

## Matrix Features of the Long Term Vision

SEA Headline Criteria	Features of the Long Term Vision (see key below)																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
	Transport Organisation and Planning									Public Transport, including services across the Solent									Roads & use of roads					
Compatibility (X (potential conflict), ✓ (compatible), - (neutral), ? (uncertainty), or ⇄ (could be compatible of potential conflict depending on how it is implemented))																								
<b>Air Quality</b> To develop the transport network to maximise access whilst minimising detrimental impacts on air quality.	-	-	X	-	-	✓	✓	X/?	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-	-	✓	✓	✓
			High emissions to air from air craft			Less travelling, less emissions	Reduce tourists' reliance on car	More trips?	Limit emissions	Limits emissions to air, modal shift	Limits emissions to air, modal shift	Limits emissions to air by facilitating modal shift and providing alternatives to private car	Limits emissions to air by facilitating modal shift and providing alternatives to private car	Facilitate tourists change of mode, limits emissions by making PT more attractive	Facilitate change of mode limits emissions by making PT more attractive	Facilitate change of mode limits emissions by making PT more attractive	Facilitate change of mode limits emissions by making PT more attractive	Less reliance on private car, limits emissions Fewer car trips	Improve local air quality		Alternative fuels, improve local air quality	Modal shift, fewer emissions to air	Less reliance on car, less travelling, less emissions	
<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.	-	-	-	-	-	⇄	-	X/?	✓	-	-	-	-	-	-	-	-	-	-	-	X/-/?	-	X/-/?	-
						Development impacts on soil but in urban areas could bring previously developed land back into use.		Development? Distribution centre? Could affect soil and geology function	Industries not likely to pollute land e.g. not likely to store large amounts of fuel or hazardous materials												Maintenance could affect soil & geol. function		Development of paths? Could affect soil & geol. function. Low risk	
<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.	-	-	-	-	-	X/?	-	X/?	⇄	-	-	-	-	-	-	-	-	-	-	-	X/-/?	-	X/-/?	-
						Development? Could affect water quality		Development? Could affect water quality	Industries not likely to pollute e.g. not likely to discharge effluent into water-courses. Conflict with leisure?												Maintenance could affect water quality		Development of paths? could affect water quality. Low risk	
<b>Landscape and townscape</b> To protect and enhance the Island's landscape and settlement character	-	-	X	-	-	X/?	✓/?	X/?	-/?	-	-	-	-	-	-	-	-	-	✓	-	-	-	✓	-
			Could adversely affect tranquil areas			Development? Could impact on landscape & townscape	More tranquil areas if fewer cars?	Development? Could result in adverse affects on landscape and townscape	Not likely to have major impact on landscape. Not proposing heavy industry needing large-scale plant										Less congestion benefits townscape character				More walking and cycling compatible with enhancing landscape and townscape	
<b>Biodiversity, fauna and flora</b> To conserve and enhance the Islands biodiversity, fauna and flora.	-	-	-	-	-	X/?	-	X/?	X/-/?	✓/?	-	-	-	-	-	-	-	-	✓	-	X/-/?	✓	-	✓
						Development? Could impact on biodiversity		Development? Could impact on biodiversity . Potential conflict with leisure activities.	Development? Could impact on biodiversity . Potential conflict with leisure activities.	Limits emissions which could harm some sensitive species								Improves local air quality, reduces emissions which could harm some sensitive species		Maintenance could affect biodiversity /wildlife sites	Improved local air quality compatible with biodiversity, fauna and flora		Improved local air quality compatible with biodiversity, fauna and flora	
<b>Archaeology</b>	-	-	-	-	-	⇄	-	X/?	X/-/?	-	-	-	-	-	-	-	-	-	✓	-	X/-/?	✓	⇄	-

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<b>and cultural heritage</b> To protect the Islands historic environment and cultural resource						Development? Could impact on arch. & cult. heritage		Development? Could impact on arch. & cult. heritage.	Development? Could impact on arch. & cult. heritage. Potential conflict with leisure activities.										Benefits historic buildings		Maintenance could affect arch. / heritage sites? Low risk.	Improved local air quality compatible with protecting built heritage	Development of paths? Could adversely affect arch. & cultural heritage or could increase access to sites.	
<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	-	-	X	-	-	✓	✓	X / ?	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-	-	-	✓	✓	✓
			High emissions of GHG to air from air craft			Less travel, reduce emissions of GHG to air	Less reliance on private car – less emissions	Could result in more journeys?	Limits travel, limits GHG emissions to air not particularly polluting industry.	Limits GHG emissions from transport	Limits GHG emissions from transport	Limits GHG emissions from transport by encouraging modal shift and providing alternatives to the private car	Limits GHG emissions from transport by encouraging modal shift and providing alternatives to the private car	Limits GHG emissions from transport by encouraging modal shift and providing alternatives to the private car	Limits GHG emissions from transport by encouraging modal shift and providing alternatives to the private car	Limits GHG emissions from transport by encouraging modal shift and providing alternatives to the private car	Limits GHG emissions from transport by encouraging modal shift and providing alternatives to the private car	Limits GHG emissions from private cars			Limits / reduces GHG emissions on Island	Limits GHG emissions by providing better opportunities for walking and cycling	Less reliance on car, less travelling, less emissions of GHG	
<b>Human health and safety</b> To protect and improve the safety and health of the population.	-	-	-	-	✓ / ?	-	-	-	-	✓	-	-	-	-	-	-	-	-	✓	✓	✓	✓	✓	✓
					Improve access to medical facilities on the mainland					Benefits to health and safety from reduced traffic and more walking / cycling									Improve local air quality, benefit people vulnerable to breathing problems	Improved safety through reduction in accidents	Improved safety through improved road condition	Improves local air quality compatible with improving health.	Encourages walking and cycling	Improves local air quality compatible with improving health.
<b>Noise and Vibration</b> To limit the risk of adverse noise and vibration effects and protect tranquil areas.	-	-	X	-	-	✓ / ?	✓ / ?	-	✓	✓ / ?	-	-	-	-	-	-	-	-	-	-	⇄	-	-	✓ / ?
			Increased noise from air craft			Fewer journeys, potential for less noise & vibration?	Fewer journeys, potential for less noise & vibration?		Industry not particularly noise e.g. not heavy industry like oil refining, manufacturing.	Less motorised traffic, potential for less noise?											Maintenance / construction could cause noise & vibration impacts		Less travelling could reduce noise and vibration?	
<b>Population</b> To improve accessibility for all sectors of the community, and minimise severance by sea.	✓	✓	✓	-	✓	✓	-	✓	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-	✓	-	✓	✓
					Reduces effect of severance by sea	Locate development close to existing services/facilities		Reduces effect of severance by sea		Increases access to PT, cycling / walking	Increases access to PT, cycling / walking	Improves access to PT, walking and cycling and change of mode which includes the car.	Improves PT making it more attractive and therefore increasing access to it	Improves PT making it more attractive and therefore increasing access to it	Improves PT making it more attractive and therefore increasing access to it	Improves PT making it more attractive and therefore increasing access to it	Improves PT making it more attractive and therefore increasing access to it	Increases access to alternative modes of travel to the private car.	Improved access, fewer delays		Ensure access for PT services using road network.	Improves access for pedestrians and cyclists	Locate development close to existing services/facilities	
<b>Material assets</b> To improve and maintain the physical quality of the Island's transport infrastructure network	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-	-	-	-	-	-	✓	-	✓
												New facilities improves transport infrastructure										Improves and maintains physical quality of infrastructure	Improves footpaths and cyclepaths	

**Key to Features of the Long Term Vision  
Transport Organisation and Planning**

1. The Council will play a leading role in ensuring that the benefits of an interlinked transport network are maximised for the users.
2. The Council will play a leading role in coordinating and planning improvements in transport on the Island and across the Solent, ensuring partnerships between users and providers, encouraging investment in transport and its infrastructure.
3. Air transport to and from the island will form part of the transport network.
4. The Council will be open and accountable for its decisions and actions. The Council will react to changing circumstances by regularly updating its plans for the benefit of users.
5. The transport network on the Island will link to travel across the Solent and beyond in a seamless manner.
6. Economic regeneration of urban and village centres through development will lessen the need for travel.
7. Tourism development will attract high quality tourism markets, and promote access to the Island by public transport.
8. Freight handling and distribution systems will enable goods to be available on time for companies and people on or off the Island.
9. Industries will be encouraged to the Island, which do not have significant transport needs or costs, such as research, high value goods and leisure.

**Public Transport, including services across the Solent**

10. Increasing numbers of people will choose walking, cycling and public transport on the island (bus, train, taxi for journeys), because it will be an attractive alternative to car use and is cheaper. This will be particularly true in urban areas and for short journeys.
11. Public transport will be affordable, convenient, safe, sociable, frequent, punctual, comfortable, reliable and accessible to all.
12. There will be modern user-friendly facilities, which will assist the transfer from one form of travel to another.
13. On-board information services will be in place on tourist routes.
14. There will be excellent real time information available for residents and visitors at points of access, so they are aware of the transport options, and be able to make informed decisions.
15. Tickets will be able to be purchased to our final destination, from all transport providers.
16. Payment of fares can be achieved electronically before or during travel.
17. The needs of families and people with wheelchairs will be accommodated on public transport.

**Roads & used of roads**

18. The need to rely on the car will be reduced though increasing travel choice.
19. There will be reduced congestion particularly at peak times on highways.
20. As a result of reduced car use and congestion there will be less traffic accidents.
21. The road infrastructure on the Island will be maintained to good standards, and will assist the public transport network using it.
22. Technology will provide vehicles which are less damaging to the environment
23. Increased numbers of people will walk or cycle using improved urban paths and pavements.
24. Visitors will have a choice as to whether to bring a car to the Island. People won't have to travel if they don't need to, as the need will be minimised through development identified in the Island Plan.