Compatibility Analysis: SEA headline criteria vs LTP2 Five Year Strategy Objectives

SEA CRITERIA	LTP2 Five Year Strategy Objectives						
	1. To Increase accessibility for all	**2. To encourage and support economic regeneration and prosperity**	**3. To make Island roads safer**	**4. To improve local air quality and the environment**	**5. To tackle congestion**	**6. To ensure effective management of the highway network**	**7. To achieve value for money solutions**
	Compatibility (X (potential conflict), ✓ (compatible), - (neutral), ? (uncertainty) or ⇆ (could be compatible or potential conflict depending on how it is implemented)						
Air Quality To develop the transport network to maximise access whilst minimising detrimental impacts on air quality.	⇆	X / -	✓	✓	✓	✓ / ?	X / ?
	Could result in an increase in the number of journeys made on foot and by cycle or public transport which is compatible with air quality. However, increasing accessibility could also mean an increase in motorised journeys, some traffic growth (3%), increased car trips and therefore increased emissions to air	Economic regeneration and prosperity may mean increased motorised journeys, traffic growth and therefore increased emissions to air. Clear policy will be needed to steer engineering work to areas well served by public transport	Reducing congestion, limiting traffic growth, reducing car trips and improving air quality is compatible with making roads safer.	Clear compatibility	Clear compatibility	Presume effective management of the highway network and tackling congestion, limiting traffic growth, increasing travel choice and reducing car trips are compatible	Uncertainty and potential conflict because it is unknown as to whether improving air quality will achieve value for money? Value for money has not been defined.
Soil and geology To ensure a transport network which does not adversely impact upon geology and soils, and which reduces the risk of erosion and instability due to human activity.	X / ?	⇆	⇆	✓ / ?	X / -/?	✓ / ?	?
	May result in engineering work (e.g. new junctions, new roads, car parks) which could have a negative impact on soils and geology quality and stability	Economic and regeneration prosperity could mean engineering work which could negatively impact on soils and geology, stability. However, reengineering work of previously developed land for transport infrastructure would be positive with	Making roads safer could mean reducing risk from instability, however it could also mean engineering works, new junctions etc) which could have a negative impact on soils and geology but only in areas of specific geological sensitivity.	Uncertain definition of the environment. Improved air quality should benefit soil quality, and integrity of geological outcrops.	Tackling congestion could involve engineering work which may result in negative impacts on soil quality, instability and geological processes.	Presume effective management of the highway network and protecting geology and soils, and reducing the risk of erosion and instability due to human activity are compatible	Uncertainty over whether value for money is compatible with protecting soil and geology compatibility and risks of erosion and instability

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		respect to land contamination.					
Water To maintain and improve the quality of the Island's watercourses, groundwater systems and to prevent an increase in risk from flooding. Sub-criteria: - 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	X / ?	⇆	X / ?	✓ / ?	X /?	✓ / ?	?
	May result in engineering work (e.g. new junctions, new roads, car parks) which could have a negative impact on water and increase risk from flooding depending on the net increase in hard surface and the drainage management	Economic and regeneration prosperity could mean engineering work which could negatively impact on water quality and increase risk from flooding. However, engineering work on brownfield land would be positive with respect to land contamination which can result in groundwater contamination.	Making roads safer could involve engineering work which could have a negative impact on water quality and increase risk of flooding, although effects are unlikely to be significant provided best environmental practices are implemented during new road works. Well maintained road drainage can reduce incidences of local flooding.	Uncertain definition of the environment. Improved air quality should benefit water quality.	Tackling congestion could involve engineering work which may result in negative impacts on water quality, and increase risk of flooding.	Presume effective management of the highway network and maintaining and improving the quality of the Island's watercourses, groundwater systems and preventing an increase in risk from flooding are compatible.	Uncertainty over whether value for money is compatible with protecting water quality and limiting risk of flooding.
Landscape and townscape To protect and enhance the Island's landscape and settlement character.	⇆	⇆	⇆	✓ /?	✓	✓ / ?	?
	Could mean an increase in the number of journeys made on foot and by cycle or public transport which is positively compatible with protecting and enhancing landscape and townscape. However it could also mean new infrastructure	Economic regeneration and prosperity could result in new engineering work which could have the potential to impact upon landscape, townscape and settlement character in both negative and positive ways.	Making roads safer could involve engineering work which could have a negative or positive impact on landscape and townscape such as through junction alterations or pedestrianisation.	Uncertain definition of the environment. Improved air quality should benefit settlement character.	Tackling congestion should be compatible with enhancing landscape and townscape quality and improving settlement character.	Presume effective management of the highway network and protecting and enhancing the Island's landscape and settlement character are compatible.	Uncertainty over whether value for money is compatible with protecting and enhancing landscape, townscape and settlement character.

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	increased motorised journeys across the Island which could have a negative impact on landscape..						
Biodiversity, fauna and flora To conserve and enhance the Islands biodiversity, fauna and flora.	⇆	X / ?	X / ?	✓ /?	⇆	✓ / ?	?
	Will result in an increase the number of journeys made on foot and by cycle or public transport which is compatible with protecting wildlife sites and enhancing biodiversity. Increasing access to robust wildlife places is also compatible with the SEA criterion. However, there could be conflict if increasing accessibility results in an increase in travel across the Island, increased motorised trips, traffic growth, increased emissions to air and engineering works such as junction improvements..	Economic regeneration and prosperity could result in new engineering work which could have the potential to negatively impact upon biodiversity and wildlife sites. The effects of new transport projects on ecological resources would need to be assessed, mitigation proposed and opportunities to enhance local biodiversity sought wherever possible	Making roads safer could involve engineering work which might have a negative impact on wildlife sites, species and other greenfield areas. The effects of new transport projects on ecological resources would need to be assessed, mitigation proposed and opportunities to enhance local biodiversity sought wherever possible	Uncertain definition of the environment. Improved air quality would benefit biodiversity, fauna and flora by reducing impacts caused by air pollution on habitats and species and the more sensitive ecosystems on the Island.	Tackling congestion could minimise localised air quality impacts on sensitive habitats (although congestion is at present a problem in Newport and the most sensitive habitats are not within existing urban areas). However, it could mean engineering work which has the potential to negatively affect wildlife sites and species.	Presume effective management of the highway network and is compatible with conserving and enhancing the Islands biodiversity, fauna and flora.	Uncertainty over whether value for money is compatible with biodiversity, fauna and flora.
Archaeology and cultural heritage To protect the Islands historic	⇆	⇆	X / ?	✓ / ?	✓ / ?	✓ / ?	?

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environment and cultural resource	Increasing access is in potential conflict with protecting the Island's historic environment and cultural resource if it were to involve engineering work such as junction alterations, crossings, transport interchanges etc. The broad geographical coverage of archaeology and cultural heritage is likely to mean that increased movements may increasing the risk of damage to protected sites. Access to sites may improve education and awareness.	Economic regeneration and prosperity could result in new engineering work which could have the potential to negatively or positively impact upon the fabric and setting of sites, parks and gardens and important buildings etc on the Island. The effects of new transport projects on cultural heritage would need to be assessed, and mitigation proposed where relevant.	Undertaking structural maintenance on roads and improving crossings may cause adverse impact to sites important for their heritage value, particularly archaeological sites. The effects of new transport projects on cultural heritage would need to be assessed, and mitigation proposed where relevant.	Uncertain definition of the environment. Improved air quality would benefit buildings within urban areas	Tackling congestion should result in improvements to the settings of sites, monuments and important historical buildings within urban areas.	Presume effective management of the highway network and protecting the historic environment and cultural resource are compatible.	Uncertainty over whether value for money is compatible with archaeology and cultural heritage
Climatic factors 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 / ?	X / - / ?	✓	?	X / ?	?
	Increasing accessibility may result in an increase in motorised journeys, some traffic growth (3%), increased car trips and therefore increased emissions of greenhouse gases to air.	Economic and regeneration prosperity may mean increased motorised journeys, traffic growth (up to 3%) and therefore increased emissions of greenhouse gases to air. Clear policy will be needed to steer engineering work to areas well served by	Maintenance of roads is a target associated with this objective and this is likely to require the use of non-renewable resources (such as aggregate and asphalt).	Generally compatible	Reducing congestion does not address overall emissions of greenhouse gases from vehicles. Could involve engineering work which has the potential to affect flood risk but uncertain.	Presume effective management of the highway network and is compatible with climatic factors in that non-renewable resources will be used with careful consideration, and any new engineering work or maintenance will be considered with due regard for	Uncertainty over whether value for money is compatible with climatic factors criteria

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		public transport				flood risk.	
Human health and safety To protect and improve the safety and health of the population.	✓	✓	✓	✓	✓	✓ / ?	?
	Compatibility with respect to reducing congestion, and increasing opportunities for walking and cycling.	Prosperity and regeneration should be compatible with improving the health of the population. Well planned transport infrastructure and services can contribute to safer communities, reduced congestion and better facilities for non motorised modes.	Improved condition of roads compatible with increasing safety on roads for all road users..	Improving local air quality is compatible with improving the health of the population.	Tackling congestion should be compatible with improving safety assuming that it is achieved through suitable and safe traffic management methods. Reduced urban congestion should lower concentrations of roadside local air pollutants.	Effective management of the highway network should help improve safety of roads.	Uncertainty over whether value for money is compatible with human health and safety criteria.
Noise and Vibration To limit the risk of adverse noise and vibration effects and protect tranquil areas.	✓	X / ?	?/ -	✓ / ?	✓	?	?
	If traffic growth is restricted and walking, cycling and use of public transport increases then this objective should be compatible with protecting tranquil areas and improving settlement character.	Economic and regeneration prosperity may mean increased motorised journeys, traffic growth (up to 3%) and therefore may be in potential conflict with limiting adverse noise and vibration effects and protecting tranquil areas. Measures to reduce noise from transport should be sought in all new engineering works.	Uncertainty over whether improving safety through improving road condition will affect noise and vibration levels. Speed reduction measures could reduce roadside noise in residential areas. Effect likely to be neutral overall.	Uncertain definition of the environment. Potential to be compatible with SEA criteria but uncertain.	Not likely to affect background noise levels by reducing congestion	Uncertain relationship between effective management and noise and vibration although management of the highways network should ensure that noise and vibration impacts are minimised.	Uncertainty over whether value for money is compatible with noise and vibration criteria.

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Population To improve accessibility for all sectors of the community, and minimise severance by sea.	✓	✓ / ?	- / ?	✓	✓	✓ / ?	?
	Compatible although targets do not explicitly address ensuring access to public transport for all, increasing access to open space and biodiversity, and minimising severance to sea.	Targets associated with objective are compatible with improving access via public transport and walking and cycling improvements. New engineering work should be planned around high levels of accessibility via public transport, walking and cycling	Uncertain relationship between accessibility and safety of roads. Safer roads for non motorised modes should increase attractiveness of walking and cycling.	Potential compatibility between improving accessibility and improving air quality.	Tackling congestion is compatible with improving accessibility	Effective management of the highway network should help reduce congestion and therefore ensure access between settlements on the Island, particularly by public transport.	Uncertainty over whether value for money is compatible with population criteria.
Material assets To improve and maintain the physical quality of the Island's transport infrastructure network	✓ / ?	✓	✓	- / X / ?	✓ / ?	✓ / ?	✓ / ?
	Compatible because the associated targets relate to improving physical condition of road infrastructure.	Compatible with maintaining the physical quality of transport infrastructure	Compatibility because increasing road safety will involve improving road condition	Relationship uncertain but could improvements to the road infrastructure may increase car use and therefore emissions to air? However, improvements to transport infrastructure could facilitate transfers onto public transport i.e. park and ride facilities or interchanges which is compatible with improving air quality.	Tackling congestion should be compatible with maintaining the physical quality of the transport infrastructure.	Effective management would involve maintenance of the transport network, therefore compatible.	Value for money should be compatible with maintaining the physical quality of the Island's transport infrastructure network