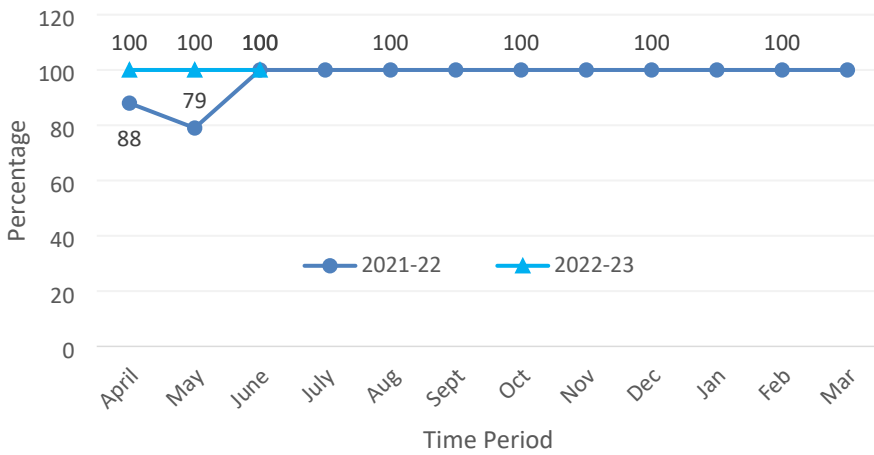


Appendix 9 - 2022/23 Q1 INFRASTRUCTURE, HIGHWAYS PFI AND TRANSPORT

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 two hours

UN Sustainable Development Goal: 9

Most Recent Status: June 2022

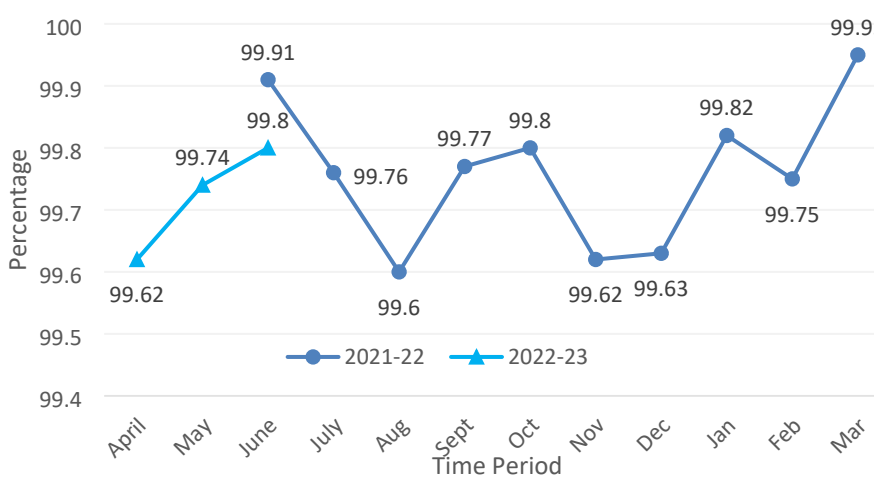
GREEN

Previous Status: March 2022

GREEN

- Emergency responses have maintained 100 percent timeliness since the end of Quarter 1 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
 - Damaged Tactile Crossing

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 2022

GREEN

Previous Status: March 2022

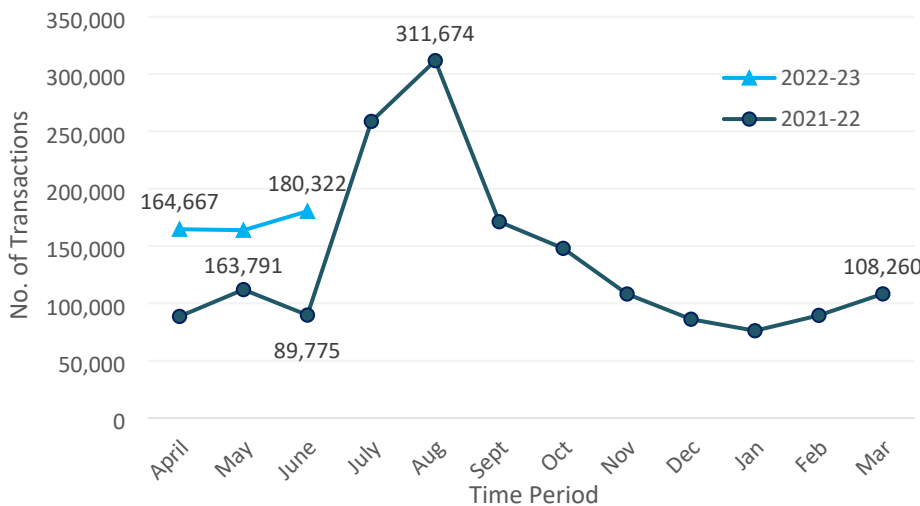
GREEN

- IWC receive a programme of highway inspections undertaken by Island Roads. 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.
- Currently IWC 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.

Number of public transport users

- **Aim:** Increase in number of public transport users
- **UN Sustainable Development Goal: 9**
- 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 as relates 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 2022

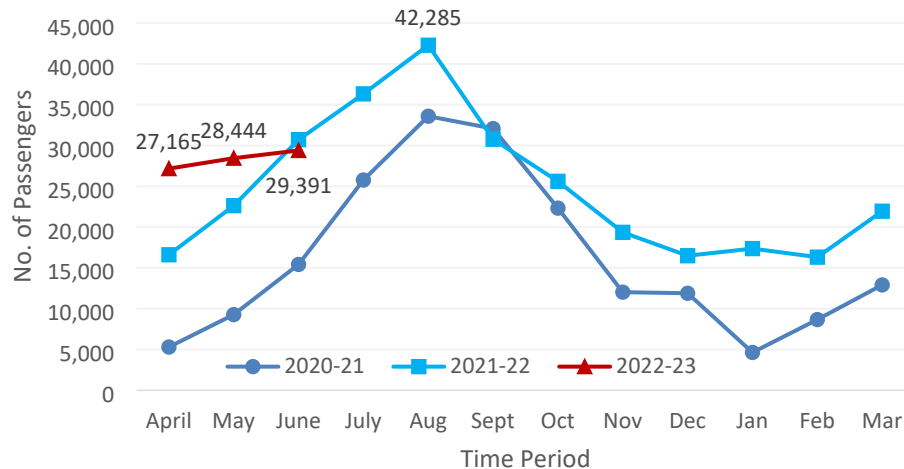
AMBER

Previous Status: March 2022

AMBER

- Quarter 1 has shown a marked improvement from the same period last year, with transactions by Pay and Display and Phone totalling 90,547 more in June 2022 than June 2021.

Floating Bridge Number of Foot Passengers



Aim: Increasing number of foot passengers

UN Sustainable Development Goal: 9

Most Recent Status: June 2022

Monitoring Measure Only

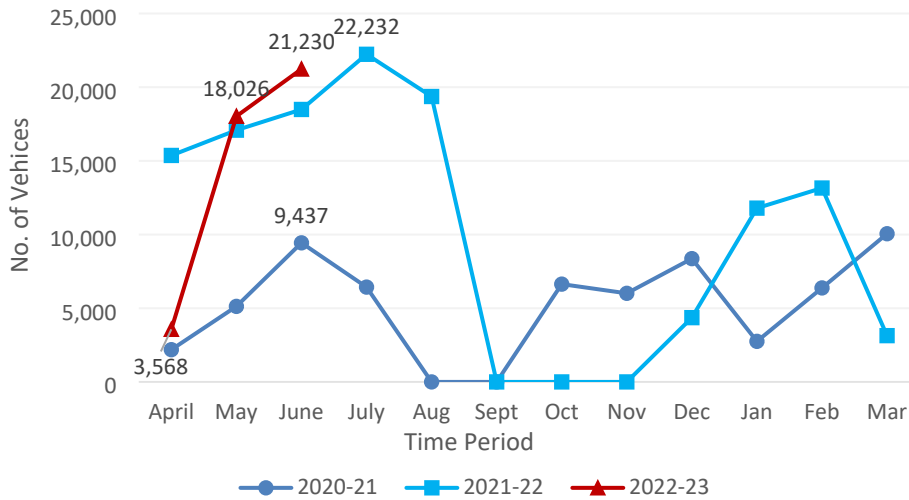
Previous Status: N/A

Monitoring Measure Only

- The 2022-23 year started well, as while the incline is not as steep as in previous years, the overall number of foot passengers during Quarter 1 (85,000) is significantly higher when compared to the previous two years (29,989 for 2020-21 and 69,944 for 2021-22).
- Service suspended on 4 occasions for 6 hours each owing to staff shortages during May, and again for 12 hours on 29th June owing to staff shortages

- Barring unforeseen any circumstances, trends suggest that we will expect to see a rise in numbers over the tourist heavy months of quarter 2.

Floating Bridge Number of Vehicles



Aim: Increasing number of vehicles

UN Sustainable Development Goal: 9

Most Recent Status: June 2022

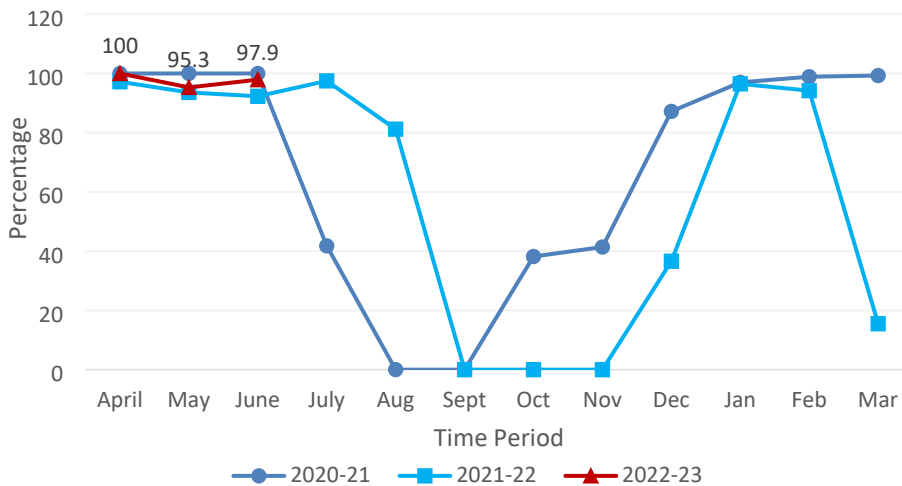
Monitoring Measure Only

Previous Status: N/A

Monitoring Measure Only

- The total number of vehicles seen during Quarter 1 was 42,824, approximately 8,000 lower than in the same period in 2021-22 (50,940)
- The low number of vehicles using the floating bridge during Quarter 1 can be partially explained by the vessel being taken out of service for 5 year out of the water inspection in March, and not returning until 23rd April 2022.
- Service suspended on 4 occasions for 6 hours each owing to staff shortages during May, and again for 12 hours on 29th June owing to staff shortages.

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 2022

Monitoring Measure Only

Previous Status: N/A

Monitoring Measure Only

- The floating bridge was operational for an average 97.7 percent of its scheduled hours during Quarter 1, which is higher than during the same period last year (94.4 percent).
- While there was a planned withdrawal for dry docking, this was completed on schedule and the vessel returned as planned on 23rd April.
- The gaps in scheduled service during May and June were as a result of service being suspended due to staff shortages.

Service Updates - Key Aspirations and Ongoing Business

The below activity supports UN Sustainable Development Goal 9:

The five year out of water Maritime and Coastguard Agency inspection was successfully undertaken for the Floating Bridge between 7 March and 23 April; whilst in dry dock a number of planned maintenance tasks and minor system improvements were undertaken. Work to conclude the contract dispute mediation continues;

once a settlement is reached work can be undertaken to investigate the feasibility of commissioning a new crossing.

Regarding the Local Transport Plan (LTP), as previously reported, the agreed project timescales for implementation from April 2023 remain relatively on track. During the last 2 months the initial draft of LTP core strategy has been further developed with additional involvement from the planning team, and carbon forecasting has been undertaken. Materials have also been developed for stakeholder workshops as part of the test and adjust engagement in June. The date of the cabinet paper presenting the strategy has been delayed to 25th October 2022 to allow sufficient time to review feedback from stakeholder workshops for inclusion in the next draft. Once the draft has been considered and approved by Cabinet, the public consultation shall commence.

Once complete the revised draft shall be reviewed again by the project team and colleagues from the Planning Authority prior to being shared with Cabinet for approval ahead of full public consultation. Following this, public consultation shall commence which is now likely to begin in earnest in November following feedback from cabinet.

In respect of the removal of a Department of Transport (DfT) deadline for an Enhanced Partnership to be in place and no funding allocated to the Isle of Wight, focus has shifted to the DfT Local Transport Fund requirements to have ongoing Network Review meetings with local bus operators, ahead of any decisions in respect of amendments to local bus services in April 2023.

However, now we have received legal advice both on the Partnership document and the associated non-disclosure agreement, the intention is to have the draft revised accordingly, statutory consultation undertaken and for the final draft to be ready for Cabinet in October.

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
16 RED	5 GREEN	7 AMBER
Previous scores		
Mar 22	Nov 21	Sep 21
8 AMBER	8 AMBER	8 AMBER
Small decrease in risk score		