

J.3.3 Summary of Key Actions Tackling Congestion

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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>Air Quality To develop the transport network to maximise access whilst minimising detrimental impacts on air quality.</p> <ul style="list-style-type: none"> - To reduce congestion in Newport - To limit traffic growth. - To increase travel choice and the proportion of people using public transport, cycling and walking - To reduce number of car trips - To improve air quality <p>Overall significance after mitigation: Moderate positive</p>	Will reduce congestion through improving traffic flows at key locations (e.g. Coppins Bridge), encouraging modal shift, and effective traffic management which may include night-time working on road maintenance. Work with schools and employers – reduce peak time congestion by where possible reducing hold ups and offering flexible working hours	<p>Congestion currently experienced within Newport at peak times</p> <p>The emerging LDF options scenarios for the Island are likely to result in population growth and therefore could result in traffic growth.</p> <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>	<p>Not enough detail regarding number of measures or locations to make a judgement regarding magnitude. Key benefits of measures at peak times.</p> <p>Alleviating congestion through improving traffic flows reduces concentrating emissions in slow moving traffic, which can cause problems with roadside local air quality.</p> <p>In addition, increased use of public transport has the potential to achieve modal shift and also reduce levels of roadside local air pollution in urban areas by reducing the number of trips by car.</p> <p>Potential for positive cumulative effects on air quality through the combination of measures proposed.</p>	Low – little detail regarding actual measures to reduce traffic congestion, timing, location etc	Ensure measures to reduce congestion are targeted to deal with specific congestion hotspots	Moderate positive		
	Will limit traffic growth through encouraging modal shift, facilitating better access to public transport and improving information, and reducing the number of journeys.		Moderate positive					
	Will increase travel choice by facilitating better access to public transport, improving and extending and signing walking and cycling routes, provide real time information, and retaining and increasing facilities for water transport.		Moderate positive					
	Potential to reduce the number of car trips by encouraging modal shift (travel plans, encourage use of powered two wheel vehicles), reducing numbers of journeys (working practices etc) and facilitating access to public transport.		Moderate positive					
	Potential to improve air quality through encouraging reduction in number and length of journeys through encouraging change in working practices (working from home etc), land use planning (reuse buildings in urban areas and ensuring easy access to developments by all modes) and encouraging and maintaining mobile services?. Also by encouraging modal shift and ensuring effective traffic management		Moderate positive					
<p>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.</p> <ul style="list-style-type: none"> - To reduce the risk to property and people from erosion and instability - Avoid damage to the coastline or the loss of amenity as a result of human activity. - To avoid contamination of land - To protect areas important for geological processes <p>Overall significance after mitigation: No effect</p>	Measures proposed to tackle congestion do not include major development nor do they propose increasing traffic in the rest of the Island's roads, such as those at the coast, therefore not likely to affect the risk of people and property from erosion.	Areas of instability on the Island particularly on parts of the coast.	No effect	Low – little detail regarding actual measures, timing, location etc. Not all unstable areas mapped.	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. Ensure transport works are in line with the Shoreline Management Plan.	No effect		
	Measures to tackle congestion do not include major development nor do they propose increasing traffic in the rest of the Island's roads, such as those at the coast, or at ports, therefore not likely to affect the coastline or amenity.	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. Most parts of the Island are not far from the coast.	No effect			Low – little detail regarding actual measures	Ensure that the actions include avoiding an increase of traffic on coastal roads and ensuring that any transport engineering works are in line with Shoreline Management Plans and does not damage the coastline such as through development at ports (e.g. new facilities, car parks etc)	No effect
	Measures to tackle congestion not likely to give rise to the contamination of land because no major development is proposed which could cause contamination through contaminating surface run-off during construction and/or operation.	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.	No effect			Low – little detail regarding actual measures	Ensure that measures to tackle traffic congestion do not give rise to contamination of land from surface run-off.	No effect

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	Measures to tackle congestion not likely to give rise to damage to areas important for geology or to inhibit geological processes because no significant development is proposed other than the extension of footpaths.	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.	Permanent effects if footpath/cyclepath extensions destroy areas important for geology / geomorphology but this is not likely to occur.	Low - Locations of footpaths and cycleways to be extended are not known. Details of other measures and whether they will involve development / construction not known. The LTP 2 indicates that measures proposed to tackle congestion will predominantly occur in town centres	Ensure that any development required to tackle congestion does not damage sites important for geology or inhibit geological processes.	No effect
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. - To protect the quality of water by controlling transport related development likely to adversely affect groundwater, surface water, bathing water, and estuaries quality.	Measures to tackle congestion not likely to give rise to an increase in surface water run-off because major development (which could affect surface water run-off through increasing areas of hard standing) is not proposed.	Watercourses and groundwater particularly vulnerable to surface water run-off from roads and car parks.	Not enough information regarding specific measures to make a judgement regarding magnitude.	Low – little detail regarding actual measures, timing, location etc.	Ensure that any new transport development does not increase surface run-off and uses sustainable urban drainage systems.	No effect
Overall significance after mitigation: No effect	Measures to tackle congestion not likely to affect water quality because no major developments are proposed which might have the potential to pollute water courses, groundwater etc through surface water run-off (see column to right).	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.	Not enough information regarding specific measures to make a judgement regarding magnitude.	Low – little detail regarding actual measures, timing, location etc.	Ensure that any development such as to improve traffic flows at Coppins Bridge do not give rise to contamination of water courses or groundwater due to construction works or during operation.	No effect
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. - 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: Slight positive	The measures to tackle congestion have the potential to protect and enhance landscape and townscape by alleviating congestion in urban areas, by reducing numbers of journeys across the Island and reducing traffic across the Island. No major development is proposed. Therefore there is not likely to be any major impacts on landscape and townscape. Alleviating congestion is not likely to affect the AONB because the measures should decrease traffic levels, and reduce the number of journeys across the Island. Alleviating congestion is not likely to affect the Heritage Coasts because the measures should decrease traffic levels, and reduce the number of journeys across the Island.	Conservation areas across the Island which could potentially be enhanced through reducing congestion in town centres. AONB and Heritage Coasts are important for landscape value but they are not likely to be affected by the proposals to tackle congestion. AONB across over half of Island and Tennyson and Hamstead Heritage coasts on north and south coasts but they are not likely to be affected by the proposals to tackle congestion.	Reversible effects – landscape and townscape could be affected by congestion in the future due to changes in policy, significant development generating traffic etc. Potential cumulative positive effects on landscape and townscape through reducing congestion in towns across the Island.	Moderate – assume alleviating congestion in urban areas will not increase traffic in more rural areas.	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.	Slight positive Slight positive

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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). - To maintain biodiversity and the variety of habitats on the Island Overall significance after mitigation: Moderate negative	Extension of cycleways and footways may pose a risk to some habitats and species - designated sites. Locations of footpaths / cyclepaths to be extended are not known.	The Island contains a wealth of designated sites for nature conservation which are located across the Island.	Potentially permanent and cumulative effects to sites depending on the scale of footpath/cyclepath extensions proposed. Cumulative effects could be through disturbance of species due to proximity of new paths to habitats, fragmentation of habitats etc.	Low – do not know locations of paths which would be extended	Ensure that designated sites are not adversely affected by the extension of footpaths/cyclepaths or any junction improvements (of which details are not provided in measures)	Slight negative – uncertainty due to lack of clarity of spatial extent
	Extension of cycleways and footways may pose a risk to some BAP priority habitats and species. Locations of footpaths / cyclepaths to be extended are not known.	The Island contains a variety of BAP priority habitats.	Potentially permanent and cumulative effects to habitats depending on the scale of footpath/cyclepath extensions proposed. Cumulative effects could be through disturbance of species due to proximity of new paths to habitats, fragmentation of habitats etc.	Low – locations of paths which would be extended are not described within the LTP 2.	Ensure that priority BAP habitats are not adversely affected by transport development or pollution such as surface run-off from roads.	Slight negative – uncertainty due to lack of clarity of spatial extent
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 Overall significance after mitigation: Slight negative	Extension of cycleways and footways may pose a risk to the fabric and setting of some heritage sites. In general tackling congestion should have a positive effect on conservation areas. Increasing access would result in more movement around the Island which might pose a risk to heritage sites.	There are numerous archaeological sites, historic parks and gardens, conservation areas, listed buildings and other important heritage buildings etc across the Island.	Cumulative impact of more movement around Island as a result of improving traffic flows, increasing access via walking and cycling, extending footpaths and cycleways Potential permanent effects on heritage sites through extension of cycleways and foot paths.	Low – little detail regarding locations of new transport development, such as extensions to paths etc. Uncertainty over potential of increased movement and access across the Island to affect heritage sites due to lack of detail about measures and unknown locations of archaeological and other heritage sites.	Ensure the setting and fabric of historic sites are not negatively affected by new transport development such as the extension of footpaths etc. Where possible ensure traffic is diverted away from conservation areas.	No effect
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 - To increase the amount of renewable fuels / technology used to power vehicles - To limit development at risk from flooding and the effects of climate change Overall significance after mitigation: Moderate positive	Will reduce the amount of greenhouse gas emissions on the Island through encouraging modal shift, reducing the number and length of journeys, and linking with town planning to locate development to reduce the need to travel.		Not enough detail regarding scale of measures and how this would manifest in limits or reductions of greenhouse gas emissions. Potential for positive cumulative effects?	Low – little detail regarding actual measures etc	Ensure work with town planning to locate new development to minimise the need to travel such as through the LDF process. Ensure maximising measures to increase modal split and encourage walking and cycling.	Moderate positive
	No effect – measures to not include fuels					No effect
	No major development proposed but small scale measures such as extending foot and cycle paths could be at risk from flooding depending on where they are located	Flooding is an issue in some parts of the Island, particularly in Newport and Cowes and at some inland locations and others along the coast.	Not enough detail regarding where extensions would be located.	Low - Don't know where extended paths are located however, assume that footpaths and cycleways are appropriate developments within the floodplain.	Undertake flood risk assessments for any developments within the floodplain	No effect
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 - To increase opportunities for walking and cycling Overall significance after mitigation: Slight positive	Potential to make the Island safer through helping to improve training of riders of powered-two wheeled vehicles.	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	Small magnitude, not likely to affect high proportion of population but has potential to significantly improve safety on Island roads	Moderate – although do not know how this measure will be implemented.	Ensure accessibility of education and training to powered two-wheeler vehicles is high across the Island.	Slight positive

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		years identified increasing number of crash locations where low skidding resistance may have been a contributory factor.				
	Will increase opportunities for walking and cycling through extending and signing existing routes in line with the Rights of Way Improvement Plan and working with town planning to ensure new development is accessibility by all modes.	-	Not enough information regarding specific measures to make a judgement regarding magnitude.	Moderate – although location and extent of improvements unknown.	Ensure improvements to existing footpaths and cycleways which maximise access and use. Ensure paths are safe and facilities such as cycle parking are provided in appropriate locations.	Moderate positive
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 - 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: slight positive	Potential to reduce travelling and therefore potential to reduce noise and vibration from transport at ports.	Exact locations of sensitive receptors and their vulnerability to transport noise and vibration in town centres unknown (i.e. schools, hospitals, residential areas).	Potential small cumulative positive effect of reducing traffic on the Island.	Low – assume that decreasing congestion will not increase traffic speeds significantly to affect noise levels from roads across the Island. Potential to decrease traffic in rural and therefore more tranquil areas not known.	Work with planning to ensure that new development (such as residential, hospitals, schools) are located away from existing noisy activities such as ports. Ensure that traffic is not directed through the AONB or Heritage Coasts. Working with Quality Transport Partnership and other partnerships ensure that heavy goods vehicles are directed away from sensitive receptors such as residential areas	Slight positive
	Potential to reduce travelling and therefore potential to reduce noise and vibration from transport in urban areas.	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.				Slight positive
	Potential to decrease traffic on the Island which should benefit tranquil areas.					Slight positive
Population 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: Moderate positive	Work with Solent Transport partners to improve cross Solent and cross boundary travel and work with neighbours to consider wider transport issues. Links to and from mainland.	Severance by sea mainly a result of cost of ferries	Affects most people on the Island and those wishing to visit from the mainland.	Low – little information about likelihood of improvements to costs and links. Little info about what improvements could be achieved	Uncertain mitigation available. Council has little influence over price of Solent travel.	Slight positive
	Facilitate access to public transport. Reduce travel costs where possible, introduce real time information (buses, trains, ferry ports),	Should benefit most people on the Island particularly those living in and visiting Newport.	Not enough information regarding specific measures to make a judgement regarding magnitude.	Moderate – uncertainty regarding which measures will be put in place and which will not.	Ensure all measures are put in place to improve access to public transport.	Moderate positive
	Link with planning to ensure new development located to allow easy access by all modes, encourage and retain mobile services (mobile library, home delivery).	Should benefit most people on the Island.	Not enough information regarding specific measures to make a judgement regarding magnitude.	Moderate – uncertainty regarding which measures will be put in place and which will not.	Ensure all measures are put in place to improve access to services.	Moderate positive
	Should increase access to the countryside by improving, extending and signing foot and cycle paths in line with the Rights of Way Improvement Plan.	The Isle of Wight Council has achieved 100% rights of way opened and signed.	Not enough information regarding specific measures to make a judgement regarding magnitude.	Moderate – although location and extent of improvements unknown.	Maximise improvements to existing footpaths and cycleways which connect urban areas where people live to the countryside	Slight positive
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. - To improve the physical quality of the island's transport infrastructure network through appropriate investment Overall significance after mitigation: no effect	Little effect - measures to tackle congestion do not include any proposals to undertake major transport development or to include recycled materials within any small-scale developments.	-	Not enough information regarding specific measures to make a judgement regarding magnitude.	Low – uncertain potential to use recycled materials within extension of footpaths and cycle paths	Maximise the use of recycled materials in the extension of footpaths and cycle paths.	No effect – potential not explicit within key actions
	Will improve the physical quality of transport infrastructure through improving, extending and signing footpaths and cycleways in line with the Rights of Way Improvement Plan.	Highways infrastructure on Island in need of significant investment to improve condition.	Not enough information regarding specific measures to make a judgement regarding magnitude. Likely to be only localised improvements to paths, not Island wide.	Moderate – although location and extent of improvements unknown.	Maximise improvements to existing footpaths and cycleways	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