



June 2025

Local highways maintenance transparency report

The Department for Transport expects all local highways authorities to publish information about their highways maintenance activities to help local taxpayers see the difference that funding is making in their areas.

Our highway network

The Isle of Wight Council has a 25-year Highways PFI Contract with Island Roads Services Ltd which commenced service on 1st April 2013.

This contract establishes a partnership between Isle of Wight Council and Island Roads Services Ltd (IRSL) as the designated service provider. As part of the agreement, IRSL have subcontracted Ringway Island Roads (RIR) to oversee the rehabilitation, maintenance, management, and operation of the Isle of Wight's highway assets.

The Isle of Wight Council has over 800 kilometres of carriageway, 700 kilometres of footway alongside a public right of way and cycleway network exceeding 825 kilometres.

The breakdown of these network parts is shown in the table below.

Lengths of highway, footways and cycleways (km)						
A Road	B and C roads	U roads	Total Roads	Footways	Other Public rights of way	cycleways
123.77 km	276.46 km	419.5 km	819.48 km	700.69 km	825.0 km	28.15 km

In addition to maintenance of the road, footway and public rights of way network the Isle of Wight Council is also responsible for approximately 12,000 streetlights, over 250 retaining walls, bridges, highway surface water drainage assets, street trees, street furniture, traffic signals, safety barriers and a significant level of signage, carriageway markings and grass verges.

Highways maintenance spending figures

Island Roads Services Ltd are paid an annual Unitary Charge split into monthly payments over the course of the 25-year PFI Contract. The total value of payments to Island Roads Services Ltd over the term of the contract, and based on an assumed inflation rate of 2.5%, is approximately £726 million.

Payments made by the Council are a single aggregated payment for each month of the 25-year term of the contract. As a result, the council do not have an individual figure for costs incurred for operations.

The monthly payment relates to all services covered by the PFI Contract, which include yet are not limited to;

- All highway maintenance activities such as street lighting, street cleaning, carriageway and footway resurfacing, cycleways, signal maintenance.
- Environmental services – amenity and highway verge cutting, weed control, street cleaning, ditching, quartering, gully cleansing.
- Emergency and Winter Services – winter maintenance such as emergency call outs to highway trees, flooding etc.
- Managing the Roads – program of safety inspections and assessments. Network Management to facilitate utility and third-party developer works in association with the Traffic Management Act (TMA) and New Roads and Street Works Act (NRSWA).
- Geotechnical Schemes – the undertaking of monitoring and enhancement at known risk sites across the Isle of Wight to manage long-term geotechnical issues.

The expenditure from RIR is considered to be commercially sensitive and has been kept confidential to not Prejudice any commercial interests. As a result, we do not have a figure for the costs incurred by RIR for individual operations. Therefore, it is not possible to provide a breakdown of the actual expenditure for Capital and Revenue.

Additional information on spending

In addition to the delivery of the Output Specification of the Highways PFI Contract, and the agreed capital program, Geological events on the south of the island have required the Authority to spend reactively to ensure network resilience. Key areas of work having been delivered in;

- Leeson Road, Ventnor, where a landslide in December 2023 resulted in temporary closure of this part of the network whilst detail ground investigation took place, and a new monitoring system was installed.
- Gill Cliff Road, Ventnor, land movement resulted in a localised cliff fall. This has brought about the need to implement stabilisation works in the form of anchoring and netting.
- Belgrave Road, a recent rockfall has occurred whereby a plan is currently being developed to remove the resultant debris and undertake works to enable safe reopening of the network in this area.

Current projected expenditure in relation to the above exceeds £1.0 million, and due to the nature of the works future costs cannot definitively be predicted.

Estimate of number of potholes filled				
2021/22	2022/22	2022/23	2023/24	2024/25
7652	7304	7090	10140	9715

Condition of local roads

To assess the condition of the Highway Network SCANNER and SCRIM surveys are undertaken annually.

SCANNER surveys are undertaken on all carriageways where possible to facilitate calculation of the Wight Carriageway Condition Index (WCCI) and to determine the Lifecycle Replacement Programme.

Detailed Visual Inspection (DVI) surveys are undertaken per annum on all carriageways not covered by SCANNER. In addition, DVI surveys will be undertaken on foot on half of the footways, paved verges, cycleways, kerbs, and channel blocks hence covering the whole Network every second Contract Year. These inspections are undertaken by qualified Inspectors.

The following tables show the condition of the highway network by road classification, the figures in the red column show the percentage of the road network that may be considered for some form of maintenance treatment.

A number of parameters measured in these surveys are used to produce a road condition indicator which is categorised into three condition categories:

- Green – No further investigation or treatment required.
- Amber – Maintenance may be required soon.
- Red – Should be considered for maintenance.

Year	Percentage of A roads in each condition category		
	Red	Amber	Green
2020	0.60 %	11.00 %	88.00 %
2021	1.50 %	12.00 %	86.00 %
2022	1.40 %	12.50 %	86.10 %
2023	1.80 %	13.30 %	84.90 %
2024	1.30 %	12.10 %	86.60 %

Collection and reporting of 'A' road data is undertaken on an annual, financial year, frequency.

Year	Percentage of B and C roads in each condition category		
	Red	Amber	Green
2020	0.70 %	15.00 %	84.00 %
2021	1.20 %	17.00 %	82.00 %
2022	1.80 %	18.10 %	80.20 %
2023	1.60 %	19.40 %	79.00 %
2024	1.26 %	17.41 %	81.33 %

Collection and reporting of 'B & C' road data is undertaken on an annual, financial year, frequency.

Year	Percentage of U Roads in the Red category
2020	0.20 %
2021	1.80 %
2022	4.40 %
2023	3.40 %
2024	3.00 %

Collection and reporting of Unclassified Road data is undertaken on an annual, financial year, frequency.

Additional information on condition

Since 2013, under the PFI Contract, Ringway Island Roads have rebuilt or resurfaced over 559 kilometres of footway and carriageway across the island. This has resulted in the percentage of roads categorised as being considered for maintenance being below the England averages.

From 2026/27 a new methodology will be used based on the BSI PAS2161 standard. Local Highway Authorities will be required to use a supplier that has been accredited against PAS2161. This new standard will categorise roads into five categories instead of three to help government gain a more detailed understanding of road condition in England.

Further details are available at <https://www.gov.uk/government/statistical-data-sets/road-condition-statistics-data-tables-rdc#condition-of-local-authority-managed-roads-rdc01>

Plans

Overall strategy

The Service Provider is responsible for the asset management and highway maintenance on behalf of the Isle of Wight Council under a PFI Contract and supported by an annually updated Highways Asset Management Plan.

IWC is committed to providing a high standard, fit for purpose highway network to meet the need and aspirations of residents, businesses, and visitors for the movement of goods and people.

Well managed and maintained Project Network assets are essential to systematically improve and maintain the highway assets, it is essential to put into practice an effective Highway Asset Management Plan (HAMP).

There is an aspiration to achieve BS ISO 55001 Asset Management accreditation. As part of this process, the HAMP will be amended to accommodate the appropriate elements of the International Standard.

Processes already in place to follow best practice include regular internal audits, annual reviews with survey providers, validation of survey data, network inventory reviews and updates.

Asset performance is monitored via deterioration monitoring and the comparison of model outputs with walk talk build conclusions.

Monthly Sustainability Working Group and quarterly Sustainability Forums are held to develop improvement initiatives to include innovations and trials.

Technical advances and improvements, particularly sustainability and environmental enhancements, will enable improved working methods and processes over the coming years.

Specific plans for 2025/26

Asset types benefitting from planned works during the 2025/26 financial year include carriageways, footways, and structures. See below for site specific details.

Preventative maintenance aims to benefit the overall carriageway condition scores, reduce the need for reactive surfacing and pothole filling.

The current carriageway programme for 2025/26 is split into 80% preventative works in the form of a Surface Dressing programme and 20% reactive resurfacing works following outputs from condition surveys.

Routine, reactive maintenance will continue to be conducted as required.

Resurfacing is programmed on 3.96 km of carriageway, with a further 16km of Carriageway programmed for Surface Dressing.

Sections of surface dressing locations are as follows:

- Laceys Lane, Niton
- High Street, Niton
- Barrack Shute, Niton
- Gate Lane, Freshwater
- Victoria Road, Freshwater
- Guyers Road, Freshwater
- Niton Road, Rookley
- Marshcombe Shute, Brading
- Lynch Lane, Calbourne
- Freshwater Road, Shalfleet
- Newport Road, Freshwater
- Gully Road, Nettlestone
- Binstead Lodge Road, Binstead
- Hillrise Avenue, Binstead
- Pellview Close, Ryde
- Chestnut Close, Binstead
- Blythe Way, Shanklin
- Silver Trees, Shanklin
- Seaview Road, Cowes
- Maxted Close, Cowes
- Bellevue Road, Cowes
- Bowcombe Road, Carisbrooke

Sections of surfacing locations are as follows:

- Heathfield Road, Freshwater
- Winkle Street, Calbourne
- Hulverstone Lane, Brighstone
- North Street, Brighstone
- Arctic Road, Cowes
- Bridge Road, Cowes
- Mayfield Road, East Cowes
- Fishbourne Lane, Wootton
- Cross Street, Ryde
- Howgate Road, Bembridge
- Forelands Field Road, Bembridge
- Salterns Road, Seaview
- Albert Road, Shanklin
- Clarendon Road, Shanklin
- Shore Road, Ventnor
- Castle Street, East Cowes
- Parkhurst Road, Newport
- Thornborough Close, Ryde
- Quay Lane, Brading
- Pump Lane, Arreton
- Zig Zag Road, Ventnor
- Castle Road, Ventnor

Treatments are programmed on 28.40km of footway.

Sections of Footways / cycleways works locations are as follows:

- Elenors Grove, Binstead
- Fort Mews, Sandown
- Kings Bay Road, Ventnor
- Perowne Way, Sandown
- The Mall, Brading
- Dudley Road, Ventnor
- Devonshire Terrace, Ventnor
- St Catherine Street, Ventnor
- Lower Green Road, St Helens
- Jordan Close, Gurnard
- Zig Zag Road, Ventnor
- St Edmunds Walk, Wootton
- Ventnor Road, Newchurch
- Green Lane, Shanklin
- Cemetery Road, Lake
- Marsh Road, Gurnard
- Pound Mead, Ryde
- Playstreet Lane, Ryde
- Woodside Close, Northwood
- Esplanade, East Cowes
- Newport Road, Apse Heath
- Nettlestone Green, Nettlestone
- Eddington Road, St Helens
- Mitchell Avenue, Ventnor
- Station Avenue, Sandown
- Park Avenue, Ventnor
- Cycleway - Shide to Blackwater
- Woodbine Close, Newport
- South Street, Ventnor
- Uplands Road, Northwood
- Wellington Road, Ryde
- Winston Close, Binstead
- Bannermans Path, Freshwater
- Warwick Place, Ryde
- High Park Road to Preston Close, Ryde
- Station Road, Shalfleet
- Slade Road, Ryde
- Forest Road, Newport
- Sandown Road, Shanklin
- Melville Street, Sandown
- Brading Road, Ryde
- Holyrood Street, Newport
- Pomona Road, Shanklin
- Bishops Close, Sandown
- Rew Close, Ventnor

- Bonchurch Shute, Ventnor
- Town Lane, Chale
- Prospect Road, Cowes
- Grafton Street, Sandown
- Egerton Road, Bembridge
- Leeson Road, Ventnor
- Queens Road, Shanklin
- Carpenters Road, Brading
- Albion Road, Sandown
- Atherley Cross Road, Shanklin
- Foxes Path, Sandown
- Victoria Road, Freshwater
- Newport Road, Apse Heath
- Pallance Road, Northwood
- Brighstone Road, Brook
- Moortown Lane and Upper Lane, Brighstone
- Hollis Drive and Upper Lane, Brighstone
- Victoria Road, Yarmouth
- Steephill Road, Ventnor
- Warlands Lane, Shalfleet
- New Road, Lake
- Lea Road, Lake
- Louis Road, Lake
- Morton Road, Brading
- Yaverland Road, Sandown
- York Avenue, East Cowes
- Parkhurst Road, Newport
- Whitepit Lane, Newport
- Fairlee Road, Newport
- Broadway, Sandown
- Morton Common, Brading
- Park Road, Cowes
- Riverway, Newport
- School Green Road, Freshwater
- Leeson Road, Ventnor
- Hambrough Road, Ventnor
- Adelaide Grove, East Cowes

Repairs are planned for 14 bridges and three retaining walls.

Locations are as follows:

- Cement Mills Viaduct - Cycle track Cowes to Newport
- Dodnor Subway, Newport
- Medina Bridge, Newport
- The Quay, Newport
- Whiterails, Newport
- Yarbridge, Brading
- Newport Road, Godshill
- Winston Bridge - Cycle track Sandown to Wroxall

- Hillrise Avenue, Binstead
- Muggleton Lane, Brighstone
- St Georges Way, Newport
- Horsebridge Hill, Newport
- Towngate North, Newport
- Towngate South, Newport
- St Catherines Road and Undercliff Drive, Niton
- Prospect Road, Shanklin
- Esplanade Road-Belgrave Steps, Ventnor

An estimate for the number of potholes to be repaired in 2025/26 is 8380. This is based on an average of the total number of potholes repaired over the last five financial years.

Streetworks

Street works are works carried out to the utility services that are located within public highways. Street Works are conducted by “statutory undertakers” (formerly known as public utilities). They can be companies such as gas, water, telecom, broadband or electricity etc. These companies have a legal right to install and maintain apparatus in a public highway.

Ringway Island Roads manage the highway network on behalf of the Isle of Wight Council under a PFI Contract. Works on the network are planned and coordinated in accordance with the Traffic Management Act 2004 using the Isle of Wight Permit Scheme.

The permit scheme enables better co-ordination of activities on the highway network, allowing competing demands for space and time in the street to be resolved in a positive and constructive way and encourages better planning, scheduling and management of activities, minimising delays faced by all users of the public Highway.

Climate change, resilience, and adaptation

Measures that have been / are being undertaken to decarbonise maintenance operations include the following:

- The replacement of luminaires to LED in all streetlights and lit street furniture.
- Increasing electric vehicle fleet.
- Increasing use of battery powered hand tools.
- Vehicle tracking management system to optimise routes and measure performance.
- Optimising works programmes and using web technology to reduce overall roadworks impact across the network.
- Greater use of mechanisation to streamline street cleansing and maximise recycling.
- Carbon-labelling on road materials.
- Carbon calculation tool providing detailed assessment of the carbon impact of materials, construction, and operations.
- Solar panels across offices and operational depot.

The following points detail the risks the network faces from the changing climate and to make them more resilient.

- Coastal erosion and geological risk in landslip areas.
- Increased demand and traffic on the network.
- Modal shift.
- More intense rainfall events impacting on highway surface water drainage.