

Matrix Schemes Within the Rural area

Town				Wootton	
Plan Option/ Measure	Highway Safety Improvements (safe routes to schools, pedestrian crossings, footways etc)	Route 22 (New cycle route from Freshwater/Yarmouth to Ryde)	Partnership/Vehicles/Driver Training/Cycle parking at Stops	Park Road – Briddlesford Road Upgrade (strengthen/widen road to better accommodate 40 tonne vehicles and create strategic heavy vehicle route)	PRoW network Extension (in line with PRoW improvement plan, improve circular routes, link some routes, surfacing, gates, stiles etc)
Implementation Year	1	1	1	2	3
SEA Criteria	Potential effects: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇄ could be positive or negative depending on how scheme is implemented				
Air Quality To develop the transport network to maximise access whilst minimising detrimental impacts on air quality.					
To reduce congestion in Newport	0	+ / ?	0	0	0
To limit traffic growth.	0	+ / ?	0	-	0
To increase travel choice and the proportion of people using public transport, cycling and walking	0	++	+	0	+
To reduce number of car trips	0	+	+	-	0
To improve air quality	0	+ / ?	+ / ?	-	0
Soil and geology 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. 0 / ?					
To reduce the risk to property and people from erosion and instability	0	0 / ?	0	?	?
Avoid damage to the coastline or the loss of amenity as a result of human activity.	0	0	0	0	?
To avoid contamination of land	0	0	0	- / 0 / ?	0
To protect areas important for geological processes	0	0	0	0 / ?	?
Water 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.	0	0	0	- / 0 / ?	
To protect the quality of water by controlling transport related development likely to adversely affect groundwater, surface water, bathing water, and estuaries quality.	0	0	0	- / ?	0
Landscape and townscape 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.	- / 0 / ?	0	0	- / ?	⇄
Positively enhance landscape and settlement character.	- / 0 / ?	0	0	- / ?	⇄
Conserve and enhance the AONB in line with its designated status, purpose and the AONB Management Plan.	0	0	0	-	⇄
Conserve and enhance the Tennyson and Hamstead Heritage Coasts in line with their status, purpose and AONB management plan.	0	0	0	0	⇄
Biodiversity, fauna and flora 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 they depend (Marine, estuarine, terrestrial and freshwater).	0	-- / ?	0	- / ?	-- / 0 / ?

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To maintain biodiversity and the variety of habitats on the Island	0	-- / ?	0	- / 0	-- / 0 / ?
Archaeology and cultural heritage To protect the Islands historic environment and cultural resource					
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	0	-- / 0 / ?	0	?	-- / 0 / ?
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					
To reduce the amount of greenhouse gas emissions on the Island	0	+ / ?	0	-	+ / ?
To increase the amount of renewable fuels / technology used to power vehicles	0	0	0	0	0
To limit development at risk from flooding and the effects of climate change	0	0	0	0	0 / ?
Human health and safety To protect and improve the safety and health of the population.					
To make the Island's roads safer and reduce accidents	+	0	+	0	0
To increase opportunities for walking and cycling	+	++	+	0	+
Noise and Vibration 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	0	0	0	0	0
To limit / reduce the risk of the adverse noise and vibration effects of transport movement in the urban centres	0	0	0	0	0
To protect tranquil areas on the Island and avoid risk to them from light and noise pollution due to increases in traffic	0	0	0	--	0
Population To improve accessibility for all sectors of the community, and minimise severance by sea.					
To minimise the impact of severance by sea	0	0	0	0	0
To ensure transport is accessible for all sectors of the community regardless of age, income and mobility	+ / ?	0	0 / ?	0	0
To improve access to services and facilities (e.g. retail, education, employment, health, leisure, sporting, cultural etc)	+ / ?	0	0 / ?	0	0
To increase access to the countryside	+ / ?	++	0	0	++
Material assets 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.	?	0	0	+ / ?	0

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To improve the physical quality of the island's transport infrastructure network through appropriate investment	+	0	0	++	0
Key assumptions/ uncertainty	Assume not likely to include major development (mainly includes pedestrian crossing, safe routes to school, drop kerbs etc?). Uncertain potential to increase access through safety improvements.	Route of path not certain, therefore effects on biodiversity, archaeology/ heritage sites, water quality, geology and soils, instability not known. Uncertain potential too improve air quality (very small potential to achieve modal shift – only one path)	No details regarding what this scheme involves. 'Partnership and vehicles' meaning?	No details of scheme provided assume will involve strengthening of carriageway and widening. Potential for unknown archaeology.	Paths to be extended / locations of extensions to network not known to appraisers. Potential for unknown archaeology.
Key comments	Will predominantly improve safety.	Predominantly increases opportunities for walking and cycling. Potential to affect designated sites and other habitat e.g. hedgerows through construction of path.	Mainly improves safety and encourages cycling.	Mainly improves infrastructure. May encourage traffic growth if provides quick route by car between Ryde and Sandown / Shanklin. Potential to contaminate land and water courses through construction. Diverting heavy goods vehicles along the road could have a negative impact on tranquillity within a section of the AONB although heavy goods vehicles already use this road. Although this route acts as an alternative to sending HGVs through the historic town of Brading, through densely populated Ryde and settlements of Sandown and Shanklin.	Will improve opportunities for walking, particularly beneficial for tourism. Will link main settlements.
Mitigation	Ensure designs consider impacts on streetscape particularly in conservation areas.	Avoid routes which dissect habitats. Integrate route into landscape. Make use of former railway line to minimise impact on landscape and wildlife sites.	None	Ensure recycled materials used in road widening. Ensure do not increase surface run-off through the use of sustainable drainage systems. Assess noise and vibration impacts on sensitive receptors along route and mitigate impacts where possible.	Ensure network extension does not impact on habitats (especially designated wildlife sites), integrate paths into landscape, avoid impacts on the fabric and setting of heritage sites, and ensure paths do not cause erosion, or instability.