

Active Travel Isle of Wight - Upping Our Game

With the publication of the government's Gear Change walking and cycling plan, new cycle infrastructure design guidance LTN1/20 and the establishment of Active Travel England (ATE), government has indicated a significant change in approach to active travel delivery. Following a previous focus on behaviour change with little funding for infrastructure delivery, there is a move now to increase capacity to be able to deliver high quality infrastructure changes. It is clear that ATE will be looking to fund those authorities who can evidence genuine commitment and ambition, with clear plans for delivery.

The Isle of Wight aspires to be "Bicycle Island" and has great potential to become an exemplar for rural active travel, with a significant increase in mode share for walking and cycling.

To secure funding in a very competitive landscape we have to show clear policy commitment, and comprehensive and integrated plans with an overall island vision. This is vital in securing funding when ATE commence multi-year funding allocation rounds. The strong work to date on LCWIPs needs to be followed up with identified approaches to deliver the changes the LCWIPs recommend, and appropriate follow-on work from LCWIPs to ensure a continual pipeline of deliverable schemes.

Although many of the actions needed to significantly improve the Island's delivery on Active Travel lie with the local authority, the Active Travel Hub can have a key role to play in helping the local authority address key issues alongside direct delivery outside of the local authority, with different organisations and sectors working together towards shared goals.

The following table sets out a draft set of potential actions to improve active travel options on the Island. They are a modified/expanded list of actions sent by People Powered CIC to Isle of Wight Council as a suggested starting point for a new approach. These are put forward as a starting point for discussion by the Active Travel Hub about priority actions for the hub to engage in.

The table below outlines each action in brief, along with an assessment of how dependent delivery is on IWC involvement, and the level of resource requirement to deliver.

IWC have recently bid for funding under the Capability and Ambition Fund (managed by ATE) for the following, which could deliver some of the actions in the table:

1. The development of LCWIP in the Sandown Bay area. This area as a key Regeneration priority for the local authority and includes the areas of Sandown, Lake, Shanklin. The authority is investing significant resource in the development of Place Plans and aligning a LCWIP is seen as key strategic link between Active Travel and area regeneration.
2. The Island has a Rights of Way Improvement Plan and a (now out of date) Cycle Strategy, as well as a series of LCWIPs. We aim to draw these plans together to create a clear, prioritised strategic vision for a cycling network linking main towns and villages.
3. To engage the public over key LCWIP routes and undertake feasibility work to allow us to move to capital bids and delivery.
4. To provide Active Travel training for senior officers and cabinet members, to improve understanding of the key issues and potential that active travel offers, particularly in the context of our revised LTP which will prioritise active travel much more heavily.

Actions included in current IWC bid for Active Travel England funding (points 1-4 above)		Key to initials: SC: Stewart Chandler CF: Claire Franklin WA: Will Ainslie RS: Rob Sauven
Suggested early actions for Active Travel Hub		

	IWC dependency (l/m/h)	Resource requirements (l/m/h)	Options for delivery approach
Carry out research into barriers to switching to active modes and propensity to switch modes, to build an evidence base to support targeting of infrastructure improvements where they will have the greatest impact, and to demonstrate clear value for money in grant applications.	L	M	
Develop data strategy to ensure high quality data is available to inform decision making and allow improved monitoring of change.	L	M	
Work towards complete LCWIP coverage of the Island by developing LCWIPs for Sandown Bay (Sandown, Lake, Shanklin, Ventnor) and West Wight (Totland, Freshwater, Yarmouth). Develop a “rural area” LCWIP to include remaining rural parishes (alternatively some of the remaining parishes may be grouped to create a specific LCWIP, or existing LCWIPS revised to add neighbouring parishes).	M	M	
Update the Newport and Ryde LCWIP to account for changes since their creation, in particular the publication of LTN 1/20.	H	M	
Review and amend LCWIPs to ensure consistency and coherence between them, so they form a coherent, comprehensive plan for the Island, but reflecting and respecting local variation.	M	M	
Form links with research bodies to identify opportunities to use the Isle of Wight as a testbed for rural active travel improvements.	L	L	
Improve arrangements for maintenance of active travel infrastructure.	L-H	M-H	
Barrier removal programme (maybe part of small projects register)	H	L-M	
Encourage the formation of a pedestrian user group (e.g. local Living Streets group) to fill the current gap in pedestrian representation on the IOW	L	L	

Record of attendance at meetings

Meeting 1, Nov 9 2022

Present: Stewart Chandler (IWC), Ross Edmunds (IWC), Daniel Washington (IWC), Martin Gibson (People Powered CIC), Will Ainslie (Chair – PPCIC), Rob Sauven (Together for Mission Zero), Nick Key (Wightlink), Claire Franklin (CycleWight)

Apologies: Rob Gillespie (Island Roads), Lee Matthews (IWC), Brock Rogers (Solent Transport)