

## Assessment of G.6.3 Summary of Key Actions Promoting Economic Prosperity and Regeneration

Plan Option/ Measure	G.6.3 Summary of Key Actions Promoting Economic Prosperity and Regeneration			Worksheet completed by:	WSP Environmental	
SEA Headline Criteria	Performance against SEA Criteria	Description of the value and vulnerability of the area likely to be affected	Description of the magnitude of the effect including timing, duration, & potential cumulative effects	Level of certainty (H/M/L), and assumptions	Mitigation measure(s) proposed	Significance of the residual effect (ie after mitigation)
<p><b>Air Quality</b> To develop the transport network to maximise access whilst minimising detrimental impacts on air quality.</p> <ul style="list-style-type: none"> <li>- To reduce congestion in Newport</li> <li>- To limit traffic growth.</li> <li>- To increase travel choice and the proportion of people using public transport, cycling and walking</li> <li>- To reduce number of car trips</li> <li>- To improve air quality</li> </ul> <p>Overall significance after mitigation: <b>Slight positive</b></p>	Will reduce congestion through improving traffic flows at key locations (e.g. Coppins Bridge), increasing access to public transport, and encouraging modal shift through workplace travel plans and green tourism initiatives.	<p>Congestion currently experienced within Newport at peak times</p> <p>The current LDF spatial development options for the Island are likely to result in population growth and therefore could result in traffic growth.</p>	<p>Reversible effects – growth in traffic due to change in tourism, major population increase, plus change in ferry activity, and/or change in council policy could lead to an increase in emission and reduction in air quality.</p>	Moderate	<p>Link to more detailed measures to reduce congestion under the 'Tackling Congestion' objective within the Five Year Strategy</p> <p>Ensure work with town planning to locate new employment development to minimise the need to travel. Ensure maximising measures to increase modal shift and encourage walking and cycling.</p>	Slight positive
	Will limit traffic growth through encouraging modal shift, and facilitating better access to public transport.	<p>Currently no AQMA on the Island but Environmental Health Department advise that air quality thresholds could be exceeded in the future if major development takes place on the Island increasing population and if ferry sizes and/or activity increases.</p>				Slight positive
	Will increase travel choice by facilitating better access to public transport, and creating tourism attraction based travel plans, improving public transport connections to attractions and marketing.					Slight positive
	Will reduce the number of car trips by encouraging modal shift (travel plans), facilitating access to public transport. And looking for innovative solutions to freight movement.					Slight positive
	Does improve air quality through encouraging modal shift and ensuring effective traffic management					Slight positive
<p><b>Soil and geology</b> To ensure the transport network does not adversely impact upon geology and soils, and which reduces the risk of erosion and instability due to human activity.</p> <ul style="list-style-type: none"> <li>- To reduce the risk to property and people from erosion and instability</li> <li>- Avoid damage to the coastline or the loss of amenity as a result of human activity.</li> <li>- To avoid contamination of land</li> <li>- To protect areas important for geological processes</li> </ul> <p>Overall significance after mitigation: <b>No effect</b></p>	Actions do not include any major engineering works so unlikely to affect the risk to property and people from erosion and instability	Areas of instability on the Island particularly on parts of the coast.	<p>Large geographical extent of potentially affected areas.</p> <p>Permanent effects possible but unlikely if no major development proposed.</p>	Low – assume that actions will not give rise to major engineering works in instable areas	Ensure that traffic does not increase on coastal roads and that any development involved in tackling congestion does not put property or people at risk from instability and erosion. Also avoid inhibiting natural coastal processes.	No effect
	Actions do not include any major engineering works and are therefore not likely to cause damage to the coast.	Transport infrastructure and activity along the coastline includes ferry activity, ports including landing and storage areas, transport of goods by boat, sailing, roads, piers, jetties, and car parks.	Large geographical extent of potentially affected areas. Most parts of the Island are not far from the coast.	Low – assume that actions will not give rise to major engineering works at the coast	Ensure that that any transport development in coastal areas is in accordance with the appropriate shoreline management plan.	No effect
	Potential to give rise to the contamination of land through development to improve traffic flows. E.g. new road layout may affect surface water flows and through operation and construction could pollute land via surface water runoff.	Parts of the Island likely to be affected by land contamination due to past activity, transport related particularly where fuel is stored, where vehicles are washed down and from surface water run-off from roads and car parks. There are a number of groundwater protection zones on the Island.	Permanent effects although if no major development proposed will be no major land take or construction/engineering activities.	Low – unknown potential for work to improve traffic flows to contaminate land through surface run-off.	Ensure highways works do not increase surface run-off and avoid contamination of water courses and groundwater. Make use of sustainable urban drainage systems. Add these considerations to the chapter on Improving Air Quality and the Environment	No effect
	Not likely to give rise to damage to areas important for geological processes	A number of sites across the Island are important for geology. However, it is assumed that the measures proposed to tackle congestion will predominantly occur in town centres (with the possible exception of proposals to extend walking and cycling routes). The areas important for geology and geomorphology on the Island mainly occur on the coast and at quarries. The exception is Sandown and Shanklin where a RIGG is located on the beach, at the boundary of the defined town centre). Geological processes occur particularly at the coast.	No effect	Low – unknown involvement of transport planners in partnership working on the Cowes Waterfront project and East Cowes Ferry terminal.	Ensure that any highways works do not damage sites important for geology or inhibit geological processes. Add this considerations to the chapter on Improving Air Quality and the Environment	No effect – if mitigation put in place

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<b>Water</b> To maintain and improve the quality of the Island's watercourses, groundwater systems and to prevent an increase in risk from flooding.  - To ensure that highways works do not give rise to increases in surface run-off. - To protect the quality of water by controlling transport related development likely to adversely affect groundwater, surface water, bathing water, and estuaries quality.  Overall significance after mitigation: <b>No effect</b>	Engineering works to improve traffic flows could potentially affect surface water run-off through construction and operation.	Watercourses and groundwater particularly vulnerable to surface water run-off from roads and carparks.	Reversible –run-off can be limited through drainage measures.	Low – nature of traffic improvements unknown	Ensure that the traffic improvements do not increase surface run-off and use sustainable urban drainage systems.	No effect
	Potential to give rise to the contamination of land through engineering to improve traffic flows. E.g. new road layout may affect surface water flows and through operation and construction could pollute watercourses and groundwater via surface water runoff.	Watercourse, groundwater, bathing water and surface water vulnerable to pollution from transport such as via surface water run-off from roads and car parks, from ferry and other boat activity and development adjacent to watercourses, the coast and estuaries such as bridges, port developments, roads etc. Several groundwater protection zones on the Island mainly in southern half of Island.	Permanent effects of pollution.  Timing – temporary pollution due to construction (e.g. siltation of watercourse). Continuous pollution possible when schemes complete.	Low – nature of traffic improvements unknown.	Ensure that the traffic improvements do not give rise to contamination of water courses or groundwater due to construction works or during operation.	No effect
<b>Landscape and townscape</b> To protect and enhance the Island's landscape and settlement character. - To protect the landscape and settlement character of the Island and ensure that transport and its associated infrastructure does not negatively impact on the existing character of the area. - Positively enhance landscape and settlement character. - Conserve and enhance the AONB in line with its designated status, purpose and the AONB Management Plan. - Conserve and enhance the Tennyson and Hamstead Heritage Coasts in line with their status, purpose and AONB management plan.  Overall significance after mitigation: <b>No effect</b>	Not likely to affect landscape and townscape character. No major development is proposed.	Conservation areas across the Island  AONB and Heritage Coasts important for landscape value.	No effect	Low – uncertainty transport planners in partnership working on the Cowes Waterfront project and East Cowes Ferry terminal.	Ensure traffic management measures divert traffic away from conservation areas, rural areas and the AONB and Heritage Coasts.  Ensure that junction improvements such as at Coppins Bridge are not visually intrusive and signage is carefully considered with respect to effects on townscape.	No effect
	Not likely to affect the AONB or Heritage Coasts designations	AONB across almost half of Island and Tennyson and Hamstead Heritage coasts on north and south coasts.				No effect
<b>Biodiversity, fauna and flora</b> To conserve and enhance the Islands biodiversity, fauna and flora. - To avoid net loss (direct and indirect), damage to, or fragmentation of designated wildlife sites and the qualifying habitats and species on which	Not likely to affect any designated wildlife sites because no major engineering works are proposed	The Island contains a wealth of designated sites for nature conservation. Coast and estuary at Cowes and along the River Medina are designated as a Special Area for Conservation.	Potentially permanent effects. Possible temporary effects during construction	Moderate – uncertain potential for engineering works within this package of actions	Ensure that designated sites are not adversely affected by transport development or pollution such as from surface run-off from roads / hard standing. Ensure that the Ecology Officer is consulted on transport schemes to reduce impacts on designated sites.	Slight negative - uncertainty

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<p>they depend (Marine, estuarine, terrestrial and freshwater).</p> <ul style="list-style-type: none"> <li>- To maintain biodiversity and the variety of habitats on the Island</li> </ul> <p>Overall significance after mitigation: <b>Slight negative</b></p>	Not likely to affect any areas of BAP priority habitat.	The Island contains a variety of BAP priority habitats including within the Cowes estuary area.	Potentially permanent and cumulative effects to habitats	Moderate – uncertain potential for engineering works within this package of actions	Ensure that priority BAP habitats are not adversely affected by transport development or pollution such as surface run-off from roads. Ensure that the Ecology Officer is consulted on transport schemes to reduce impacts on priority BAP habitats.	Slight negative - uncertainty
<p><b>Archaeology and cultural heritage</b> To protect the Islands historic environment and cultural resource</p> <ul style="list-style-type: none"> <li>- To protect the fabric and setting of designated and non-designated archaeological sites, monuments, historic parks and gardens, maritime heritage and listed buildings locally important historic buildings and conservation areas</li> </ul> <p>Overall significance after mitigation: <b>No effect</b></p>	Unlikely to directly affect archaeology and cultural heritage	There are numerous archaeological sites, historic parks and gardens, conservation areas, listed buildings and other important heritage buildings etc across the Island.	No direct effect	Moderate – uncertain potential for engineering works within this list of actions which would affect archaeology and cultural heritage.	Ensure the setting and fabric of historic sites are not negatively affected by new transport development such as the extension of footpaths etc.	No effect
<p><b>Climatic factors</b> To reduce the Islands contribution to climate change and to limit transport development at risk from flooding and the effects of climate change</p> <ul style="list-style-type: none"> <li>- To reduce the amount of greenhouse gas emissions on the Island</li> <li>- To increase the amount of renewable fuels / technology used to power vehicles</li> <li>- To limit development at risk from flooding and the effects of climate change</li> </ul> <p>Overall significance after mitigation: <b>Moderate positive</b></p>	Will reduce the amount of greenhouse gas emissions on the Island through encouraging modal shift and developing Travel Plans.	Global issue	Reversible effects – emissions of GHG could increase due to a significant growth in population, change in ferry activity, change in policy etc.	Moderate	Ensure work with town planning to locate new employment development to minimise the need to travel. Ensure maximising measures to increase modal split and encourage walking and cycling.	Moderate positive
	No effect – actions do not include fuels		No effect	High	None because working with business to encourage alternative fuels for fleet cars is addressed elsewhere in the LTP2	No effect
	No major engineering works proposed and therefore not likely to affect risk from flooding and the effects of climate change.	Flooding is an issue in some parts of the Island, particularly in Newport and Cowes. Environment Agency flood risk maps show areas potentially at risk from flooding in and around Yarmouth, the River Yar, Ryde, Brading, Sandown and Shanklin and extending inland from Sandown and Shanklin.	No effect	Moderate – uncertain potential for engineering works within this package of actions	Undertake flood risk assessments should any engineering works be proposed within the floodplain	No effect
<p><b>Human health and safety</b> To protect and improve the safety and health of the population.</p> <ul style="list-style-type: none"> <li>- To make the Island's roads safer and reduce accidents</li> <li>- To increase opportunities for walking and cycling</li> </ul> <p>Overall significance after mitigation: <b>No effect</b></p>	Not likely to affect the safety of the Island's roads	Powered two-wheeler and car casualties are substantially higher than for the whole of England. The Island has an aging population and as a result injuries to older drivers are more than in the whole of Great Britain. Severity rate is worse on Island than whole of Great Britain and highway maintenance trends on recent years identified increasing number of crash locations where low skidding resistance may have been a contributory factor.	No effect	Moderate	None	No effect

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	Will not increase opportunities for walking and cycling.	-	No effect	Moderate	None	No effect
<b>Noise and Vibration</b> To limit the risk of adverse noise and vibration effects and protect tranquil areas. - To limit / reduce the risk of the adverse noise and vibration effects of vehicle movements at the ferry ports - To limit / reduce the risk of the adverse noise and vibration effects of transport movement in the urban centres - To protect tranquil areas on the Island and avoid risk to them from light and noise pollution due to increases in traffic  Overall significance after mitigation: <b>No effect</b>	Not likely to directly affect the risk of adverse noise and vibration at ferry ports	Exact locations of sensitive receptors and their vulnerability to transport noise and vibration in town centres vary from location to location (i.e. schools, hospitals, residential areas).	No effect	Moderate – uncertain potential for engineering works within this package of actions	Work with Planning to ensure that new development (such as residential, hospitals, schools) are located away from existing noisy activities such as ports. Work with partners in the AONB office and the Quality Transport Partnership to ensure that traffic levels are not increased within the AONB or Heritage Coasts and to divert heavy goods vehicles away from more sensitive residential areas	No effect
	Not likely to directly affect the risk of adverse noise and vibration effects	Tranquil areas likely to be located within the AONB and Heritage Coasts and will therefore be more vulnerable to impacts from noise and vibration from transport.				No effect
	Not likely to directly affect tranquil areas.					No effect
<b>Population</b> To improve accessibility for all sectors of the community, and minimise severance by sea. - To minimise the impact of severance by sea - To ensure transport is accessible for all sectors of the community regardless of age, income and mobility - To improve access to services and facilities (e.g. retail, education, employment, health, leisure, sporting, cultural etc) - To increase access to the countryside  Overall significance after mitigation: <b>Slight positive</b>	Should help minimise the impact of severance by sea by working with Solent Transport partners to improve cross Solent and cross boundary travel	Severance by sea mainly a result of cost of ferries	Affects most people / businesses on the Island and those wishing to visit from the mainland.	Low – little information about likelihood of improvements to costs and links through partnership working. Little information about what improvements could be achieved	Uncertain mitigation	Slight positive
	Is likely to increase access to public transport.	-	Reversible – access could be reduced though increases in costs, change in policy, unforeseen road closures etc.	Moderate	None	Slight positive
	Is likely to increase access to services and facilities through improving traffic flows and improving access to public transport.	-	Reversible – access could be reduced through market forces (e.g. rail), policy changes etc.	Moderate	None	Slight positive
	Is not likely to increase access to the countryside	The Isle of Wight Council has achieved 100% rights of way opened and signed.	No effect	Moderate	None	No effect
<b>Material assets</b> To improve and maintain the physical quality of the Island's transport infrastructure network - To ensure the use of recycled materials for road repair and construction. - To improve the physical quality of the island's transport infrastructure network through appropriate investment  Overall significance after mitigation: <b>Slight positive</b>	Little effect – actions do not include encouraging the use of recycled materials.	-	No effect	Moderate	Potential to encourage all engineering works to use recycled materials, highlighting benefit of reduction of trips required (involving heavy goods vehicles) and financial savings where demolition material is reused onsite. Adopt LTP2 target for use of recycled materials in transport engineering works.	No effect
	Should improve the physical quality of transport infrastructure through investment in the transport network (PFI proposal and lobbying for improved investment in track and rolling stock)	Highways infrastructure on Island in need of significant investment to improve condition	Long term permanent effect	Low – investment is not secured.	None	Slight positive

## Notes

This Worksheet has been adapted from the worksheet template suggested in TAG guidance on SEA of LTPs. It has been amended to reflect the specifics of the SEA of the proposed Isle of Wight LTP2 SEA. The worksheet has been developed to provide a useful mechanism for assessing and recording the environmental effects of different options for measures/actions in the LTP2 and has therefore been structured to allow recording of effects against all SEA criteria on one worksheet. Separate worksheets have been completed for each alternative measure/option.

To aid consistency of appraisals and ease of comparison of alternatives, standardised scales of impact magnitude and impact significance have been used. These are based on the following:

Major negative – moderate negative – slight negative – no effect – slight positive – moderate positive – major positive

**Notes on assessment:**

The partnership working on Cowes Waterfront Project / East Cowes Ferry Terminal identified in the key actions is in the form of consultation with the transport planners only. These developments are being driven by other parties and will be subject to planning applications and environmental assessments if deemed necessary.