

# Appendix 9 - 2021/22 Q4

## HIGHWAYS PFI, INFRASTRUCTURE AND TRANSPORT

**Cabinet Member:** Councillor Phil Jordan

**Portfolio Responsibilities:**

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Parking Service</li> <li>• Floating Bridge</li> <li>• Harbours</li> </ul> | <ul style="list-style-type: none"> <li>• Concessionary Fares</li> <li>• Subsidised Bus Services</li> <li>• Highways PFI Contract</li> <li>• Other Highways</li> </ul> |
|--|---|

**Service Updates - Key Aspirations and Ongoing Business**

We remain relatively on track for the drafting of the Local Transport Plan and agreed project timescales indicate implementation from April 2023. An initial draft has now been completed by consultants which will be reviewed by the Highways Authority in liaison with the Planning Authority during Q1. A revised draft will be shared with stakeholders via workshops in June for further drafting over Summer.

In Q4, the new cycle route from Mews Lane to Newport Quay was completed but for enhanced access from Fairlee Rd. However, the route is now in use and receiving positive feedback. In Q1 22/23, issues relating to a property development affecting the new access will be resolved so as to inform next steps. Q4 also saw a 1.75km section of the West Wight Greenway route from Wellow toward Yarmouth being secured with a requirement to build-out through a section 106 agreement following a recent planning application.

We were also successful in securing circa £80K for a cycling route enhancement in Newport informed by the town's existing Local Walking and Cycling Infrastructure Plan (LWCIP). A draft LWCIP has been developed in partnership by Cowes, Northwood, and Gurnard, as has a draft East Cowes and Whippingham plan. A plan for St Helens, Bembridge, and Brading is in development.

Completion of the speed assessment project remains on track, with the necessary surveying having now been completed to inform the subsequent report and recommendations due in October 2022.

Island Roads are developing the Structures Assessment Strategies for Milestone14 structures to meet mini-milestone 2. IWC has pushed back on parapet inspection and assessment strategy to ensure full compliance with requirements, and overall, the programme is on track.

The timescales for an Enhanced Bus Partnership (EP) have been amended as a result of changes to Department of Transport guidance, which no longer requires the Council to have an EP in place for 31 March. The intention is now to have the EP in place for July/August subject to Cabinet approval in July 2022.

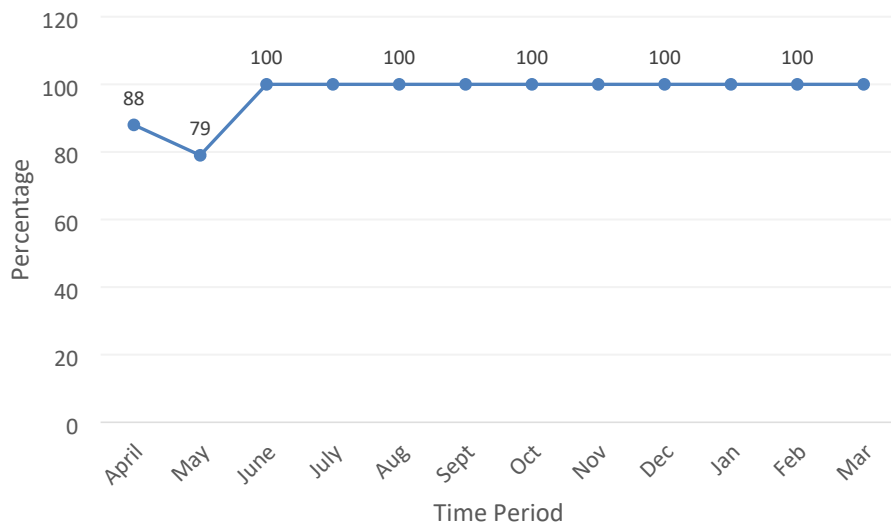
The Department of Transport recently announced that the Isle of Wight would not be receiving funding to achieve the aspirations of the Bus Service Improvement Plan (BSIP), therefore the revised approach for the initial EP scheme, is to formally agree status quo as a minimum. Further EP schemes can then be developed based upon future funding opportunities.

St Mary's, St Georges and Smallbrook schemes were completed. Further Highway improvement schemes will be reviewed and discussed with the portfolio holder following world price for raw materials increase.

In Q4, site visits and meetings with the Parish Council have taken place and a draft report produced. In Q1 22/23, the draft report will be revised to capture further detail on local issues in readiness for sign-off by Parish Council prior to wider engagement.

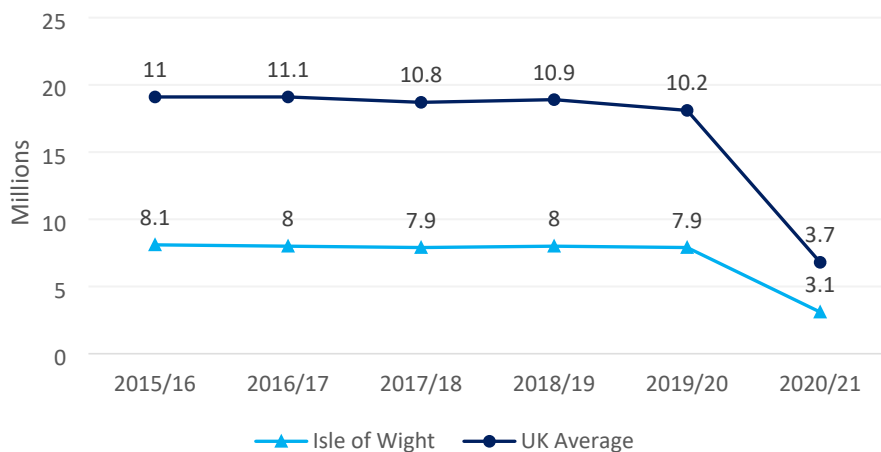
## Performance Measures

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



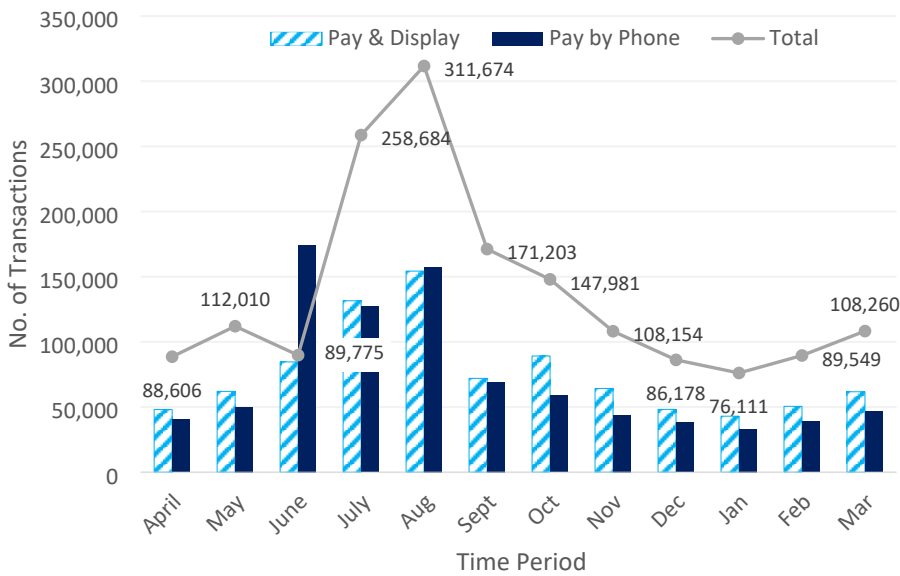
- Emergency responses have maintained 100 percent timeliness since the end of Quarter 1.
- Category 1 defects require remedial action within 2 hours to ensure the highway remains safe. 2 hour defects may include:
  - Potholes
  - Fallen Trees / Branches
  - Damaged Street furniture (vandalism or vehicular collision)
  - Street Light outage
  - Damaged Kerbing
  - Damaged Tactile Crossing

### Number of public transport users



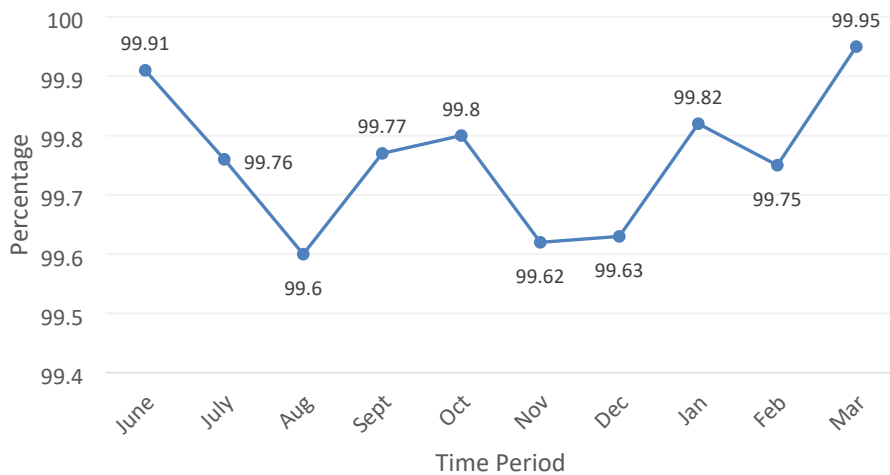
- This is a new measure so only historical annual data is currently available
- The island appears in line with the UK average, including a substantial dip in public transport utilisation during 2020/21 as a result of the national lockdown

**Car parking utilisation**



- The steep decline through Quarter 2 and 3 is not unexpected following the tourist heavy summer months.
- Parking revenue for the year totalled £4,065,248 compared to £2,077,740 in 2020-21 when charges were suspended for a significant period.
- Although we are seeing signs of positive post-pandemic recovery (for reference, the total for 2019-20 was £4,193,883) we remain below the target of £4,241,875 for the year.

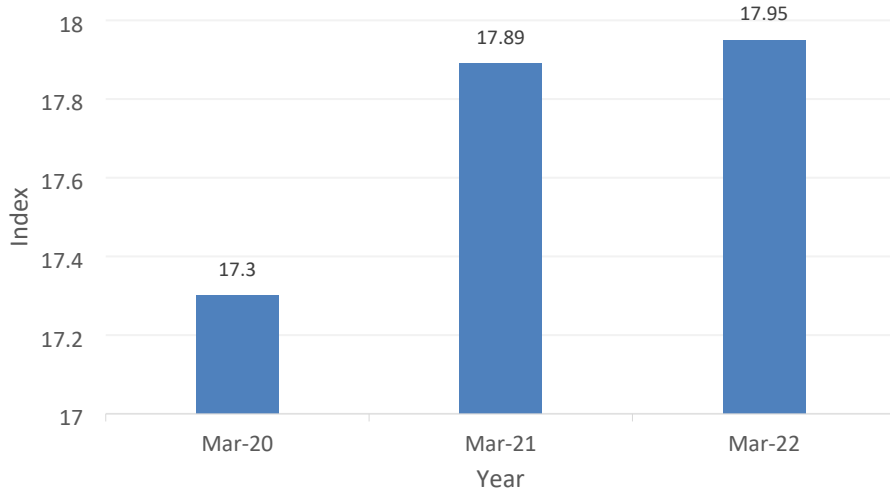
**Percentage of highways inspections undertaken (Sec 58 Highways Act Compliance)**



- The frequency of inspections is dependent on each category of road. Defects are assessed and action is taken in line with the contract timescales to meet the provisions of Section 58 of the Highways Act 1980.
- The council currently audits a percentage of Island Roads inspections to ensure the Island Roads District Stewards are identifying and rectifying defects in line with code of practice and contractual requirements.

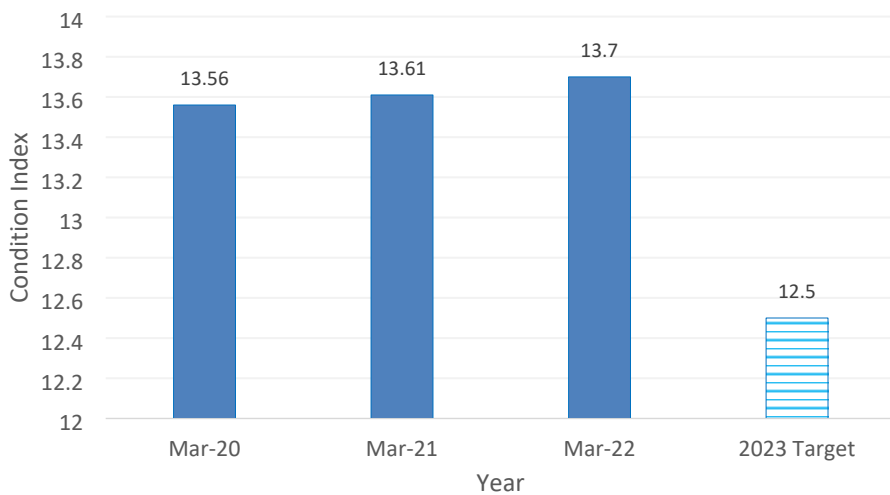
- There were 5 inspections not done on time and this relates to two roads that requires further investigation as these are routinely behind schedule.

**Average Road condition index (Wight Carriageway Condition Index) hierarchy 1 roads**



- The actual information provided is for hierarchy 1 roads reported as part of PFI contract.
- Hierarchy 1 refers to the most important category of roads managed as part of PFI based on traffic flows on monitoring lengths of these roads.
- The Authority is in dialogue with service provider on a model for reporting road condition so has used the temporary technical model for this.

### Average Footway Condition



- The actual information provided is an average across all hierarchies and districts reported as part of PFI contract.
- The Authority is in dialogue with the service provider on a model for reporting road condition so has used the temporary technical model for this.

### Strategic Risks (As reported to Audit Committee March 2022)

**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
16 RED	5 GREEN	8 AMBER
Previous scores		
Nov 21	Sep 21	Jul 21
8 AMBER	8 AMBER	8 AMBER
No change to risk score		