

Defects and Road Safety

Trained inspectors regularly check the network, with frequency based on road type and national guidance. Defects are assessed using a risk-based approach to determine if repairs are needed.



- Safety defects - such as potholes, damaged kerbs, broken signs, or vegetation obstructing paths - are prioritised.
- Category 1 (high risk) defects are made safe within two hours and temporarily repaired within 24 hours.
- Category 2 defects are repaired within 28 days, while lower-risk issues are monitored.

Crews also address additional defects where possible, and reports from the public are inspected and assessed to determine appropriate action and timescales.

A word about roadworks and streetworks



We recognise that roadworks, particularly those carried out by utility companies, can be frustrating for residents, businesses and visitors. More than 60% of roadworks on the Island are undertaken by utility providers, who have a legal right to access the highway to maintain essential services.

While Island Roads cannot prevent these works from taking place, we work closely with utility companies to ensure they are carried out safely and with the minimum possible disruption.



Coordinating roadworks across the Island can be challenging due to the high volume of activity and the limited availability of suitable diversion routes.

To minimise network disruption, planned works are programmed to avoid peak summer periods, public holidays and, where feasible, winter conditions. Consequently, higher levels of activity are typically seen during the spring and autumn months.



Island Roads has delivered the Island's highway services in partnership with the Isle of Wight Council since 2013 under a Highways PFI, largely funded by a £477 million Department for Transport grant.

Improved Roads

Today, 98% of the Island's main roads have been resurfaced, helping transform the network from one of the worst-performing in England to one of the best.

Island Roads = Island People

We employ around 200 local people, have supported 29 apprenticeships and invested approximately £2m in training and development.

We are also supported by a strong Island-based supply chain in which we have invested ~ £100m since 2013.

Supported Communities

We have donated nearly £1m to Island projects through the Isle of Wight Foundation.

In 2025 alone, we delivered £746,142.35 in social value, supporting local communities, education, employment and wellbeing initiatives.



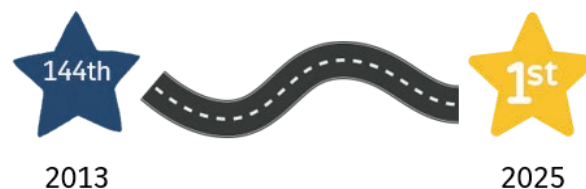
Maintaining and improving the network brings ongoing challenges - this leaflet explains these and their impact on residents, businesses, and visitors.

Improving the Island's Roads



Significant PFI investment has transformed the Island's highway network, greatly improving its overall condition.

- Government data on roads requiring maintenance ('red roads') highlights this progress.
- For main (strategic) roads, the Island has improved from joint 144th worst in 2013 to joint 1st in 2025.
- For rural (B and C) roads, it has risen from joint 133rd to joint 1st over the same period.



This work has gone beyond simple resurfacing. In many cases, it has included strengthening the road foundation to address the underlying causes of deterioration. The PFI contract does not require every road to be resurfaced. Instead, it focuses on bringing the average condition of each road type - across four hierarchies and six districts - up to the required standard. There is also a minimum condition below which no road is allowed to fall.

Who does what?

Island Roads delivers highway services in partnership with the Isle of Wight Council under a Highways PFI contract. This agreement defines responsibilities: Island Roads maintains and improves the network agreed in 2013, while the council must approve any new additions.

Island Roads is responsible for:

- Maintenance of roads, footways, kerbs, drainage, signs and street furniture.
- Routine repairs to highways, markings, drainage, barriers and trees.
- Cyclical works such as verge cutting, weed control, street cleansing and gully emptying.
- Emergency response, including winter service, flooding and fallen trees.
- Enforcement activities (e.g. overhanging vegetation, obstructions, illegal crossings, utility works and abandoned vehicles - but excluding legal action).
- Street lighting and illuminated signs/bollards.
- Inspection and maintenance of bridges and retaining walls.
- Geological monitoring at specific sites and zones.
- CCTV operations and maintenance.
- Parking infrastructure, including meters and off-street car parks.
- Operation of our 24/7 emergency call centre.
- Streetworks licensing and permitting (e.g. skips/scaffolds and network coordination).

The Isle of Wight Council is responsible for:

- Managing the PFI contract.
- Transport planning and strategy (including the Local Transport Plan and Traffic Regulation Orders).
- Traffic management duties.
- Legal enforcement through the courts.
- Highways assets not included in the contract.

