	✓	✓	✓
Travel and transport information	✓	✓	✓	✓	✓	✓
Walking and cycling improvements	✓	✓	✓	✓	✓	✓

M.14.2 Supporting the LDF and AIF priorities

As part of Cowes Waterfront area

The Newport area and planned Pan development are included within the Cowes Waterfront AIF area.

The Cowes Waterfront area is a "holistic" regeneration project, covering the Medina Valley as it stretches from Cowes and East Cowes in the north to Newport and the Quay in the south. The aim of the project is to attract investment, create jobs and bring new facilities to these communities.

The Cowes Waterfront project will seek to attract new business opportunities, and will help support existing businesses and retailers and secure better sustainable facilities for the local communities.

£10 million has been pledged by SEEDA to the Cowes Waterfront project and work is already underway purchasing and clearing key redundant sites in East Cowes as part of the overall project development. It is expected this pump priming money will lever in a further £40 million of private investment into the area.

Supporting the Pan urban extension

The Pan Urban Extension (map ref. K-4) was allocated for housing and employment in the UDP, which was itself subject to extensive consultation and a Public Inquiry. The majority of the site is owned by the Council who have taken a positive lead to ensure that the development of the site demonstrates best practice in terms of:

- The process of formulating development proposals.
- The quality of design.
- The potential contribution towards a sustainable form of development.
- Integrating new development into the existing Pan estate so that it contributes to the on-going regeneration of the Pan area; and also
- Meeting the Councils housing requirement as set out in the UDP and Regional Planning Guidance.

Helping to deliver the vision for Pan

The vision for Pan extension is based on creating a new area to the west of Newport, that is seen to be an integral part of the town, rather than a new unconnected estate.

The proposals seek to ensure that the new development links to the existing residential area and transport links including pedestrian, cycle and bus routes will ensure easy access between the new development, the existing area and the town.

Improving accessibility

It is important that good transport links are created between the two residential areas and these areas in turn are linked into the town. These issues have been identified as part of the development of this plan and the implementation plan includes proposals to ensure that the best possible access is secured for all users.

M.14.3 Consideration as part of the SEA process

The TAG guidance for SEA Guidance by the Department for Transport in England on SEA's for Transport Plans and Programmes (Transport Analysis Guidance, December 2004) recommends that SEA assessments are undertaken on LTPs with bids and without bids.

Our SEA process therefore looked at the way in which this proposal would impact on a broad range of social and environmental aspects and considered that the 'Plan with bids' option is "likely to result in significant positive impacts within Newport with respect to congestion and local air quality. The option is also likely to improve accessibility to services and facilities for people within Newport and for people travelling to Newport from across the Island." (See www.iwight.com/transport for details of our SEA)

M.14.4 The do nothing option

The Council considers that doing nothing is not an option. The realisation of our 2020 vision, implications of the "Island Plan", the desire to regenerate the Island, plus natural growth, will add further to our existing problems in Newport. The nature and extent of our highway network means that Newport is the hub of our highway network. The SEA analysis has shown that delivering the major bid will have positive benefits in terms of reducing congestion and improving local air quality.

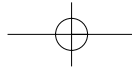
M.14.5 Reasons for submitting the bid

The Council is committed to improving transport on the Island and has prepared this LTP and its proposals, initiatives and measures so as to deliver the shared priorities and reach the targets the Plan contains. The Plan outlines our programme and concerns with regard to a range of issues and the work undertaken during LTP1 to improve our failing road network.

If successful this bid will secure the funds necessary to put in place a range of traffic management and improvement measures that will vastly improve accessibility, road safety and reduce congestion and pollution at one of our busiest and most important sections of our road network.

Value for money

The Council is clear that, because of the location and extent of the work and the implications in terms of the whole of the Island's highway network, this project represents excellent value for money. It will greatly assist in the achievement of our targets – in particular, reducing congestion, maintaining our air quality standards.



We anticipate that the scheme will cost in excess of £10m and the Council does not have sufficient money available to fund this scheme from our allocated funds. The scheme has been proposed as a whole and it is likely that even funding one element will have a detrimental impact on our spending programme and the ability to hit our LTP targets for integrated transport and maintenance.

M.14.6 Discussions with GOSE and SEERA

Early discussions with Government Office have highlighted the need to clarify the likelihood of achieving the necessary funding with the SEERA, the organising agency for the Regional Transport Board (RTB) before committing unnecessary time or money to the process. SEERA are currently consulting on the methodology and weightings applied through the RTB process. The Council has already been involved in these discussions and made representations to support our bids.

M.14.7 Provisional timetable and submission

The development of this bid is reliant on the outcome of these discussions. It would be foolish to expend time and money developing a locally worthy scheme that nevertheless has no chance of funding through the RTB. We will therefore continue our dialogue with SEERA and GOSE and report progress in the APR and by other means.

M.15 Maintaining accessibility (A3054) east of Yarmouth

M.15.1 Introduction

The shape of the Island and location of settlements has meant that many of our roads run close to and alongside the coast. Recent climatic changes have had a dramatic impact on some of the key sections of our "round the Island" coastal routes. Undercliff Drive to the west of Ventnor has suffered a catastrophic collapse and money is currently being sought through a major bid to put in place a stabilised route which will offer a permanent solution to that problem.

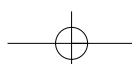
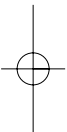
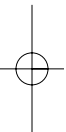
M.15.2 Strategic corridor

The A3054 is the main road linking Newport and towns and villages on the western side of the Island. This strategic corridor gives access to the settlements of Yarmouth, Freshwater and Totland, which together give a total population of some 11,000 people. The A3054 is also the main access route to the Wightlink car and pedestrian ferry operating between Yarmouth and Lymington. The southern side of the road is lined with residential properties.

M.15.3 Issues

As the road enters Yarmouth from the east it runs right on the edge of an escarpment within a few metres of the beach. The narrow undeveloped strip of land to the north of the road, between the highway and the beach is slumping towards the sea with the result that the carriageway is suffering deep rooted cracking and distortion. The length of road currently under consideration is some 500 metres in length and extends from east of the viewpoint car park into Yarmouth on the west.

The seaward side of the road suffered a catastrophic failure in 1986 and substantial engineering works were carried out to reinforce and reinstate the road. This work included excavating the coastal slope, installing a linear retaining structure to stabilise the foot of the slope, putting in a new drainage, re profiling and reinstating the slope. The entire road width was then excavated, reinforced and reconstructed. This work was successful in helping to slow the deterioration and cracking and additional and regular work has had to be carried out since, to deal with reoccurring problems. For financial



reasons we have not been able to carry out any further extensive stabilisation works and work in the area has been limited to partial excavation of the carriageway and the installation of geogrid to help bind and stabilise the carriageway.

M.15.4 Seeking a permanent solution

The Council recognises the importance of this road as a key element of our strategic road network and is looking to put in place a permanent solution. It is anticipated that this work will necessitate extensive ground stabilisation and drainage works and possibly require the reinforcement of the existing sea defences to ensure that the ground instability is not due to the sea actually undermining the current sea wall.

Some initial considerations have already been undertaken, but further work will be required to more fully understand the extent of the problems and the measures required. This work would involve a detailed study, a number of bore holes and ground investigation work.

M.15.5 The “do nothing” option

Closing the road will have a detrimental effect on access to the “West Wight” and with the road closed, people travelling into Yarmouth or settlements in the western part of the Island would have to take a lengthy diversionary route using often narrow and unsuitable roads passing through small villages and urban areas.

This route would necessitate crossing the Western Yar at its southern most point and then, using narrow unsuitable roads on the western side of the river to enter Yarmouth via the swing bridge to the west of the town. Permanently diverting traffic onto this route would no doubt reduce accessibility in the Yarmouth area, have a detrimental impact on the built and natural environment and result in congestion in a number of locations on route.

M.15.6 Addressing the shared priorities

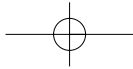
The scheme will address the shared priority and help assist the targets contained in this Plan.

Reinstating the (A3054) will maintain accessibility, reduce congestion and pollution on the alternative route.

Solution	Improving Accessibility	Reducing Congestion	Air Quality & the Environment	Improving Road Safety	Economic Regeneration	Effective Management
Reinstatement of (A3054) strategic corridor	✓	✓	✓	✓	✓	✓
Walking and cycling improvements	✓	✓	✓	✓	✓	✓

M.15.7 Supporting the AIF priorities

It is recognised that transport can be a particular problem for those who live in the more remote areas of the Island. The most recent Census indicates that car use is higher in rural areas. Many tourists use their cars to access the Islands countryside and for those living in rural areas the car may be the first choice of travel.



Our economic strategies acknowledge that opportunities exist to improve transport and accessibility in the countryside and closing this road will impact on our road network, bus links and accessibility to one of our key cross-Solent ports.

M.15.8 Consideration as part of the SEA process

Our SEA process has considered the LTP with and without this bid. The SEA has considered the way in which this proposal would impact on a broad range of social and environmental aspects and considered that the two options.

The process considered that the east of Yarmouth bid "should reduce the risk to people and property from erosion and instability and should avoid damage to the coastline or loss of amenity through reinforcement of the existing sea defences and by not constructing new defences. This bid will also maintain current levels of access (after construction) but could potentially be associated with affects on a nearby designated nature conservation site and the location of this road on the coast could be vulnerable to the effects of climate change". It is therefore essential that any works take into consideration the environmental impact of this work and the necessary mitigating measures are put in place.

M.15.9 The "do nothing" option

The Council considers that doing nothing is not a realistic option for the longer-term. The A3054 provides an essential link to the ferry terminal at Yarmouth and settlements in the West Wight identified in the LDF for future investment.

The SEA considered that "without the east of Yarmouth bid, there are likely to be adverse impacts with respect to coastal instability and accessibility in West Wight if the section of the A3054 fails. Therefore, in conclusion, the 'Plan with bids' option is associated with more environmental benefits than the 'Plan without bids' option". (See www.iwight.com/transport for details of our SEA)

M.15.10 Reasons for submitting the bid

The Council is committed to improving transport on the Island and has prepared this LTP and its proposals, initiatives and measures so as to deliver the shared priorities and to reach its transport targets.

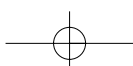
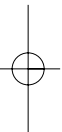
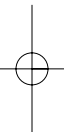
The Council anticipates that delivering this bid will cost in the region of £10.5m although the final costs will not be known until preparatory investigation work has been carried out. The Council does not have sufficient money available to fund this scheme from our existing funds and welcomes early discussions with SEERA, prior to any detailed development work.

Value for money

It is clear that the closure of this road as a result of a catastrophic failure would adversely impact on the Island's highway network in particular the route to the West Wight and Yarmouth Ferry Terminal. The Council considers that this project represents excellent value for money and will greatly assist in the achievement of our targets - in particular, to maintain and improve accessibility.

M.15.11 Discussions with GOSE and SEERA

Early discussions with GOSE have highlighted the need to identify the necessary funding with the SEERA and the RTB, before committing unnecessary time or money to the process. We will therefore continue our dialogue with SEERA and GOSE and report progress in the APR and by other means.



M.16 Ventnor, land stabilisation update

The town of Ventnor (map ref. M-9) on the south coast of the Isle of Wight is located within a particularly unstable geological location and faces significant challenges, particularly in the context of climate change. Such is the severity of the damage historically caused by ground movement that a large amount of investment has been made in developing a detailed understanding of the causes of instability, with the aim of achieving long term, sustainable solutions to the ground movement problems.

With the assistance of funding from the Department for Transport, deep ground investigation boreholes have been sunk in central Ventnor, which have allowed, for the first time, the development of a detailed understanding of landsliding mechanisms and a quantitative assessment of the future risks. The study has confirmed that there are considerable risks arising from ground movements and landslide reactivation and that these risks will increase with time as a result of predicted changes in climate.

M.16.1 Landslide Management Strategy

The Isle of Wight Council, implements a 'Landslide Management Strategy', which has been effective in reducing the likelihood and impacts of ground movements, to some degree. However, in order to reduce the risk substantially, the only realistic management option is the implementation of landslide stabilisation measures. A preliminary analysis has indicated that such a scheme would be economically viable and would have enormous benefits for the town.

M.16.2 Reducing the risk

In assessing the risk of future landslide movement a range of risk scenarios have been developed drawing on the results of the ground investigation and reflecting the complex range of landslide behaviour that might occur. The consequences of a particular landslide scenario taking place may be estimated by considering the predicted ground behaviour over different parts of the landslide system together with the nature of assets at risk, the exposure of the assets and their vulnerability to damage. Combining these factors enables landslide consequence models to be developed that reflect the damage signature or possible landslide scenarios. The study demonstrates that landslide risk could be reduced very significantly by improving the overall stability of the landslide complex within central Ventnor through the provision of deep drainage and other measures. It is believed that an economically justifiable, technically sound and sustainable solution can be developed in order to safeguard the town looking ahead for the next one hundred years.

M.16.3 Working together

A technical workshop involving the key government departments will be arranged for spring 2006. The consequences of any work will be fully appraised as part of the SEA and NATA process.