

E. The Five Year Strategy

E.1 Introduction

This section sets out our five-year transport strategy for the Island. It explains how this will help deliver our shared priorities and explains the process by which it has been developed taking account of the Strategic Environmental Assessment (SEA) carried out into the Plan. It shows how we can improve what we do by working in partnership with others, how we can improve the way in which we do things through improving our systems and make the best use of our Rights of Way network to improve accessibility.

Our five-year strategy takes account of the national and regional policies set out in Section B of this Plan and seeks to tackle the problems and opportunities described in Section C. It has been developed taking into consideration the extensive consultation carried out as part of the development of the long-term strategy, the SEA process and a broad range of internal and external workshops and discussions.

This five-year strategy seeks to deliver the longer-term vision set out in Section D and has been developed using workshops and discussions, which have helped identify a range of transport options and priorities to be put in place over the next five years.

E.1.1 Working together

Our local discussions and workshops included transport operators - bus, rail, and ferry, transport users - IW Bus Users Group, cycle and motorcycle groups, the business community - Chamber of Commerce and Federation of Small Businesses, Town and Parish Councils, representatives from economic development, environment, planning, health, education, social services and elsewhere.

Ongoing discussions with our Solent Transport Partners - Hampshire County Council and Portsmouth and Southampton has helped ensure that our strategy takes account of the broader sub regional and cross boundary issues. In particular the need to ensure easy access both to the Island and the best possible access to mainland and important healthcare, education and training facilities. This close working partnership is proving enormously helpful when discussing the options for the development of an Accessibility Action Plan for access to mainland healthcare.

E.2 Priorities for local transport planning

The Government and Local Government Association (LGA) agreed in July 2002, a set of seven shared priorities for local government. These shared priorities, which include - raising standards across schools, transforming the local environment and meeting local transport needs more effectively, now form the focus within which the Government and Councils will jointly aim to improve public services.



E.2.1 Delivering the shared priority

The shared priority for transport includes, improving accessibility and public transport and reducing the problems of congestion, pollution and safety.

The DfT recognise that all transport modes - car, bus, rail, walking, cycling, powered two wheelers, taxis, freight etc are all important for the delivery of transport improvements, but has asked that authorities, in their LTPs, demonstrate the benefits of their local transport programmes and policies in sections reflecting the LGA shared priorities for accessibility, congestion, air quality and road safety.

E.2.2 Addressing local priorities

Sections F, H, I and J are therefore set out to reflect the shared priorities. We have also chosen to expand this by including sections explaining how transport can help "Promote Economic Prosperity and Regeneration" (Section G), and the need to ensure "Effective Management" (Section K), both of which are important local priorities.

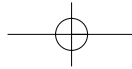
The Air Quality Section (Section I) has also been broadened to include the "environment", which is generally recognised as one of the Island's most important assets.

E.2.3 Delivering our objectives

This Plan seeks to deliver our seven objectives, which are based on the LGA shared priority. These are as follows:

No	Priority (based on LGA)	Objectives
1	Accessibility	To increase accessibility for all
2	Economic prosperity and regeneration	To encourage and support economic regeneration and prosperity
3	Safety & health	To make Island roads safer
4	Air quality and the environment	To improve local air quality and the environment
5	Congestion	To tackle congestion
6	Ensuring effective management	To ensure effective management of the highway network
7	To achieve value for money solutions	To achieve value for money solutions

The following Sections (F - K) explain how we intend to deliver these objectives; Section L explains how we will deliver the strategy in line with and to assist the emerging Island Plan and the Area Investment Framework. Section M sets out our Investment programme, including Major Bids, whilst Section N outlines our performance indicators on which our performance will be judged over the Plan period.



E.3 Taking account of the environment

It is important that, when carrying out these improvements and in doing so achieving our targets, we take full account of the environmental consequences of any work we do. As part of this plan making process we have therefore carried out a Strategic Environmental Assessment (SEA), which considers the potential impacts that actions or strategies contained in this Plan, may have on the environment.

This process has helped shape the content of this Plan and through ongoing monitoring will ensure that our delivery and implementation continues to take full account of these issues.

E.3.1 Embracing the SEA process

We have employed independent environmental consultants (WSP Environmental UK), to assess the extent to which the LTP will help achieve a set of objectives that cover a range of issues, including air quality, landscape, water, health and the population.

This process is a requirement of the EU and must satisfy the requirements of the EC Directive on the assessment of the effects of certain plans and programmes on the environment (Directive 2001/42/EC) - known as the Strategic Environmental Assessment (SEA) Directive.

The SEA process consists of the following stages:

Stage A

Identifying other relevant plans and programmes and environmental protection objectives.
Establishing the environmental baseline. Identifying environmental problems and opportunities and establishing the SEA objectives.

Stage B

Deciding on the scope of the SEA. Developing alternatives to Plan proposals and consulting with environmental bodies.

Stage C

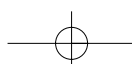
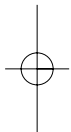
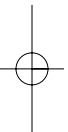
Assessing the affects of the Plan, identifying measures to reduce or mitigate negative effects or seize opportunities for improving environmental conditions, devise monitoring programme and prepare the Environmental Report.

Stage D

Consultation on the Provisional LTP (PLTP) and the Environmental Report (ER).

Stage E

Monitoring the significant effects on the environment of implementing the LTP.



E.3.2 Timetable and consultations

The PLTP was submitted to Government in July 2005. This document included as an Annex a document prepared by our consultants, setting out the purpose of the SEA, the intended process, links to the LDF, consultation process and timetable.

An SEA scoping report was produced in August 2005 and consulted on alongside the PLTP for a seven week period. This consultation involved statutory consultees and a range of other stakeholders, including neighbouring authorities. This report was made available on the Council's website at www.iwight.com

The Scoping Report set out the background information collated in Stage A (above), which has subsequently been used in the later stages of the assessment. Consultation on the Scoping Report formed part of Stage B of the SEA process. The primary purpose of the Environmental Report is to document the findings of Stages A, B and C of the SEA process demonstrating how the detailed environmental considerations are informing the Plan making process.

The ER was made available for comment along side the Provisional Local Transport Plan in December 2005 and submitted to the consultation bodies under the Environmental Assessment of Plans and Programmes Regulations 2004 (statutory Instrument 2004, No 1633). Copies of the ER were also made available to additional consultees with an interest in LTP and environmental implications.

E.3.3 What has been assessed as part of the SEA process?

The SEA has undertaken two types of analysis. These are a compatibility analysis between PLTP2, "vision and objectives" and the SEA criteria, plus an assessment of the potential environmental effects of bids and measures contained in the Plan.

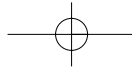
The following sections of PLTP2 were subject to compatibility tests:

- **The Long-term vision.**
- **Five-year Strategy objectives.**
- **Major Bid - Newport accessibility.**
- **Major Bid - A3054 east of Yarmouth.**

An assessment matrix was also used to assess the environmental implications of individual schemes listed in the implementation programme.

E.3.4 Summary and conclusions of the SEA analysis / assessments

The assessments of the Long Term Strategy Vision and the objectives of the Five Year Strategy have shown that these elements of the provisional LTP 2 are largely compatible with the SEA criteria with respect to improving access, improving human health and safety and improving the Island's transport infrastructure.



E.3.5 Areas of potential conflict

A few areas of potential conflict were thought to exist, these were in relation to the impacts that transport can have on:

- **Air quality.**
- **Biodiversity.**
- **Fauna and flora.**
- **Soil and geology.**
- **Water.**
- **Archaeology.**
- **Cultural heritage.**

These areas of potential conflict were either due to the potential for the objectives or vision to result in engineering works or to increase motorised movements across the Island.

The compatibility analyses carried out looked at each of the objectives individually and concluded that if these were seen to be more interconnected, and understood as part of the “bigger picture” there might be more compatibility with the SEA criteria. Lessons have been learnt from the PLTP and this Plan attempts to make these links and connections stronger.

E.3.6 Assessing our Major Bids

The SEA process looked at the Plan with and without the two major bids. The assessments showed that the ‘Plan with bids’ option is likely to result in significant positive impacts within Newport with respect to congestion and local air quality. It also concluded that this proposal is likely to improve accessibility to services and facilities for people within Newport and for people travelling to Newport from across the Island.

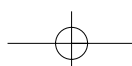
The assessment of the East of Yarmouth concluded that this proposal would reduce the risk to people and property from erosion and instability but should avoid damage to the coastline and Yar Estuary, particularly coastal processes, or loss of amenity by the reinforcement of the existing sea defences and by not constructing new defences.

This bid scored well in terms of accessibility in that it will help maintain current levels of access (after construction) but care should be taken to ensure that any possible effects on a nearby designated nature conservation site are reduced as far as possible.

E.3.7 Impact of “without bids” option

The SEA process concluded that ‘Plan without bids’ option would result in much less significant improvements to accessibility and local air quality within Newport. In addition, movement across the Island would continue to be restricted at peak times due to congestion within Newport.

It acknowledged that without the East of Yarmouth bid, there are likely to be adverse impacts with respect to coastal instability and accessibility in West Wight if the section of the A3054 fails. Therefore, in conclusion, the ‘Plan with bids’ option is associated with more environmental benefits than the ‘Plan without bids’ option.



E.3.8 Considering our Five Year Strategy

The SEA examined in some detail the measures and schemes included in the PLTP. These assessments have identified potential negative effects with respect to soil and geology, water, biodiversity, fauna and flora, archaeology and cultural heritage and noise and vibration. However, it was concluded that the delivery of the overall strategy has the potential to increase travel choice and provide greater opportunities for walking and cycling, thereby limiting traffic growth, reduce car trips, reduce emissions of greenhouse gases and improve air quality.

It also noted that the Plan included a range of schemes likely to improve access to public transport, services and facilities. A number of the proposals would also improve the condition of the Island's transport infrastructure, which, in doing so should also improve safety and potentially reduce traffic noise. The SEA also noted that the delivery of several of the schemes also present the opportunity of enhancing built heritage, the measures included reducing through traffic congestion in Newport, and where possible rerouting HGV traffic away from town centres. Delivering this Plan and the "Island Plan" allow us the opportunity to consider the longer term sustainability of transport infrastructure and development, in particular how we can best accommodate the need to maintain natural processes.

E.3.9 Mitigation

The SEA proposed a range of mitigating measures to help reduce any potential impacts and enhance proposals where possible. This mitigation set out in Section 9 of the full ER, has been applied to the PLTP and to later stages of schemes, for example when paths for extension are identified and scheme designs are developed. The mitigation measures are set out in the assessment worksheets and matrices appended to the full Environmental Report, see www.iwight/transport for details. A summary table has been included in this Plan under additional information.

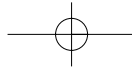
E.3.10 Learning from the SEA process

We have as a result of the SEA process put in place a number of changes. These changes have been included making sure that this final Plan more fully reflects and understand the broader issues of the environment and the way in which what we do can impact on our environment. These revisions have shaped this final plan.

Shaping this Plan

We have made sure that this LTP:

- Includes and expands the "Air Quality and the Environment" section (Section I) to more fully reflect the environmental issues. Including issues such as planning for climate change, instability, biodiversity. Plus more detail regarding the measures to promote the use of alternatives fuels.
- More clearly acknowledges that our major schemes will require a NATA appraisal, which includes an Environmental Impact Assessment.
- Encourages the continued use of recycled materials within transport engineering works and seeks to develop a target for its use.
- Encourages and sets a protocol for dialogue with our internal and external partners.



Taking note of other Plans and Policies

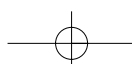
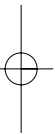
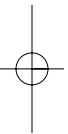
- Put in place measures to ensure transport/engineering works are undertaken in accordance with the Isle of Wight Shoreline Management Plan.
- Ensure that the LDF planning and spatial policies help reduce travel.

Consultation and liaison

- Ensure that consultation takes place with English Nature, Environment Agency and Isle of Wight Planning Liaison Group with respect to engineering works particularly in unstable areas, coastal areas and areas liable to flood.
- Continued to work with the Isle of Wight Planning Liaison Group to ensure that developments are located to reduce the need to travel.
- Strengthened links with the Isle of Wight Council Ecology Officer to ensure impacts to biodiversity, fauna and flora are reduced.
- Ensure the Isle of Wight Council Conservation Team and AONB office are consulted with respect to heritage issues and effects within the AONB and Heritage Coasts.
- Put in place measures to ensure necessary consultation with the Environment Agency with regard to flood risk.

Improvement by design

- Ensure that measures to integrate biodiversity enhancements into final scheme designs are improved, so as to aim to avoid land take of areas of important biodiversity and ensure that where possible road widening schemes include appropriate native planting.
- Investigate the use of sustainable drainage systems to limit surface water run-off and pollution from roads and other transport infrastructure, such as car parks.
- Ensure that street furniture such as bus stops and cycle parking fit in with local design statements and enhances rather than adversely affects the streetscape, especially within Conservation Areas.
- Ensure that infrastructure within the countryside especially within AONB, such as paths, styles and signs conform to the appropriate design guidance.
- Ensure that where possible any routing or rerouting of traffic avoids the AONB, Heritage Coast, designated nature conservation sites conservation areas and other sensitive areas such as residential as far as possible.
- Lighting technology installed should limit over-spill to protect the darkness of night-skies.
- Construction impacts should be considered and mitigation such as limiting surface water run-off and risk of pollution to watercourses and erosion and noise from engineering works.
- Limit noise pollution through low noise surfacing, noise attenuation measures in new schemes in the future.
- Ensure that schemes do not adversely affect natural processes and the nature conservation interests that depend on them.
- Ensure that designs take into consideration the implications of climate change and any potential sea level rise.



Monitoring the SEA

The SEA process has helped identify a range of indicators for measuring the environmental effects of the Plan. The Council recognises the advantages of maintaining and strengthening synergy with the LDF "Island Plan" and will seek to ensure that joint monitoring will be carried out as far as is practicable. This will help to ensure compatibility between the plans and any additional information gained by this method will be used to further inform the process.

The monitoring is based on the significant negative and positive effects identified through the SEA and have been shaped by the consultation process and the development of the LDF Sustainability Appraisal Framework.

The Council is currently in discussion with English Nature and others with regard to establishing an Isle of Wight Environmental Records Centre. Reporting to the Biodiversity Action Plan steering group and assisted by volunteers, this new resource would be able to coordinate data from a range of sources and will provide a single point of contact regarding information on a range of environmental assets, including areas of biodiversity, geology, protected species, SINC's and other habitat data.

This resource will be of enormous use when seeking to monitor the delivery of our LTP and LDF and at present it is proposed that monitoring will be required for all of the LTP SEA Criteria, with the exception of noise and vibration, which it is proposed is not a significant issue.

E.4 Improving by design

The Council recognises the importance of developing smarter working practices and is working with partners across the authority and elsewhere to develop guidance to assist this process.

E.4.1 Highway Design Guide

Currently being developed, this guidance will help engineers, developers, the general public and others to achieve the best possible standards when carrying out work on roads, pavements, lighting and in the public realm. This guidance is currently in an early draft form and will be subject to further consultation and revision as part of its development.

E.4.2 Countryside design guidance

Consideration is also being given to the production of additional guidance, which will use the principles of good design and management to help protect and enhance the rural character of our countryside, ensure the appropriate management of our transport corridors and protect and enhance its biodiversity. This work, which is currently in its infancy, will build on the approach established in this Plan, the AONB Management Plan and other existing plans and strategies.

E.4.3 Conservation Area appraisals

The Council's Conservation and Design Teams are also in the process of developing Conservation Area Appraisals and other guidance including Development Briefs and guidance for specific areas or sites some of which may have relevance in terms of highway and transport infrastructure – design and maintenance. These issues will be discussed as part of our ongoing liaison and discussions with colleagues in Planning and elsewhere.

E.5 Hitting our targets

The Council will be looking to deliver its targets during the Plan period and will be using our progress reports to monitor our performance against targets.

The table below indicates our current performance and anticipated performance at the end of the LTP period. Further details of our targets and anticipated performance are included in Section N - Performance indicators.



Key Performance Targets

Current annual performance		Performance at end of LTP2
5.7 million passenger journeys 59% buses on time 56% people satisfied with services	Buses	6.5 million passenger journeys 76% buses on time 65% people satisfied with services
869,000 passenger journeys 99% trains running 97% trains arriving on time	Trains	923,000 passenger journeys 99.5% trains running 97.2% trains arriving on time
9.4 million passenger journeys	Ferries	10.2 million passenger journeys
189,000 cycling trips	Cycling	244,000 cycling trips
No Air Quality Management Areas	Air Quality	No Air Quality Management Areas
122 people killed or seriously injured 15 children killed or seriously injured 526 slight casualties	Road casualties	73 people killed or seriously injured 8 children killed or seriously injured 466 slight casualties
96% pedestrian crossings with facilities for disabled	Disabled crossings	100% pedestrian crossings with facilities for disabled
Average 3% per annum traffic growth	Traffic	Average 2.3% per annum traffic growth
65% of principal roads, 64% of non principal and 63% of unclassified roads where structural maintenance should be considered	Road condition	No deterioration from current levels