

Appendix 3 – 2023/24 Q1

TRANSPORT AND INFRASTRUCTURE, HIGHWAYS PFI AND TRANSPORT STRATEGY

Cabinet Member: Councillor Phil Jordan	
Portfolio Responsibilities: <ul style="list-style-type: none"> • Parking Services • Floating Bridge • Harbours 	<ul style="list-style-type: none"> • Concessionary Fares • Subsidised Bus Services • Highways PFI Contract • Highways Authority

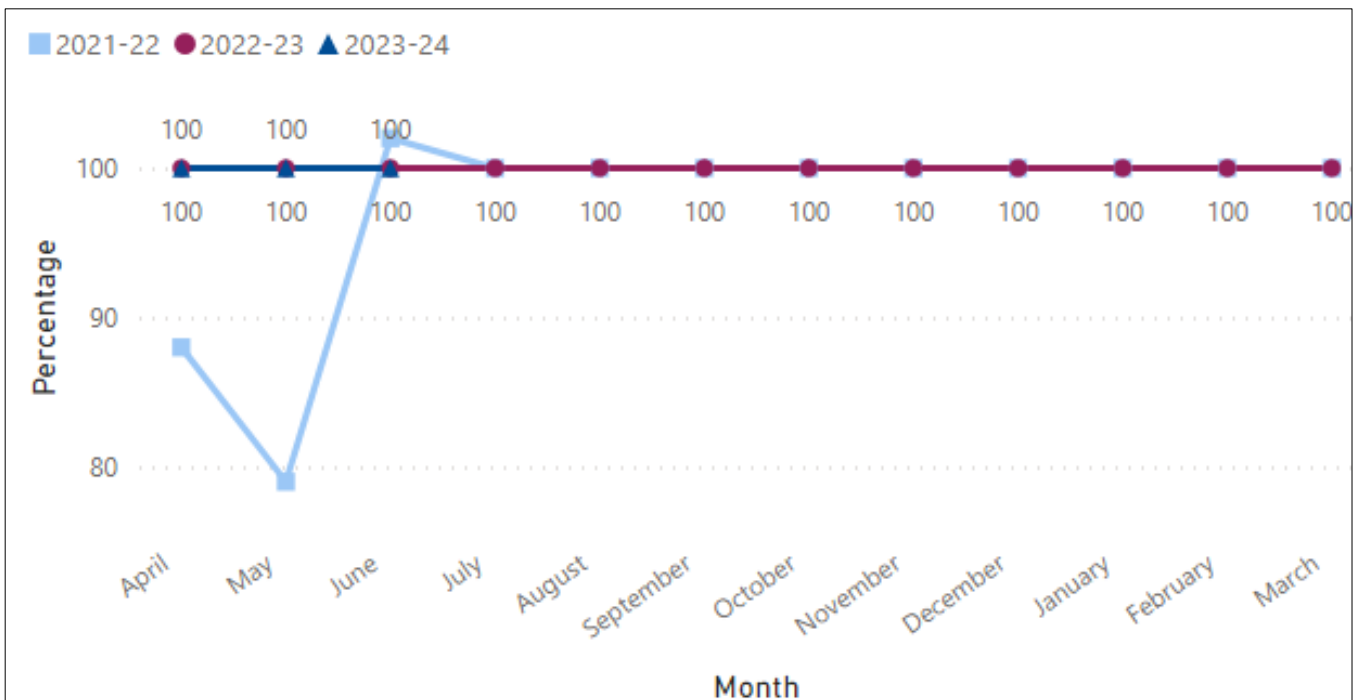
Performance Measures

Percentage of Category 1 Emergency Responses within 2 hours (hazardous potholes, fallen trees, street lighting etc.)

Aim: 100 percent Category 1 Emergency Responses within 2 hours.

UN Sustainable Development Goal: 9

Most Recent Status: June 2023	GREEN
Previous Status: March 2023	GREEN



- Data for this measure is provided by Island Roads.
- Emergency responses have maintained 100 percent timeliness since June 2021/22.
- Category 1 defects require remedial action within 2 hours to ensure the highway remains safe. 2-hour defects may include:
 - Potholes
 - Fallen Trees / Branches
 - Damaged Street furniture (vandalism or vehicular collision)
 - Street Light outage
 - Damaged Kerbing or Tactile Crossings

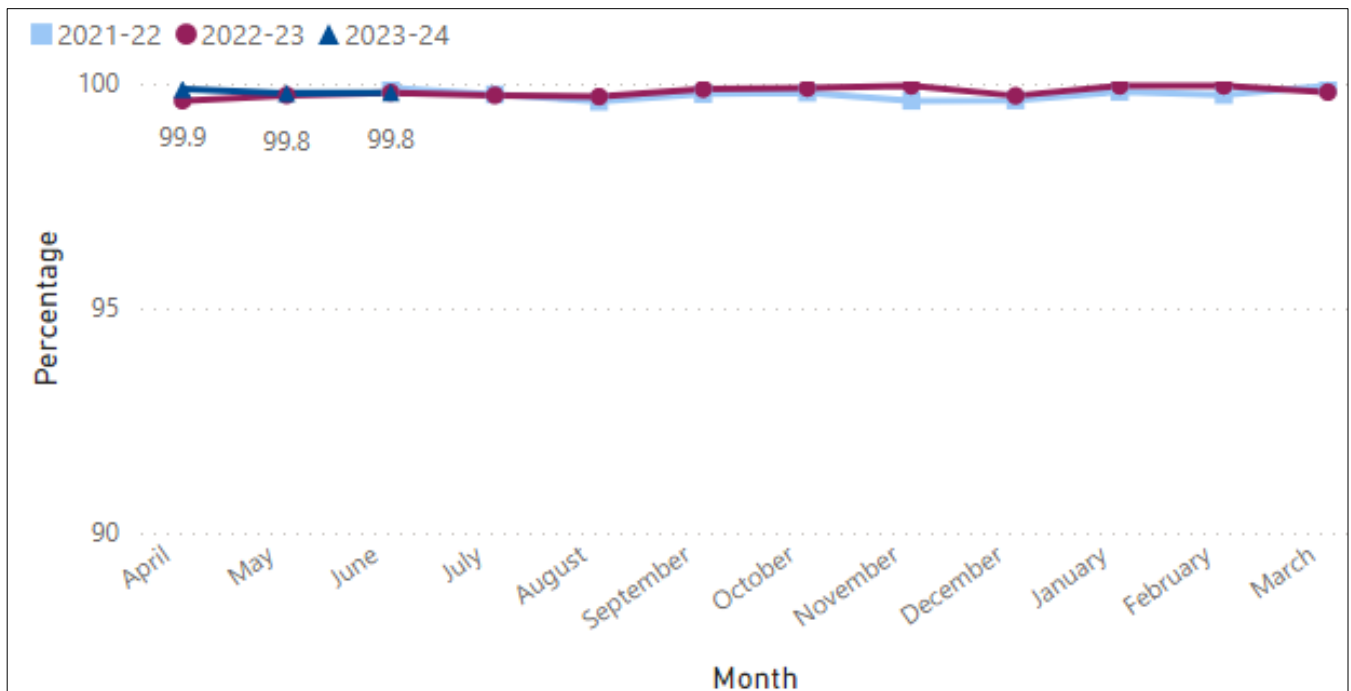
- Category 1 defects are notified to Island Roads and recorded in their asset management system 'Confirm'. These are reviewed for compliance with contract by Commercial Manager.
- Island Roads have attended 322 Category 1 defects in quarter 1.

Percentage of highways inspections undertaken (Sec 58 Highways Act Compliance)

Aim: 100 percent of highways inspections undertaken

UN Sustainable Development Goal: 9

Most Recent Status: June 2023	GREEN
Previous Status: March 2023	GREEN



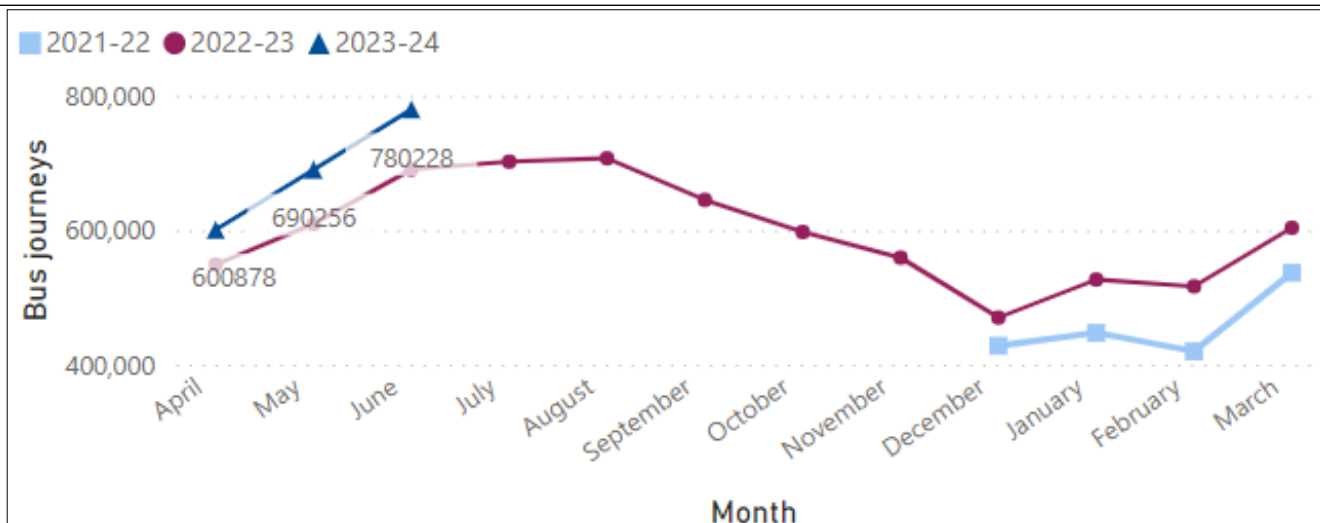
- Currently the Isle of Wight Council audits a percentage of Island Roads inspections to ensure the Island Roads District Stewards are identifying and rectifying defects in line with the code of practice and contractual requirements.
- There were two inspections not completed on time and this relates to two roads that require further investigation as these are routinely behind schedule.
- Island Roads have a target of 1,990 in June and have undertaken 1,986 in the timeframe expected. The average number of safety inspections per month is 2,111 with an average performance of 99.8 percent

Number of public transport users

Aim: Increase in the number of public transport users

UN Sustainable Development Goal: 9

Most Recent Status: June 2023	Monitoring Measure
Previous Status: March 2023	Monitoring Measure



- Data for Bus travel on the island is provided by Southern Vectis
- We are in the process of formalising a non-disclosure agreement with South Western Railways for data related to Islandline usage, so there is a delay in obtaining this data until the process is concluded.
- We are awaiting an update from ferry service providers relating to cross-Solent travel, and this is currently being followed up by the Highways and Transport Client team.

Car parking utilisation

Aim: Increase in car parking utilisation

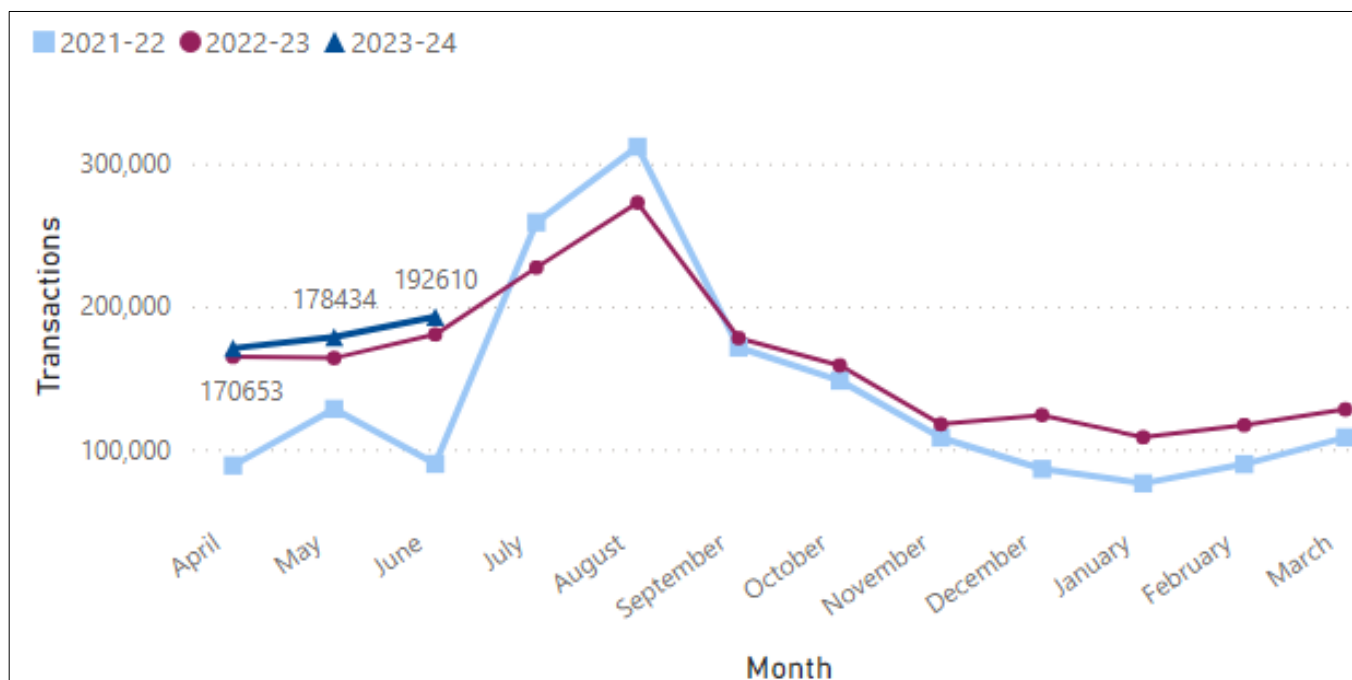
UN Sustainable Development Goal: 9

Most Recent Status: June 2023

Monitoring Measure

Previous Status: March 2023

Monitoring Measure



- Pay and Display transaction data is extracted from the Flowbird (ticket machine manufacturer), back-office communications system (Smartfolio) and PayByPhone transactions data comes from our PayByPhone back-office system.
- Quarter 1 shows car parking utilisation above the same period last year, with the expected increase over the summer period.

Floating bridge number of foot passengers

Aim: Increasing number of foot passengers

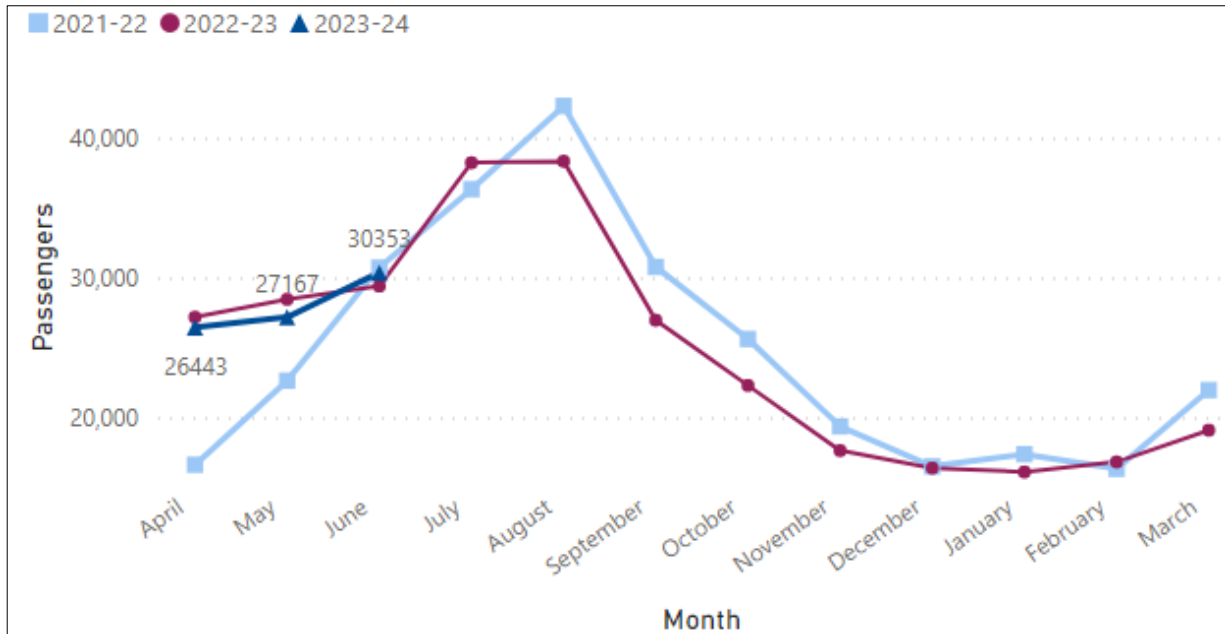
UN Sustainable Development Goal: 9

Most Recent Status: June 2023

Monitoring Measure

Previous Status: March 2023

Monitoring Measure



- Floating bridge data shows that quarter 1 saw an increase in the number of foot passengers using the service, however foot traffic did not match the level for the same period last year (83,963 for quarter 1 of 2023/24 against 85,000 for 2022/23).
- Service was suspended from 4 May 19:30 until 12:30 on 5 May and from 16:30 on 20 May to 20:00 on 22 May owing to generator problems. Service was suspended for 1 hour on 22 June.
- Barring any unforeseen circumstances, trends suggest that we can expect numbers to pick up over the summer months

Floating bridge number of vehicles

Aim: Increasing number of vehicles

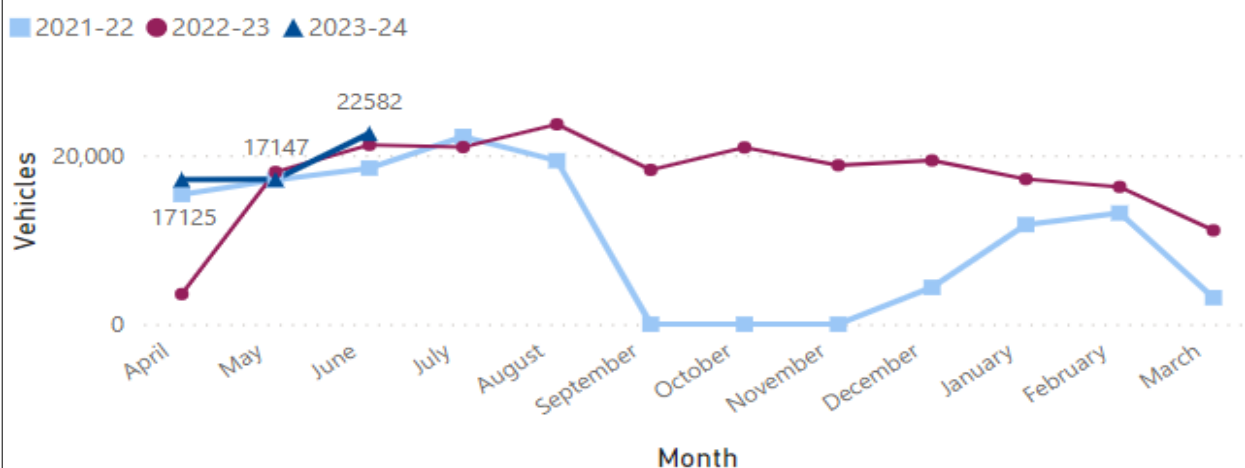
UN Sustainable Development Goal: 9

Most Recent Status: June 2023

Monitoring Measure

Previous Status: March 2023

Monitoring Measure



- The total number of vehicles seen during quarter 1 was 56,854 compared to 42,824 for the same period last year

Floating bridge hours operated as a percentage of scheduled hours

Aim: High percentage of hours operated as a proportion of scheduled hours

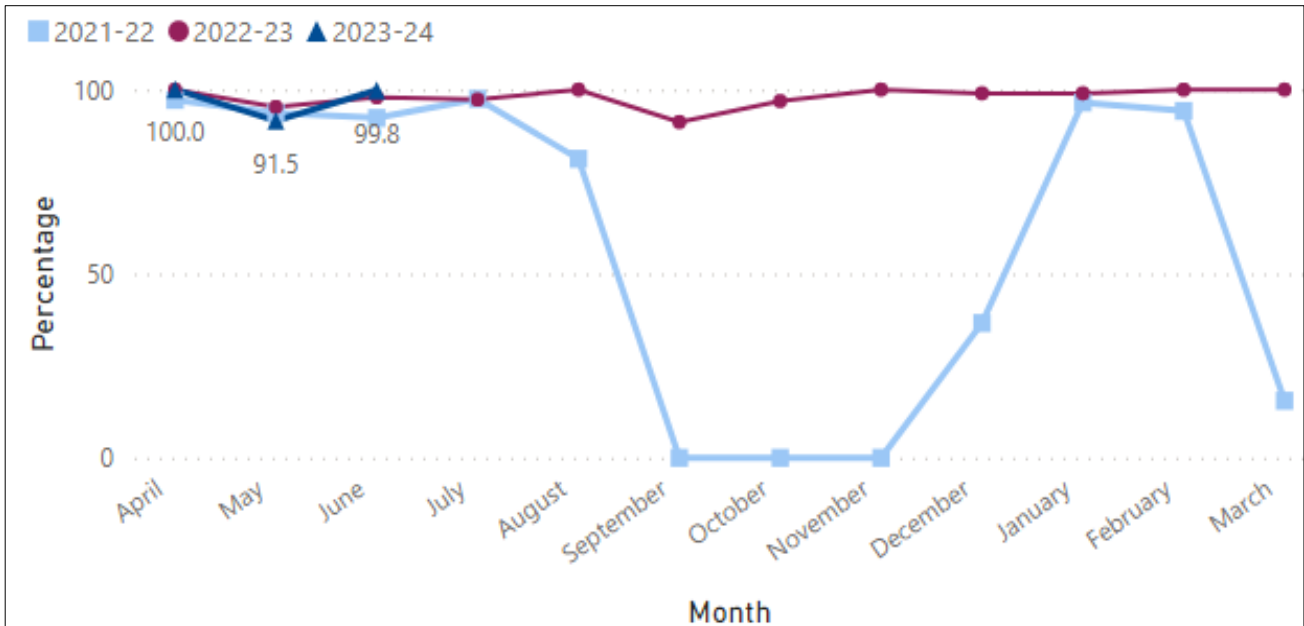
UN Sustainable Development Goal: 9

Most Recent Status: June 2023

Monitoring Measure

Previous Status: March 2023

Monitoring Measure



- The floating bridge was operational for an average 97.1 percent of its scheduled hours during quarter 1, this was slightly lower than during the same period last year (97.7 percent).

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 8:

No progress with the Island Wide Parking Strategy this quarter.

The following activity supports UN Sustainable Development Goal 9:

The floating bridge continues to provide a reliable service and has operated at 100% in March and April and at 91.1% in May.

The Council has now commissioned locally based consultants 3S Business Services to review the two remaining issues which impact the efficiency and operation of Floating Bridge 6: -

- The failure to be able to operate at all states of the tide whilst maintaining the chain clearance of tide height plus 1.5m – they will work with the council and a specialist Computation Fluid Dynamic (CFD) supplier to populate a CFD model to replicate the dynamics of Floating Bridge 5 and Floating Bridge 6; this will be combined with a review all previous work and reports on the issue.

- Review the operation of Floating Bridge 6 in terms of vehicles, foot passengers and cyclists queuing, paying, loading, and unloading – they will review the operation and available information and identify if and how this could be improved to increase the number of crossings per hour.

The work is expected to take six months and should be concluded in December 2023; at this point they will provide a comprehensive paper setting out above findings and recommendations for the council's consideration and approval.

As agreed at the Major Highways Project Board it was agreed that the final draft of the Local Transport Plan 4 (LTP4) for ratification of Cabinet and the subsequent public consultation is deferred until the Department for Transport's (DfT) long-awaited guidance to Local Transport Authorities has been received (or at least the consultation version). This has meant that little progress has been made since March 2023, though the draft LTP4 is with the Graphics Team to revise so that it is an appropriate format for publicising the document. Likewise further advice has been sought from the DfT, though there are no confirmed timescales for the release of the guidance at this time.

Further Active Travel England (ATE) Capability funding received and currently procuring consultancy support for the development of a Local Cycling and Walking Infrastructure Plan (LCWIP) for the Bay Area (Sandown, Shanklin & Lake). The development of the LCWIP is due to commence in autumn 2023.

Work on producing an annual report highlighting key improvements and successes of the Transport Infrastructure Partnership is ongoing with discussions focusing on operational matters.

The draft Enhanced Bus Partnership Plan and Scheme have been finalised; these are currently out for statutory consultation due to end on 28 July. This is to ensure it is ratified and published by 30 September to align with the conditions of the Bus Service Improvement Plan+ funding.

The council continues to provide challenge where any non-compliance of contractual standards are identified. Several new contractual disagreements have surfaced because of these challenges, but these have since been resolved without compromise from the council. A list of historic disagreements has been compiled and initial conversations have been held to understand all parties' positions. Discussions are ongoing whilst simultaneously obtaining legal advice on the priority issues.

Several safety-based highways improvements schemes are currently in the development stages. Progress has been slower than anticipated due to several factors, including resources being required to develop a safer route scheme for the A3056 to secure funding from Department for Transport (DfT) and the highway design capacity within Island Roads.

The Highways team are in the process of developing options for the community to consider. While issues highlighted by local parish councils remain under active consideration, some potential solutions could also have a significant negative impact on the area if treated in isolation. As such a considerable investment in time is required to develop viable options holistically. Although some progress has been made with this work, particularly in relation to Niton village centre, it has proved impossible to make significant progress with so many urgent safety issues needing the attention of the Highway's Authority (HA) during the last year. Unfortunately, there have been no relevant funding opportunities during this period to enable the HA to fund further capacity to accelerate the delivery this work.

There are no updates on the strategic infrastructure and capacity review this quarter.

The following activity supports UN Sustainable Development Goal 11:

In relation to the Island Wide Speed Assessment project, whilst there remains an issue of resource, a further summary report has been commissioned with Island Roads, which is due imminently. The purpose of the subsequent summary report is to collate outcomes/recommendations into a single document for Cabinet in the autumn to review, to help inform their decision on whether to support the development of an implementation plan covering specific speed limit schemes, which is then likely to spread over several years.

Strategic Risks

Failure of the Highways PFI contract resulting in significant financial and operational disruption for the council and its residents

Assigned to: Director of Neighbourhoods

Inherent score	Target score	Current score (June 23)
16 VERY HIGH	5 LOW	9 MEDIUM
Previous scores		
Mar 23	Dec 22	Sep 22
7 MEDIUM	7 MEDIUM	7 MEDIUM
Increase in risk score		