

West of Yarmouth Major Bid 'Do Nothing'

Plan Option/ Measure	West of Yarmouth 'Do Nothing' – close road and divert traffic through Freshwater etc			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: Minor Negative</p>	Potential increase in congestion in Newport	<p>Currently no air quality issues or congestion identified within Yarmouth, Totland or Freshwater. Congestion a problem in Newport at peak times.</p>	<p>Potentially bringing more traffic into Newport on the B3401 which enters Newport at the High Street which is likely to contribute to congestion in town centre.</p> <p>Magnitude dependent on overall traffic growth on the Island and public transport use. Reversible effect- movement onto public transport if problem with air quality levels</p> <p>Road is currently heavily trafficked. Potential to improve the local air quality along the stretch of road to be closed.</p> <p>Potential to encourage more local shopping etc and reduce cross Island travelling</p>	<p>Moderate – unsure as to the number of additional trips that will be generated an unsure as to modal split in the future.</p> <p>Assume traffic growth of no more than 3% per annum on the A3054 in line with LTP2 target.</p>	<p>Ensure measures are put in place to alleviate additional contribution to congestion within Newport.</p> <p>Ensure measures are put in place to alleviate any congestion in Totland, Freshwater and Yarmouth.</p> <p>Work with bus company to reschedule public transport services to ensure services continue to serve Yarmouth, Totland, and Freshwater and the A3054 to the east.</p>	Major negative – traffic is likely to be routed into Newport via the B3410 Which will exacerbate existing congestion problems
	Unlikely to directly facilitate traffic growth.					No effect
	Unlikely that it will increase travel choice because roads are minor and narrow –not suitable for frequent bus service? No potential increase of cycling and walking initiatives due to distance.					
	Not likely to decrease number of car trips unless linked to public transport initiatives and could discourage travelling across the Island.					Minor negative – with mitigation probably potential only to maintain current public transport service.
	Will not improve overall air quality if number of trips increase. Could affect local air quality in Yarmouth, Totland and Freshwater if cannot manage the increase in traffic.					No effect
<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: Major negative</p>	<p>Will not reduce the risk to property and people from erosion and instability along the stretch of the A3054 which would be closed.</p> <p>Will not construct any new defences. Slumping at the section of A3054 may continue and could result in loss of amenity on this 500m section of coast due to natural processes occurring.</p>	<p>Section of A3054 as the road enters Yarmouth from the east is actively slumping and carriageway is suffering rooted cracking and distortion. Residential property on the south side of the road.</p> <p>Sea defences currently in place</p>	<p>Unknown magnitude of effect on the properties along this stretch of A3054 which is experiencing slumping.</p> <p>Permanent effect</p>	<p>Low – unknown effect or timing of effect on properties on south side of road</p>	<p>Mitigation would need to ensure existing sea defences are adequate to protect property along this section of the A3054. However, this is beyond the influence of the LTP2.</p>	Major negative – although this allows natural coastal process to occur it does not protect existing residential properties along this section of the A3054.
	Unlikely to contribute to contamination of land	No record of incidence of ground contamination due to highways network in west Wight	No effect	Moderate	None	No effect
	Unlikely to lose areas important for geological processes	No areas important for geological processes located near to roads which might be used for a diversion route.	No effect	Moderate	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 	Does not increase risk of flooding –no new infrastructure in flood plain	Currently no groundwater protection zones in area of Yarmouth, Freshwater or Totland	No effect	Moderate	None	No effect
						No effect

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<p>surface run-off.</p> <p>- To protect the quality of water by controlling transport related development likely to adversely affect groundwater, surface water, bathing water, and estuaries quality.</p> <p>Overall significance after mitigation: No effect</p>	<p>Does not give rise to increases in surface run-off</p> <p>Likely to only have a limited potential impact on water quality.</p>					No effect
<p>Landscape and townscape To protect and enhance the Island's landscape and settlement character.</p> <p>- 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.</p> <p>- Positively enhance landscape and settlement character.</p> <p>- Conserve and enhance the AONB in line with its designated status, purpose and the AONB Management Plan.</p> <p>- Conserve and enhance the Tennyson and Hamstead Heritage Coasts in line with their status, purpose and AONB management plan.</p> <p>Overall significance after mitigation: Moderate negative</p>	<p>Could increase traffic through more rural areas including the AONB and divert ferry traffic through Freshwater and Totland which could affect landscape character</p> <p>Does not enhance landscape character</p> <p>Not likely to conserve and enhance the AONB as traffic likely to be diverted along its boundary in the west.</p> <p>May cause an increase in traffic and therefore affect the Tennyson Heritage Coast to the south of the Island as traffic uses this as an alternative route to move across the Island</p>	<p>Diversion likely to run along the boundary of the AONB along the B4301.</p> <p>Could adversely affect landscape character of rural parts of West Wight through an increase in traffic.</p> <p>Drivers could make more use of the B3055 as an alternative route across Island running through the Tennyson Heritage Coast and AONB to the south of Island.</p>	<p>Reversible - if public transport service can achieve a modal split which increases proportion of trips on public transport and therefore reduce car trips.</p>	<p>Low – unsure of potential for public transport to achieve a better modal split and also effect of tourism traffic</p>	<p>Ensure public transport services are in place which are at least as good as at present and look to improve the current service in light of expected growth in traffic.</p> <p>If possible avoid rerouting traffic through small villages.</p>	<p>Moderate negative</p> <p>Moderate negative</p> <p>Moderate negative</p> <p>Moderate negative</p> <p>Because public transport will only be able to reduce traffic volume to a limited degree.</p>
<p>Biodiversity, fauna and flora To conserve and enhance the Islands biodiversity, fauna and flora.</p> <p>- 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).</p> <p>- To maintain biodiversity and the variety of habitats on the Island</p> <p>Overall significance after mitigation: Slight positive</p>	<p>Not likely to result in any loss, damage or fragmentation of designated wildlife sites or the wider countryside</p> <p>Unlikely to affect biodiversity on the Island due to traffic increase on some roads. Development of transport infrastructure (i.e. junction improvements, road widening) not proposed so BAP habitats which are located near to potential diversion route are not likely to be impacted. Does not affect natural coastal processes.</p>	<p>No designated wildlife sites at risk from loss or fragmentation</p> <p>BAP priority habitat along the River Yar (reed beds, fens, mudflats, wet woodland) and areas of wet woodland, grassland and mixed woodland in patches along the B3410.</p>	<p>Reversible because impacts could occur in the future particularly if diversion routes require engineering work.</p>	<p>Assume this option does not involve any development such as junction improvements, new roads etc</p>	<p>None required</p> <p>None required</p>	<p>Slight positive – helps conserve habitats</p> <p>Slight positive – helps conserve habitats</p>
<p>Archaeology and cultural heritage To protect the Islands historic environment and cultural resource</p> <p>- 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</p>	<p>Potential to affect the setting of a large number of heritage sites by increasing traffic in a large part of the Island.</p>	<p>Conservation areas location south of Freshwater (x2) and one to the north east of the Freshwater but none are on likely route of diversion. Conservation area within Yarmouth would be avoided by a diversion which is likely to skirt the boundary.</p> <p>Potential for sites and monuments in the west to be affected although locations currently unknown to appraisers.</p>	<p>Reversible if traffic increase can be reduced by modal shift onto public transport.</p>	<p>Medium – Although designated and undesignated sites and monuments are recorded, the exact locations of sites and monuments in the west unknown to appraisers at present. Further consultation with Conservation team necessary.</p> <p>Unlikely that modal shift onto public transport will reduce traffic levels enough to avoid impacts on the</p>	<p>Avoid diverting traffic near to designated sites and monuments which will be affected by an increase in traffic</p>	<p>Assessment incomplete</p>

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buildings and conservation areas Overall significance after mitigation: Assessment incomplete				setting of sites and monuments caused from an increase in traffic.		
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: Slight negative	Will not reduce amount of greenhouse gases on the Island	Emission of greenhouse gases is a global issue and targets exist to reduce emissions.	Magnitude of emissions unknown Potential to contribute to a cumulative impact with relation to increases in greenhouse gas emissions through an increase in traffic growth across the Island. However, may not encourage the use of the private car by creating easy / direct access to Newport from the west of the Island	Moderate certainty Assume that large scale development in the west which might significantly increase traffic levels is unlikely to occur.	Ensure investment in public transport services on the diversion route to encourage a modal shift.	Slight negative
	No effect on the amount of renewable fuels / technology used to power vehicles					No effect
	Will not directly result in new development at risk from flooding and the effects of climate change.					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 negative	Will not make Island's road safer - risk to safety due to increased wear and tear on non-principal roads and increased risk to cyclists and pedestrians in rural areas.	Will divert traffic onto narrower and unsuitable roads	Reversible if can reinstate A3054	Low – assume that narrower roads and increase in traffic in villages will increase risk to pedestrians and cyclists and will increase number of accidents on roads.	Ensure that suitable safety measures are in place to protect pedestrians and cyclists in rural areas in the west at risk from an increase in traffic. E.g. segregated lanes and crossings	Moderate negative - unlikely that mitigation measures will be able to make a significant improvement to the existing situation.
	Will not increase opportunities for walking and cycling. Potential to make walking and cycling in specific locations within the rural areas of West Wight a less attractive / enjoyable experience due to increases in traffic on previously quiet roads and villages	Rural villages could be affected depending on diversion route	Diversion route not known therefore magnitude of geographical area not known Reversible if can reinstate A3054.	Moderate – likely to only affect a small number of locations in rural areas such as where roads are particularly narrow.	Ensure that suitable safety measures are in place to protect pedestrians and cyclists in rural areas in the west as risk from an increase in traffic. E.g. segregated lanes and crossings	Slight negative
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: Moderate negative	Not likely to affect the adverse noise and vibration effects of vehicle movements at ferry ports.	No complaints regarding noise at Yarmouth ferry port. No significant residential areas in close proximity to the port area.	No effect	Assume large scale residential or employment or tourism development does not occur in the west of the Island which would significantly increase vehicle movements at Yarmouth ferry port. Assume Yarmouth ferry port continues current activity	Assess potential noise and vibration impacts at the ferry ports if large scale development is proposed in the west of the Island.	No effect
	Likely to increase traffic in Totland and Freshwater due not only to rerouting of local traffic to Newport but also ferry traffic to and from the Yarmouth ferry terminal	Sensitive receptors along diversion route such as residential dwellings and nursing homes etc (although locations not known).	Potentially numerous sensitive receptors along diversion route Reversible if can reinstate the A3054 at a later date	Moderate certainty of noise and vibration impacts caused by an increase in traffic although locations of sensitive receptors unknown.	Avoid rerouting traffic near to sensitive receptors if possible.	Moderate negative – potential for sensitive receptors to be affected unknown but not likely that impacts could be effectively mitigated.
	Could have effect on tranquil areas on the Island due to increases in traffic	AONB in the west of the Island	Permanent impacts on tranquillity, could be seasonal affected by tourism	Moderate certainty although do not know exact diversion route	Minimise diversion which travels through the AONB	Moderate negative – will not be able to completely avoid increase in traffic in the AONB
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	Will not effect severance by sea	-	No effect	Moderate	None	No effect
	May result in a decrease in accessibility of public transport – e.g. bus services between Newport and West Wight, less bus stops especially on A3054 and service may take	Currently bus service provided in the west of the Island to connect Yarmouth, Totland and Freshwater with Newport and the rest of the Island in the east.	Reversible if can reinstate the A3054 at a later date and resume services along this principal road which is a more direct route to Newport.	Low – uncertainty over diversion route and service on the A3054. Diversion may not be as suitable for buses or frequent service and	Ensure public transport services are put in place to enable the population in the west to access Newport – include bus priority	Moderate negative - even with investment in public transport is unlikely that service will be the same as

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<p>community regardless of age, income and mobility</p> <ul style="list-style-type: none"> - To improve access to services and facilities (e.g. retail, education, employment, health, leisure, sporting, cultural etc) - To increase access to the countryside <p>Overall significance after mitigation: Moderate negative</p>	longer due to diversion route. May affect access to the ferry at Yarmouth for resident living to the east of the section of closed road.. Would affect access for residents living along the section of the A3054 affected by slumping			therefore service in west may be reduced.	measures where the diversion enters Newport.	present, particularly on the A3054.
	May affect access to Newport for residents of West Wight – Diversion may take longer and could cause more delays and congestion in Newport	Newport is the principal town at which many key services and facilities are accessed by residents in the west (e.g. further education, health care, comparison shopping, employment).	Reversible if can reinstate the A3054 at a later date	Moderate – route is longer and roads narrower and less suitable for large volumes of traffic. Unknown effect on public transport services on the A3054.	Ensure public transport services are put in place to enable the population in the west to access Newport – include bus priority measures where the diversion enters Newport.	Moderate negative – even with investment in public transport, it is likely that people will experience more delays in reaching key services in Newport
	Will not increase access to the countryside and may make walking and cycling in specific localised places within the rural areas of west Wight a less attractive / enjoyable experience due to increases in traffic on previously quiet roads and villages.	Increase in traffic in the AONB in the west and in small villages along diversion route.	Reversible if can reinstate the A3054 at a later date	Low – diversion route unknown and villages / rights of way affected unknown	Ensure that suitable safety measures are in place to protect pedestrians and cyclists in rural areas in the west as risk from an increase in traffic. E.g. segregated lanes and crossings	Minor negative
<p>Material assets To improve and maintain the physical quality of the Island's transport infrastructure network</p> <ul style="list-style-type: none"> - 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 <p>Overall significance after mitigation: Slight negative</p>	No repair or construction work directly involved in this option.	Will result in a need to repair or upgrade significant lengths of non-principal roads – use of resources.	<p>Potential use of recycled materials is a secondary effect if repairs are needed due to deterioration of road network.</p> <p>Permanent effect, use of natural resources for repair</p> <p>Reversible if can repair the A3054 at a later date.</p>	Low - Condition of roads to be used for diversion unknown although most Island roads require repair.	Ensure that a significant proportion of recycled materials are used in repair of roads.	No effect – secondary impact, potential to use recycled materials unknown.
	Will not improve the physical quality of the Island's road network and may lead to a more rapid deterioration of the non-principal roads which will then require repair. However, some journeys may be reduced and alternative routes may be numerous.					Slight negative – will place additional pressure on road network generally in need of repair.

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