

Newport Accessibility Bid

Plan Option/ Measure	Newport accessibility bid			Worksheet completed by:	WSP Environmental	
SEA Criteria	Performance against SEA Sub-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 in Newport by introducing new traffic management measures such as variable message signing, establishing a cross town link and link between the centre and Pan estate, improve junction layout at Coppins Bridge	<p>Newport currently experiences congestion at peak times.</p> <p>The emerging LDF growth options for the Island are likely to result in population growth and therefore could result in traffic growth in this area.</p>	<p>Reversible effects – congestion and air quality problems could occur in the future. especially if traffic growth exceeds the 3% per annum target.</p>	<p>Moderate certainty but further detail required to demonstrate exactly to what degree congestion can be alleviated and where new cycling and walking improvements will be.</p>	<p>None although little detail provided in the bid regarding specific measures to be introduced and where.</p>	Moderate positive
	Will limit traffic growth by putting in place public transport link between the town centre and the Pan estate and walking and cycling improvements					Moderate positive
	Will increase travel choice and the proportion of people using public transport, cycling and walking					Moderate positive
	Is aiming to reduce number of car trips within Newport by increasing the proportion of people using public transport, cycling and walking					Moderate positive
	Is likely to improve air quality by alleviating congestion and reducing car trips					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>	Not likely to affect risk to property and people from erosion and instability	Not aware of any erosion or instability risks within Newport	No effect	Moderate certainty although areas at risk from instability may be located in Newport which appraisers are not aware of.	None	No effect
	Not likely to affect the coastline	Newport is inland and not in close proximity to a coastal area	No effect	High	None	No effect
	Is not likely to give rise to contamination of land	High potential for areas of contaminated land to be located within Newport because it is an urban area. No known specific incidents of pollution to land due to transport infrastructure in Newport although surface water runoff can present a risk of pollution to land and groundwater.	Reversible – contamination could occur in the future.	Moderate certainty. Assume no land contamination incidences occurring in Newport due to transport infrastructure which are not recorded.	Ensure that all new transport infrastructure includes adequate drainage and interceptors to avoid the contamination of land (or groundwater)	No effect
	Not likely to affect areas important for geological processes	No SSSI designated for important for geological process identified within central Newport.	No effect	High	None	No effect
<p>Water To maintain and improve the quality of the Island's watercourses, groundwater systems and to prevent an increase in risk from flooding.</p> <ul style="list-style-type: none"> - 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. <p>Overall significance after mitigation: No effect</p>	Is not likely to give rise to increased surface water run-off because no new highways are proposed and not proposing to increase the area of hardstanding	Some parts of Newport are currently at risk from flooding mainly as a result of high tides which would affect the River Medina	Reversible effects – surface run-off could increase in future due to increasing areas of hard standing.	Moderate certainty	Ensure that all new transport infrastructure, particularly at Coppins Bridge where road passes over River Medina, include adequate drainage and interceptors to avoid increasing surface water runoff. Consideration should be given to sustainable urban drainage systems to manage surface run-off from roads where practicable.	No effect
	Potentially adverse affects on groundwater, surface water, and estuaries water quality.	Measures proposed to make improvements to the junction at Coppins Bridge which is in close proximity to the River Medina which is a sensitive estuary environment (and protected by SAC designation).	Temporary effects during construction at Coppins bridge Permanent effects to estuary, surface water and groundwater quality during operation of new junction and other highways works within the town	Low – unknown works to be carried out but if Coppins Bridge junction to be changed is assumed that engineering work will be required including ground works.	Put in place suitable interceptors at construction stage to avoid contamination of the River Medina and groundwater at Coppins Bridge and at other locations of highways works. Ensure that all new transport infrastructure,	No effect

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					particularly at Coppins Bridge, include adequate drainage and interceptors to avoid increasing surface water runoff. Consideration should be given to sustainable urban drainage systems to manage surface run-off from roads where practicable.	
Landscape and townscape To protect and enhance the Island's landscape and settlement character. <ul style="list-style-type: none"> - 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: Minor positive	<p>Is likely to protect the character of the town centre, especially the central conservation area by creating a cross town link allowing easier connections from the west of the town, diverting traffic away from the High Street and town centre area.</p> <p>Is likely to improve the settlement character within the centre of Newport.</p>	<p>The town centre (mainly around the High Street, Quay Street, Lugley Street, Upper St James Street etc) is designated as a conservation area.</p>	<p>Effect should be most pronounced during peak times.</p>	<p>Moderate – do not know what highways improvements works will look like.</p>	<p>Ensure visual impact of highways schemes is minimised through careful consideration of signage, lighting and other street 'furniture' even if not within the conservation area. Consult with Council Conservation Officer and existing Planning Liaison Group regarding relevant schemes.</p>	<p>Minor positive</p>
	<p>Is not likely to affect the AONB, which, although close to Newport, should not be significantly affected by improvements to access within Newport.</p> <p>Is not likely to affect the Heritage Coasts</p>	<p>A boundary of the AONB lies to the south west of Newport</p>	<p>Reversible – transport schemes could affect the AONB and Heritage Coasts in the future e.g. by directing traffic through them.</p>	<p>Moderate – assume that the proposals will not result in an increase in motorised trips through the AONB</p>	<p>None.</p>	<p>No effect</p>
Biodiversity, fauna and flora To conserve and enhance the Islands biodiversity, fauna and flora. <ul style="list-style-type: none"> - 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: No effect	<p>Could affect the River Medina within the town centre through contamination of surface water run-off</p> <p>Could affect River Medina which contains a priority BAP habitat (mudflats) near the centre of Newport.</p>	<p>River Medina is not a designated site within the development envelope in Newport but is designated as a SAC and SSSI beyond this boundary towards Cowes.</p> <p>No other designated sites within the town centre</p> <p>River Medina contains a priority BAP habitat (mudflats) near the centre of Newport.</p>	<p>Potential to contaminate river or the nature of highways works in this areas (Coppins Bridge). Potential permanent effects from pollution entering river</p>	<p>Low – Potential to pollute the river uncertain. Assume that works may involve ground works which could result in mobilisation of silts within surface water.</p>	<p>Put in place suitable interceptors at construction stage to avoid contamination of the River Medina and groundwater at Coppins Bridge. Ensure that all new transport infrastructure likely to affect watercourses, particularly at Coppins Bridge, include adequate drainage and interceptors to avoid increasing surface water runoff. Consideration should be given to sustainable urban drainage systems to manage surface run-off from roads where practicable.</p>	<p>No effect</p> <p>No effect</p>
	<p>Should improve the conservation area in central Newport by creating a cross town link allowing easier connections from the west of the town, diverting traffic away from the High Street and town centre area. However, potential to impact upon previously unknown archaeology and the setting of a historic park and garden within the town centre</p>	<p>The town centre (mainly around the High Street, Quay Street, Lugley Street, Upper St James Street etc) is designated as a conservation area.</p> <p>The whole of Newport has potential for previously unknown archaeological remains due to its history and urban nature.</p> <p>Historic Park and Garden located to the west of Church Litten but works likely to be approximately 1km from this site.</p> <p>Most work is on a brownfield site which is unlikely to contain archaeological remains because of the previous development and</p>	<p>Reversible effect on the conservation area because it could be negatively impacted upon in the future.</p> <p>Permanent effects on previously unknown archaeological remains.</p> <p>Potential permanent effects on setting of Historic Park and Garden but likelihood of site being affected unlikely due to distance from and nature of works.</p>	<p>Low – Although the locations of scheduled ancient monuments, archaeological sites, listed buildings and other important heritage sites / buildings are recorded they have not yet been available for the appraisers in spatial format. Further consultation with Conservation Team necessary. Assume that the whole of Newport has potential for previously unknown archaeological remains due to its history and urban nature. Assume some of the highways works proposed will involve ground works.</p>	<p>Assess archaeological and cultural heritage impacts of proposed highways works prior to undertaking works. Ensure consultation is undertaken with the Council Conservation officer.</p>	<p>Assessment incomplete</p>

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		disturbance to the ground on the site..				
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: No effect	Will reduce the amount of greenhouse gas emissions on the Island by limiting traffic growth by increasing access to public transport and walking and cycling improvements	The emerging LDF growth options for the Island are likely to result in population growth and therefore could result in traffic growth in this area.	Reversible effects – Emissions could increase in the future.	Moderate certainty	None although little detail provided in the bid regarding specific measures to be introduced and where. More detail could be provided within the LTP 2.	Slight positive
	Will not affect the amount of renewable fuels / technology used to power vehicles	N/A	No effect	Moderate	None	No effect
	Will not increase development at risk from flooding and the effects of climate change although junction improvements likely to be within areas at risk from flooding.	Some parts of Newport are currently at risk from flooding mainly as a result of high tides which would affect the River Medina	Permanent effects – areas likely to continue to be at risk from flooding in future.	Moderate – infrastructure improvements are likely to be in areas at risk from flooding	Consider use of sustainable urban drainage systems in highways works to avoid increasing surface water run-off and also consider permeable membranes etc and adequate drainage to facilitate removal / drainage of floodwater if affected.	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: Moderate positive	Should improve safety and reduce accidents by improving junction layouts, increasing access for pedestrians and cyclists and design of walkways / cycleways.	Accident rates at specific locations within Newport unknown	Permanent effects - permanently improves junctions etc which will improve safety.	Low - Accident rates at specific locations within Newport unknown and potential for improvements for safety at junction uncertain	Ensure all new paths and cycleways are design to ensure safety of users. Ensure all highways improvements are designed to improve safety.	Moderate positive – lack of detail
	Will increase opportunities for walking and cycling	Currently congestion experienced in Newport at peak times and targets to reduce number of car trips and increase proportion of people walking and cycling.	Reversible effect access to footpaths etc could be reduced in future	Moderate – although little detail as to where improvements will be made, who will benefit and what form improvements will be in.	None - although little detail provided	Moderate positive – lack of specific details
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 negative	Not likely to affect vehicle movements or noise or vibration effects at ferry ports.	No ferry port likely to be affected by proposals within bid	No effect	High	None	No effect
	Not likely to affect overall noise levels within the town centre although potential for localised increased noise and vibration due to construction work on junctions / paths etc	Background noise levels within Newport not known, although there are no key noise sources on the Island with respect to national noise mapping (e.g. motorways and major airports).	Reversible effects Temporary effects during construction	Low – background noise measurements for locations within Newport not known. Vibration effects of transport within town unknown. Proximity of sensitive receptors to road network or to junctions to be affected by construction work unknown	Ensure that any noise and vibration impacts are mitigated during construction works such as appropriate working hours in residential areas.	Slight negative
	Not likely to affect tranquil areas because improvements in accessibility and traffic flows within Newport are not likely to cause an increase in traffic within or on the boundary of the AONB.	AONB lies to the south-west of Newport	Reversible	Moderate – assume that the proposals will not result in an increase in motorised trips through the AONB	Ensure that strategic routes into and out of Newport do not direct traffic into the AONB or towards the Heritage Coasts	No effect
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,	Does not affect severance by sea	-	No effect	High	None	No effect
	Improves access for all road users including travel by bus, foot and cycle	Ability of buses to move around the town is hampered by congestion. Long route around centre for buses serving the Pan estate.	Reversible effect – access can be reduced in future, bus services can be flexible. Positive cumulative effect on accessibility if all measures proposed put in place	Moderate although exact measures for cycling and walking improvements not explicit	None although more detail required relating to proposals	Major positive
	Improves access for all road users including travel by bus, foot and cycle; helps alleviate congestion and improves links across the town	Congestion currently experienced in Newport a peak times	Reversible effect - access can change in future. Positive cumulative effect on accessibility if all measures proposed put in place	Moderate although exact measures for cycling and walking improvements not explicit	None although more detail required relating to proposals	Major positive

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education, employment, health, leisure, sporting, cultural etc) - To increase access to the countryside Overall significance after mitigation: major positive	Not likely to affect access to the countryside	Location of footpaths / cyclepaths which connect Newport to the surrounding countryside not known	Reversible – access to the countryside could be improved in the future.	Moderate - Location of footpaths / cyclepaths which connect Newport to the surrounding countryside not known	Look to increase access to the countryside by foot and by cycle	No effect - although more detail regarding improvements to footpaths and cycleways needed.
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: moderate positive	Potential for highways works should be able to include a proportion of recycled materials	Highways works will require the use of natural resources	Permanent effects	Low – potential for highways works (including cycle / footpaths) to use recycled materials unknown	Maximise the use of recycled materials used in highways work	Slight positive
	Will improve the physical quality of highways infrastructure in parts of Newport. May improve the quality of footpaths and cycleways.	Highways infrastructure across the Island in need of significant investment to improve condition	Long term effects depending on wear and tear infrastructure is subject to.	Moderate	None	Moderate 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 appraisal:

Council advises that with respect to providing walking and cycling improvements this bid will involve signing and on road changes of cycleways and installing dropped kerbs and crossings with respect to pedestrian access. One cyclepath near the River Medina in the town centre will be widened. In general the appraisers have found that this bid lacks detail and therefore is difficult to appraise.