# Isle of Wight LTP2 Strategic Environmental Assessment Environmental Report

Isle of Wight Council

March 2006

# Addendum

This report is the final version of the Environmental Report for the Strategic Environmental Assessment (SEA) of the Isle of Wight Local Transport Plan 2 (LTP 2). This report has been widely consulted upon with statutory consultees and the public (see Section 3.4).

This report presents the findings of assessments undertaken of the provisional LTP 2. The SEA was undertaken by external consultants, WSP Environmental with additional professional advice from ENVIRON UK Ltd between June 2005 and March 2006.

Following consultation on the provisional LTP 2 there were no substantial changes made to the LTP 2 that warranted revision of the assessments presented within this Environmental Report. However, a number of changes were made and these have been considered within the SEA Statement which can be found at www.iwight.com/transport.

The SEA Statement is required by the SEA Directive[1] (Article 9(1)) and is produced after a Plan has been adopted. The SEA Statement includes details of:

- How environmental considerations have been integrated into the LTP 2;
- How consultation responses have been taken into account;
- The reasons for choosing the LTP 2 as adopted, in light of reasonable alternatives; and
- Finalised proposals for monitoring.

**Correction**

All references within this Environmental Report to the major bid at Yarmouth should read as 'East of Yarmouth bid' instead of 'West of Yarmouth bid'.

March 2006

[1] EC Directive on the assessment of the effects of certain plans and programmes on the environment (Directive 2001/42/EC)

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# 1 Summary and Outcomes

## NON-TECHNICAL SUMMARY

### 1.1 INTRODUCTION

1.1.1 The Isle of Wight Council is currently preparing its Local Transport Plan 2 (LTP 2) which establishes local transport policy for the period between 2006/07 and 2010/11. A provisional LTP2 was submitted to the Government in July 2005 and the full plan is due in March 2006. This plan will address the shared priorities for transport outlined in the Department for Transport (DfT) Guidance and its objectives are as follows:

- Increase accessibility for all;
- Make roads safer;
- Improve local air quality; and
- Tackle congestion.

1.1.2 The Isle of Wight Council have also included 3 additional objectives which are considered of local importance:

- Encourage and support economic regeneration and prosperity
- Improve the local environment;
- Ensure effective management of the highway network;
- Achieve value for money solutions.

1.1.3 As part of the plan making process there is a need to carry out a Strategic Environmental Assessment (SEA) which considers the potential impacts of the plan on the environment. It does this by assessing the extent to which the plan will help achieve a set of objectives[2] that cover a range of issues, including air quality, landscape, water, health and the population. The SEA also has to 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).

### 1.2 BACKGROUND

1.2.1 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 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 effects of the plan, identifying measures to reduce or mitigate negative effects or seize opportunities for improving environmental conditions, devise monitoring programme and prepare Environmental Report;
- Stage D – consultation on the draft LTP2 and the Environmental Report;
- Stage E – monitoring the significant effects on the environment of implementing the LTP2.

1.2.2 An SEA Scoping Report was produced in August 2005 and consulted upon for a seven week period with statutory consultees[3] and other stakeholders. The report was also made available on the Council's website at http://www.iwight.com/. The Scoping Report set out the background information collated in Stage A

[2] Please note that in order to achieve consistency with the Isle of Wight Core Strategy SA the objectives within the SEA Framework are referred to as 'criteria' and sub-objectives as 'sub-criteria'.

[3] The Environment Agency, English Nature, English Heritage and the Countryside Agency.

that has been used within the later stages of the assessment. Consultation on the Scoping Report formed part of Stage B of the SEA process.

## 1.3 WHAT DOES THE DRAFT ENVIRONMENTAL REPORT DO?

1.3.1 The Environmental Report (ER) is required by the SEA Directive. The primary purpose of the ER is to document the findings of Stages A, B and C of the SEA process, demonstrating how environmental considerations are informing the plan-making process.

1.3.2 The ER will be made available to the public for comment and will be submitted to the consultation bodies under The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004 No. 1633). Copies of the ER will also be made available to additional consultees with an interest in the LTP2 and environmental issues.

1.3.3 After consultation and after any significant amendments to the LTP2 have been appraised, a revised ER will be prepared which will document the full SEA up to the end of Stage D. This ER will be submitted to the Government in March 2006 with the final LTP 2. At this time a statement will also be prepared which will document how the consultation and the SEA have influenced the development of the LTP2.

## 1.4 SEA CRITERIA, BASELINE AND CONTEXT

1.4.1 This section of the full ER sets the context of the SEA. It discusses links to other strategies, plans and programmes and the environmental protection objectives therein, which have been used to develop the SEA Framework. It provides a characterisation of the Island, and refers to the baseline data and the likely evolution of the environment without the LTP 2. It discusses problems identified in the collection of baseline data and the key environmental issues and problems which have also been used to develop the SEA Framework.

1.4.2 The SEA Framework consists of assessment criteria[4], indicators and targets (where they exist). It has been developed from consideration of the issues emerging from the baseline data review; from the development of environmental objectives for the SEA including the review of other relevant programmes and plans, and has also been amended in light of consultation responses received on the Scoping Report to date and through further research with relevant Council Officers.

1.4.3 The criteria within the SEA Framework have been used to develop worksheets and matrices for the assessment of the environmental effects of the provisional LTP 2.

## 1.5 ALTERNATIVES

1.5.1 The SEA is required to appraise the environmental implications of the draft Plan (provisional LTP 2) and reasonable alternatives.

1.5.2 The TAG guidance for SEA (Guidance by the Department for Transport in England on Strategic Environmental Assessment for Transport Plans and Programmes (Transport Analysis Guidance, December 2004)) recommends that the SEA assessments are undertaken on the Plan with and without major bids. Therefore the key alternatives identified are the provisional LTP 2 with the two major bids and without the two major bids. These bids are described within Section 8.1 of the full ER.

1.5.3 In addition, other alternatives have been identified within the LTP 2 which constitute different ways of meeting the plan objectives. These are the measures set out within Section 5 of the provisional LTP 2, the Five Year Strategy. These measures are broken down further within Section 7 of the provisional LTP 2 which sets out the implementation programme of the Plan, identifying specific schemes divided into geographical areas (e.g. Ryde area, Bay area). Brief descriptions of the measures and the schemes are provided within Section 8 of the full ER.

## 1.6 WHAT HAS BEEN ASSESSED BY THE SEA

1.6.1 Completed worksheets and matrices are appended to the full ER.

[4] Please note that in order to achieve consistency with the Isle of Wight Core Strategy SA the objectives within the SEA Framework are referred to as 'criteria' and sub-objectives as 'sub-criteria'.

1.6.2 The SEA has undertaken two types of analysis: compatibility analysis between the provisional LTP 2 vision and objectives and the SEA Criteria and assessment of the potential environmental effects of bids and measures.

1.6.3 The following sections of the LTP2 have been subject to compatibility tests:

- The Long Term Vision – Four Key Priorities (Section D.9) and the Features of the Vision (Section D.10); and
- The Five Year Strategy Objectives (Sections E to K).

1.6.4 The following groups of measures have been assessed using worksheets:

- Increasing Accessibility – possible initiatives
- Promoting Economic Prosperity and Regeneration – measures listed as key actions
- Improving Road Safety and Health – key actions
- Improving Air Quality and the Environment – list of actions
- Tackling congestion – list of measures
- Ensuring Effective Management – list of key actions

1.6.5 The worksheets have also been used to assess the major bids which are:

1. Newport accessibility bid:

   This bid aims to tackle the congestion experienced within Newport, the Island's capital, and improve traffic flow within the town. The shape of the Island and location of settlements on the coast with the capital Newport in the centre has resulted in a road network which radiates out from Newport like the spokes of a wheel. Newport is also the main retail and primary employment area on the Island and several tourist attractions are located within the town centre or on the outskirts. Due to the traffic generated within the town, the draw of traffic to the town from other areas, and barriers to traffic within the centre such as the River Medina (which traffic can only cross at one point - Coppins Bridge), Newport experiences considerable congestion.

2. West of Yarmouth major bid:

   The West of Yarmouth bid relates to coastal management and stability issues on the strategic corridor (A3054) to the West of Yarmouth. The A3054 is the strategic route connecting West Wight (Totland, Freshwater and Yarmouth) to Newport and the East of the Island. The A3054 is also the main access route to the Wightlink car and pedestrian ferry operating between Yarmouth and Lymington. The southern side of the road is lined with residential properties. Many of the Island's roads run close to and alongside the coast. The section of the A3054 to the west of Yarmouth is experiencing major stability issues due to slumping which require urgent attention.

   This bid seeks to undertake extensive ground stabilisation and drainage works with the possibility of the reinforcement of the existing sea defences to allow the road to remain open. Should the road collapse, or during the appropriate works, it would be necessary to close the road and implement a diversion between West Wight and Newport. The likely route would take traffic from Norton to Freshwater along a narrow road to Newport, arriving in Newport at the High Street. All ferry traffic would have to use this route to get to Newport and east of Island. The failure of the road scenario has been assessed as the 'do nothing' option.

1.6.6 Finally, an assessment matrix has been used to assess the environmental implications of the individual schemes listed in Chapter 7 of the provisional LTP 2. Groups of schemes are proposed within certain areas. A matrix has been used for each group of schemes / area as follows:

- Schemes within the Cowes / Newport / Pan area (Cowes Waterfront and Pan)
- Schemes within the Ryde area
- Schemes within the Bay area
- Schemes within the Rural areas
- Other schemes Island-wide

## 1.7 SUMMARY AND CONCLUSIONS OF THE ANALYSIS / ASSESSMENTS

1.7.1 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.

1.7.2 A few areas of potential conflict exist which are in relation to air quality, biodiversity, fauna and flora, soil and geology, water, archaeology and cultural heritage and this conflict is either due to the potential for the objectives or vision to result in engineering works or to increase motorised movements across the Island. However, the compatibility analyses have examined each of the objectives etc individually but if these were more interconnected there might be more compatibility with the SEA criteria. For example, *"The road infrastructure on the Island will be maintained to good standards, and will assist the public transport network using it."* potentially conflicts with the SEA criteria for soil and geology, water, biodiversity, fauna and flora, archaeology and cultural heritage and noise and vibration due to the potential effects of maintenance works. However, if the objective were clearly linked to an objective which at the same time aims to protect soil and geology, water, biodiversity, fauna and flora, archaeology and cultural heritage and avoid adverse noise and vibration effects the statement would be more compatible with the SEA criteria.

1.7.3 The assessments of the two key strategic options has shown that the 'Plan with bids' option is likely to result in significant positive impacts within Newport with respect to congestion and local air quality. The option is also likely to improve accessibility to services and facilities for people within Newport and for people travelling to Newport from across the Island. The West of Yarmouth bid should reduce the risk to people and property from erosion and instability and should avoid damage to the coastline or loss of amenity through reinforcement of the existing sea defences and by not constructing new defences. This bid will also maintain current levels of access (after construction) but could potentially be associated with affects on a nearby designated nature conservation site and the location of this road on the coast could be vulnerable to the effects of climate change.

1.7.4 The 'Plan without bids' option will 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, without the West 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.

1.7.5 Assessments have been undertaken on the variety of measures and schemes proposed within the provisional LTP 2. The measures and schemes are themselves options for achieving the five year strategy objectives. 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, in line with the provisional LTP 2 Five Year Strategy, most of the schemes have the potential to increase travel choice and provide greater opportunities for walking and cycling, limit traffic growth, reduce car trips, reduce emissions of greenhouse gases and improve air quality. Similarly, most of the schemes are also likely to improve access to public transport, services and facilities. Several of the schemes proposed should also improve the condition of the Island's transport infrastructure, which, if the proposals include resurfacing, should also improve safety. Several of the schemes also present the opportunity of enhancing built heritage, such as through reducing traffic congestion in Newport, and rerouting HGV traffic away from town centres.

1.7.6 Mitigation has been proposed to reduce environmental impacts and enhance proposals where possible. This mitigation set out in Section 9 of the full ER, should be applied to the final LTP 2 and to later stages of schemes i.e. when paths for extension are identified and scheme designs are developed.

1.7.7 Mitigation measures for the sets of measures and the individual schemes are set out in the assessment worksheets and matrices appended to the full ER. The proposed mitigation is as follows:

- The consideration of environmental impacts for major bids and schemes, such as the transport interchange improvements at Cowes and road widening schemes through Environmental Impact Assessment and NATA;
- Ensure transport engineering works are undertaken in accordance with the Isle of Wight Shoreline Management Plan;

- Consult with English Nature, Environment Agency and Isle of Wight Planning Liaison Group with respect to engineering works in instable areas;
- Work with Isle of Wight Planning Liaison Group to ensure that developments are located to reduce the need to travel;
- Ensuring measures to integrate biodiversity enhancements into final scheme designs are improved such as native planting alongside road widening schemes;
- Consult with Isle of Wight Council Ecology Officer to reduce impacts to biodiversity, fauna and flora;
- 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;
- Consult with the Environment Agency with regard to flood risk;
- Expand the discussion of environmental issues to cover a broader range of issues such as planning for climate change, instability, biodiversity etc within Section 5, I of the LTP 2 regarding *"Improving air quality and the environment"*;
- Ensure that street furniture such as bus stops and cycle parking fit in with local design statements and enhance rather than adversely affect the streetscape, especially within Conservation Areas;
- Ensure that infrastructure within the countryside especially within AONB, such as paths, styles, signs conform to the appropriate design guidance;
- 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;
- Ensure that any routing of traffic avoids the AONB, Heritage Coasts, conservation areas and sensitive areas such as residential as far as possible;
- Lighting technology installed should limit over-spill to protect the darkness of night-skies;
- More detail regarding the measures to promote the use of alternatives fuels should be included within the LTP2;
- Construction impacts should be considered and mitigation such as limiting surface water run-off and risk of pollution to watercourses and erosion; noise from engineering works;
- Limit noise pollution through low noise surfacing, noise attenuation measures in new schemes in the future; and
- Develop a LTP 2 target for the use of recycled materials within transport engineering works.

## 1.8 IMPLEMENTATION

1.8.1 Indicators for measuring the environmental effects of the LTP 2 are proposed within the SEA framework in Appendix D of the full ER. The full monitoring strategy which will include details regarding the frequency of monitoring will be included within the final version of the ER.

1.8.2 The monitoring should be based on the significant negative and positive effects identified through the SEA. These may change after the consultation on the ER and provisional LTP 2 is completed. The set of indicators used for the monitoring of the environmental effects of the LTP 2 may also change in response to changes to the LDF Sustainability Appraisal Framework which will continue to evolve after the LTP 2 is adopted.

1.8.3 At present it is proposed that monitoring will be required for all of the SEA Criteria with the exception of noise and vibration which it is proposed is not a significant issue.

## 1.9 HOW TO COMMENT ON THE REPORT

1.9.1 Information on the ongoing development of the Isle of Wight LTP2 and the Strategic Environmental Assessment of the LTP2 is available at: http://www.iwight.com/transport

1.9.2 This Environmental Report documents the findings of Stages A, B and C of the Strategic Environmental Impact Assessment of the provisional Isle of Wight LTP2, incorporating the comments received on Scoping Report.

1.9.3 With a view to ensuring that further stages in the SEA continue to address local needs and concerns, the Isle of Wight Council would welcome your comments on this Environmental Report. The provisional LTP2 can be accessed on-line at: http://www.iwight.com/transport and additional comments are also welcomed on this document. Should you have any comments on the Environmental Report or the provisional LTP2, please forward them to the contact below **by 23rd January 2006:**

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or email to: charlotte.westwood@iow.gov.uk

1.9.4 **Of particular interest would be your views on the following:**

1. **ARE THE ALTERNATIVES CONSIDERED SOUND, FEASIBLE AND REALISTIC? SHOULD ANY OTHER ALTERNATIVES BE CONSIDERED?**
2. **ARE THE RESULTS OF THE ASSESSMENT OF EFFECTS ASSOCIATED WITH EACH OPTION ACCURATE?**
3. **ARE THE MITIGATION MEASURES PROPOSED SOUND AND REALISTIC? SHOULD ANY OTHER MITIGATION MEASURES BE CONSIDERED?**
4. **WILL THE PROPOSED MONITORING PROGRAMME ENABLE THE ENVIRONMENTAL EFFECTS TO BE MEASURED EFFECTIVELY IN THE COURSE OF THE IMPLEMENTATION OF THE LTP2? WILL YOU OR YOUR ORGANISATION BE ABLE TO ASSIST WITH MONITORING, BY PROVIDING DATA ON THE EFFECTS OF THE LTP2 IDENTIFIED IN THE MONITORING PROGRAMME?**

# 2 Introduction

## 2.1 ISLE OF WIGHT LTP2

2.1.1 The Isle of Wight Council is currently preparing its Local Transport Plan 2 (LTP 2) which establishes local transport policy for the period between 2006/07 and 2010/11. A provisional LTP2 was submitted to the Government in July 2005 and the full plan is due in March 2006. This plan will address the shared priorities for transport outlined in the Department for Transport (DfT) Guidance and its objectives are as follows:

- Increase accessibility for all;
- Make roads safer;
- Improve local air quality; and
- Tackle congestion.

2.1.2 The Isle of Wight Council have also included 3 additional objectives which are considered of local importance:

- Encourage and support economic regeneration and prosperity
- Improve the local environment;
- Ensure effective management of the highway network;
- Achieve value for money solutions.

2.1.3 The LTP2 sets out a strategy to enable the above objectives to be achieved. This strategy has been developed taking into account current and future problems and opportunities primarily relating to transport, and is set in accordance with emerging national and regional policies.

2.1.4 Consultation on the provisional LTP2 has been carried out between June and September 2005. The provisional LTP2 can be accessed on-line at: http://www.iwight.com/ and as part of the consultation on the Environmental Report comments on the provisional LTP2 are welcomed. Details on how to comment on this ER can be found in Section 1.2. Any comments on the provisional LTP2 should be made in the same way.

## 2.2 THE NEED FOR SEA

2.2.1 The EU Directive 2001/42/EC on assessment of effects of certain plans and programmes on the environment (the 'SEA Directive'), came into force in the UK on 20 July 2004, through the Environmental Assessment of Plans and Programmes Regulations 2004 (the 'SEA Regulations'). These regulations establish that Local Transport Plans of local authorities in the UK should be subjected to SEA as part of their development process.

2.2.2 The purpose of carrying out SEA is established in Article 1 of the SEA Directive: 'To provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans… with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans… which are likely to have significant effects on the environment.'

2.2.3 Therefore the SEA of the Isle of Wight LTP2 is required to ensure that significant environmental effects arising from the implementation of this plan are identified, assessed, mitigated and communicated to decision-makers and the public.

## 2.3 SEA PROCESS AND PROGRESS TO DATE

2.3.1 Guidance on the process of SEA for Local Transport Plans in England, in accordance with the requirements of the SEA Directive, has been published by the Department for Transport in April 2004. A Practical Guide to the Strategic Environmental Assessment Directive has also been produced by the ODPM, the Scottish Executive, the Welsh Assembly Government and the Northern Ireland Department of the Environment, in September 2005.

2.3.2 These documents set out a process for SEA which 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 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 effects of the plan, identifying measures to reduce or mitigate negative effects or seize opportunities for improving environmental conditions, devise monitoring programme and prepare Environmental Report;
- Stage D – consultation on the draft LTP2 and the Environmental Report;
- Stage E – monitoring the significant effects on the environment of implementing the LTP2.

2.3.3 The Isle of Wight Council is currently undertaking a sustainability appraisal (incorporating a strategic environmental assessment) of the Isle of Wight Core Strategy, the first document to be produced within the Local Development Framework (LDF) (or *Island Plan*).

2.3.4 The Isle of Wight Council recognises the benefit of undertaking the SEA of the LTP2 in parallel with the sustainability appraisal (SA) of the Core Strategy. By commissioning the same consultants to undertake both the SA and the SEA the Council hope to achieve a significant degree of collaborative working which will assist in the full integration of transport and land use planning and maximise consistency between both processes. This is also in line with a recommendation in recently issued LTP guidance[1] that the SEA framework of objectives and indicators should support the sustainability appraisal framework used for the LDF.

2.3.5 The Council are working to a tight time frame in order to prepare the LTP 2 and in order to alert people to the SEA work being undertaken, a statement on the proposed SEA process was included within Annex H of the Provisional LTP2 when it was published in July when public consultation on this document began. Comments were specifically invited on the SEA statement. For further details on the consultation associated with the SEA please see Section 3 and Appendix A.

2.3.6 An SEA Scoping Report was produced on 10 August 2005 and consulted upon with various consultation organisations (for further details including a list of consultees see Section 3.5). The consultation period for the Scoping Report ended on 30 September 2005.

2.3.7 To date, Stages A, B and C of the SEA process above have been completed, and their findings are described in this Environmental Report.

## 2.4 THIS ENVIRONMENTAL REPORT

2.4.1 This Environmental Report is the main output from the SEA process and its preparation is required under Article 5.1 of the SEA Directive, which states that: 'An Environmental Report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated.

2.4.2 The primary purpose of this Environmental Report is to document the findings of stages A, B and C of the SEA process, demonstrating how environmental considerations are informing the plan-making process and providing a final assessment of the environmental profile of the plan. To this end, this Environmental Report aims to:

- Describe the scope and methodology adopted in the SEA;
- Describe the extent to which the draft LTP2 promotes or conflicts with other policies, plans or programmes;
- Describe significant environmental conditions of the Isle of Wight and describe their likely evolution;
- Identify key issues and opportunities in the Isle of Wight which need to be considered in the development of the LTP2;

- Describe the SEA assessment framework;
- Identify reasonable alternatives;
- Describe the findings of the assessment of the environmental effects of alternatives; and
- Propose mitigation measures and establish a programme for mitigation.

2.4.3 This Environmental Report will be made available to the public to comment and will be submitted to the consultation bodies under The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004 No. 1633). Copies of the report will also be made available to additional consultees with an interest in the LTP2 and environmental issues.

2.4.4 After consultation and after any significant amendments have been appraised within the LTP2, a revised Environmental Report will be prepared which will document the full SEA up to the end of Stage D. This ER will be submitted to the DfT in March 2006. At this time a statement will also be prepared which will document how the consultation and the SEA have influenced the development of the LTP2.

2.4.5 This Environmental Report consists of the following further sections:

3. Approach to the SEA - describes the scope of the SEA, assessment methodology, details of who carried out the SEA, consultation on the SEA, and compliance with the SEA Directive.
4. The provisional LTP 2 - describes the objectives and content of the provisional LTP 2.
5. SEA Criteria, Baseline and Context - discusses links to other strategies, plans and programmes, provides a characterisation of the Island referring to baseline data, identifies the key environmental issues and problems and discusses the SEA Framework.
6. Compatibility of the Plan Objectives with the SEA Criteria - Discuses the compatibility of the provisional LTP 2 objectives within the SEA criteria.
7. Analysis of Alternatives - Describes the alternatives identified for assessment.
8. Assessment of Significant Effects - summarises the assessment of the provisional LTP 2 options and measures.
9. Mitigation – sets out proposed mitigation to improve the environmental effect of the provisional LTP 2.
10. Summary and Conclusions – summarises the findings of the assessments and analysis of the SEA and presents conclusions.
11. Implementation – discuses the proposed monitoring of the environmental effects of the LTP 2.

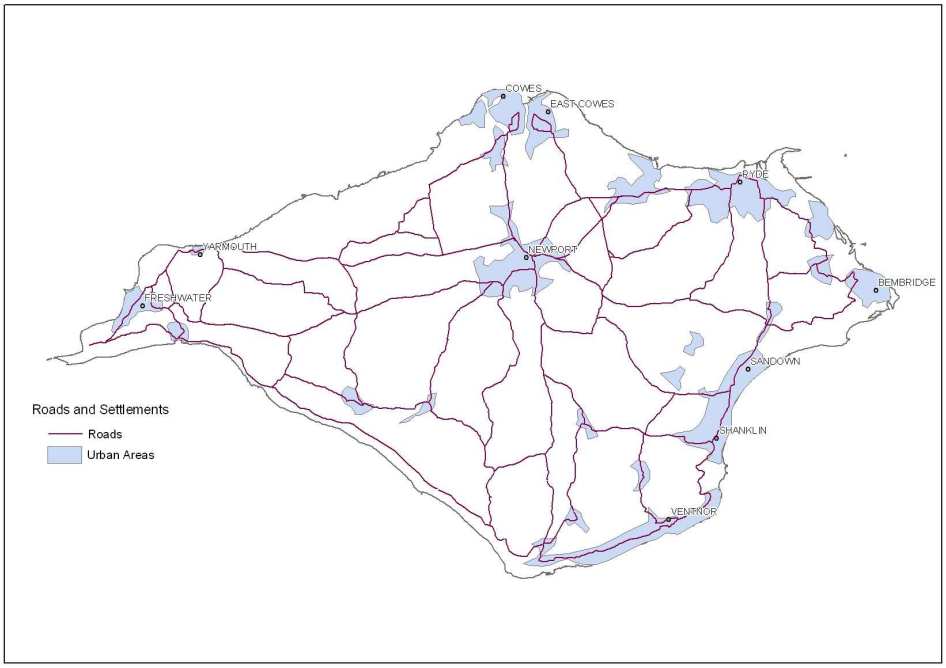
# 3 Approach to the SEA

## 3.1 SCOPE OF THE ASSESSMENT

*Geographical*

3.1.1 This SEA focused on strategies and schemes contained within the draft Isle of Wight LTP2. The geographical coverage of this LTP is shown in Figure 1 below and is defined by inter-tidal zone around the Island. Where appropriate, this SEA also sought to consider the effects of the LTP2 on adjacent areas, beyond the boundaries of the Isle of Wight's jurisdiction, in recognition of the relationship between the Isle of Wight and the mainland.

**Figure 1 Geographical coverage of the Isle of Wight LTP2 and associated SEA**




*Time*

3.1.2 In principle, the SEA covers the same time period of the LTP2 (i.e. 2006/07 to 2010/11) but long term vision included within the plan in to 2020 fits into demonstrate synergy.. However, the SEA also seeks to considered *long term* effects of the plan. For the purposes of this assessment, the long term effects are understood as relating to a 15-20 year period.

*SEA Topics and Criteria*

3.1.3 The topics and criteria covered in this SEA have firstly been identified on the basis of the requirements of the SEA Directive and the UK SEA Regulations, plus the objectives and sub-objectives in NATA (from the DfT's Guidance on SEA for Transport Plans and Programmes). These topics and criteria have been used as the basis for the collection and organisation of the baseline data. However, due to the iterative nature of SEA, as issues and opportunities have emerged from the baseline collection, plan appraisal and consultation, additional criteria were incorporated into the scope of the SEA.

3.1.4 Table 3.1 below shows the relationship between the NATA sub-objectives, SEA topics and the proposed Isle of Wight LTP2 SEA criteria which have been developed with consideration of the key issues emerging from the baseline collection.

***Table 3.1: Relationship between NATA sub-objectives, SEA topics and the Isle of Wight LTP2 SEA criteria***

| NATA Sub-objectives | SEA Topic | Isle of Wight LTP2 SEA Headline Criteria |
|---|---|---|
| Noise | Not specifically mentioned by the Directive but is related to human health and biodiversity, flora and fauna | Noise and vibration |
| Local air quality | Air | Air quality |
| Greenhouse gases | Climatic factors | Climatic factors |
| Landscape | Landscape | Landscape and townscape (including view from the road – journey ambience) |
| Townscape | | |
| Heritage | Cultural heritage including architectural and archaeological heritage | Archaeology and cultural heritage |
| Biodiversity | Biodiversity, flora and fauna | Biodiversity, flora and fauna |
| Water environment | Water | Water (including quality and flood risk) |
| Physical fitness | Human health | Human health and safety and physical fitness |
| Accidents | | |
| Security | | |
| Community severance | Population | Population (including severance and accessibility) |
| Access to the transport system | | |
| Not covered by NATA | Soil | Soil and geology |
| Not covered by NATA | Material assets | Material assets (including infrastructure; aggregates; transport interchanges; quays, ports and piers; public transport network; footpaths and cycleways) |

## 3.2 ASSESSMENT METHODOLOGY

3.2.1 The methodology adopted in this SEA was developed in line with the relevant available guidance on SEA procedures and assessment process, including:

- The SEA Regulations;
- Guidance by the Department for Transport in England on Strategic Environmental Assessment for Transport Plans and Programmes (Transport Analysis Guidance, December 2004); and
- SEA Guidance issued by the ODPM – A Draft Practical Guide to the Strategic Environmental Assessment Directive (July 2004) updated by the interim note published in 2005.

3.2.2 The tasks which fall within each of the SEA stages are described below.

**Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope**

3.2.3 The key tasks undertaken within Stage A were:

- Identification of other relevant plans, programmes, and environmental objectives;
- Collection of relevant environmental baseline information and definition of the character of the area affected by the Plan;
- Identification of key environmental issues;
- Development of the SEA appraisal framework including objectives, indicators and targets; and
- Consultation on the scope of the SEA.

3.2.4 Each of these tasks are discussed below.

*Identifying other relevant plans, programmes and environmental objectives*

3.2.5 The development of the LTP2 may be influenced by other plans or programmes and by external environmental objectives such as those laid down in policies or legislation. As a part of the baseline review, other relevant plans and programmes were identified and reviewed. The reviews included the identification of relevant environmental objectives and targets as well as highlighting potential synergies and inconsistencies between these documents and the SEA. Objectives (called criteria in this SEA) for the SEA of the LTP2 were developed, *inter alia*, through reference to these documents (see 'Developing the SEA framework' later in this section).

*Collect relevant baseline information and define the character of the area*

3.2.6 Baseline data was collected for the criteria established for the SEA by the proposed SEA objectives, taking account of the scope set out in the SEA Regulations and incorporating the appropriate objectives / sub-objectives from NATA. The review of the baseline data on the current and likely future state of the environment attempted to establish:

- Information on the current situation and trends where available;
- Details of any established thresholds or targets and how the current situation relates to these; and
- The location of any particularly sensitive or important elements of the receiving environment affected, including people, resources, species, habitats etc.

*Identifying key environmental issues*

3.2.7 Certain environmental issues are likely to be more significant than others on the Island. For example, concentrations of road traffic in the principal towns may give rise to localised amenity and severance effects. These issues highlighted within the SEA. The key environmental issues were identified through the following means:

- Analysis of baseline data and trends; and
- Review of relevant regional and local plans and programmes.

3.2.8 The identification of key environmental and sustainability issues was also assisted by a workshop held on 18th May on the Isle of Wight, which was undertaken for the SA of the LDF. Transport was one of the key issues discussed at the workshop. Responses to consultation on the LTP2, and feedback from stakeholder consultations during this scoping stage of the SEA also provided useful information on key environmental issues (for more information regarding the workshop please see Section 3.5).

*Developing the SEA framework*

3.2.9 An SEA framework to test the performance of the options within the provisional LTP2 was developed. This framework enabled the assessment of the strategic level plan alternatives relating to the strategy for transport on the Island. It has also been used to appraise the implementation plan and a series of measures developed for the preferred transport strategy.

3.2.10 The development of the framework began with the identification of a set of appraisal criteria based on:

- The topics required by the SEA Directive and UK SEA regulations;
- The objectives of the Regional Transport Strategy;
- The relevant objectives / sub-objectives of NATA;
- The shared priorities agreed between the ODPM and the Local Government Association in 2001;
- The Public Service Agreement (PSA) targets and core national indicators for transport; and
- The issues emerging from the environmental baseline review, consultation and the SA Framework developed for the LDF.

3.2.11 The criteria were refined further through the consultation on the Scoping Report and further research including consultation with various Council Officers and the consultation bodies. The SEA criteria have been used to test the LTP2 and will also be used for monitoring the implementation of the LTP2, in future stages of this SEA.

*Consulting on the scope of the SEA*

3.2.12 The Scoping Report was sent to the SEA statutory consultation bodies and neighbouring local authorities, and their views on the following specific issues were sought:

- The broad scope of the SEA and whether it is appropriate to the LTP2;
- The Plans and programmes relevant to the LTP2;
- The baseline data including it's appropriateness, accuracy, and key environmental issues identified;
- The appraisal criteria and indicators within the draft SEA framework;
- The proposed SEA matrix; and
- The proposed structure of the ER.

**Stage B: Developing and refining options and appraising the effects of the plan**

3.2.13 The following activities were carried out:

- Testing the plan objectives against the SEA Framework;
- Identifying and refining options;
- Predicting and assessing environmental effects of strategy options;
- Identifying mitigation measures; and
- Developing proposals for monitoring.

3.2.14 These tasks are discussed in turn below

*Testing the plan objectives against the SEA framework*

3.2.15 The ODPM guidance recommends undertaking a compatibility test between the appraisal framework and the plan objectives. The objectives of the LTP2 will set out what it is aiming to achieve. The LTP2 Long Term Strategy and Five Year Strategy objectives were tested against the SEA Framework for compatibility, to identify where tensions exist between objectives/criteria. This test also helped to highlight inconsistencies between the LTP2 objectives themselves. The test helped refine the LTP2 objectives and well as help identify alternatives for achieving the plan objectives.

- *Developing and refining options*

3.2.16 Examining alternatives aimed to ensure that the plan's likely significant environmental effects are addressed and minimised during the preparation of the plan. It also assisted in explaining to decision-makers and consultees why the strategies and measures under consideration (and not others) are being put forward. The Isle of Wight Council considered a number of options during the development of LTP2 particularly in relation to the programme of measures in the proposed 5 year programme. The environmental effects of these options were considered as part of the SEA.

- *Predicting and assessing the effects of the plan, including plan options*

3.2.17 The effects of the policies and measures of the LTP2 and its potential alternatives were predicted and assessed. The assessment of effects included consideration of secondary, cumulative and synergistic effects and their significance. The assessment matrices and worksheets, which have been used for the appraisal of different elements of the LTP2, are presented within Appendix E and the findings summarised within Section 8 of this Environmental Report.

- *Mitigating adverse effects and maximising beneficial effects*

3.2.18 Where a significant adverse effect is likely to occur, measures were considered to prevent, reduce or offset these effects. Opportunities to enhance the environmental effect of measures / options have also been identified. Proposed mitigation is included within the assessment worksheets and matrices in Appendix E and in Section 9 of this Environmental Report.

- *Developing proposals for monitoring*

3.2.19 Decisions on what to monitor and how to do this were considered. As the appraisal framework for the SEA of the LTP2 will compliment that of the SA of the LDF, it is intended that the monitoring of the LTP2 and the LDF (*Island Plan*) could be run in parallel in order to streamline the monitoring which the Isle of Wight Council is required to undertake.

3.2.20 The proposed monitoring programme is discussed in Section 11 of this Environmental Report. It should be noted that the monitoring programme is subject to revision in the future as additional data may become available and to respond to changes made to the framework and monitoring programme associated with the LDF (*Island Plan*) Sustainability Appraisal as it progresses.

**Stage C: Preparation of the Environmental Report (ER)**

3.2.21 Stage C involved the documentation of the appraisal process in this Environmental Report. This Environmental Report was prepared to allow for public consultation during the same period as the consultation on the provisional Local Transport Plan 2.

3.2.22 Future stages in this SEA can be divided into the following stages:

- Stage D – Consulting on the LTP2 and the ER
- Stage E – Monitoring the implementation of the LTP2

3.2.23 The tasks associated with each of the future stages of the SEA are described below.

**Stage D: Consulting on the plan and the ER**

3.2.24 Stage D consists of the following tasks:

- Consulting with the public and consultation bodies on the ER alongside the plan;
- Appraising any significant changes to the plan;
- Decision making and providing information.

*Consulting with the public and consultation bodies on the ER alongside the plan*

The ER must be made available to the public and the consultation bodies and they must be given an early and effective opportunity within appropriate time frames to express their opinion on the draft LTP2 and the accompanying ER before adoption of the LTP2. Details of how to view a copy of the provisional LTP 2 can be found within Section 1. Comments on the LTP 2 will be received by the Council throughout the period of consultation on the ER. The Council has also planned a series of stakeholder workshops during this period at the end of 2005 to discuss the results of accessibility modelling and the SEA stages to date. The final version of the LTP 2 will be amended taking into consideration the results of consultation on both the provisional LTP 2 and the SEA.

*Appraising any significant changes to the plan*

3.2.25 Any significant changes made to the LTP2 following consultation will require environmental appraisal and the final ER will need to be amended as necessary to reflect any changes.

*Decision making and providing information*

3.2.26 The information in the ER and the responses from consultation should be taken into account during the preparation of the LTP2 and before the final decision is taken to adopt it. A final SEA Statement should be prepared which sets out:

- Any changes to or deletions from the plan in response to the information in the ER;
- Ways in which responses to consultation have been taken into account;
- Reasons for choosing the plan as adopted, and why other reasonable alternatives were rejected; and
- Confirmation of monitoring measures, which could have been modified in light of consultation responses.

3.2.27 The final SEA Statement should be made available to the consultation bodies and the public. The public and other consultees should be informed and given access to the plan once it has been adopted.

**Stage E: Monitoring implementation of the plan**

3.2.28 Stage E involves the following tasks and takes place after the adoption of the plan:

- Monitoring the significant effects of the plan; and
- Responding to adverse effects.

3.2.29 Monitoring allows significant environmental effects of the plan's implementation to be identified and dealt with early on. It allows the actual effects of the plan to be tested against those predicted in the SEA and can provide baseline data for future plans. As mentioned above, there is an opportunity to integrate the monitoring strategies for the SEA of the LTP and the SA of the LDF.

3.2.30 The SEA Directive states that monitoring must enable appropriate remedial action to be taken. The monitoring strategy proposed within the ER will be developed to include a mechanism or framework to trigger remedial action if and when required. The Council has adopted an approach to the local transport plan which allows sections of the LTP 2 to be reviewed as necessary, such as in light of the emerging LDF (*Island Plan*), without undertaking a full review process.

## 3.3 WHO HAS CARRIED OUT THE SEA

3.3.1 So far, the SEA has been undertaken by independent environmental consultants; WSP Environmental in partnership with ENVIRON UK Ltd, who have worked closely with the Transport Planning Team at the Isle of Wight Council.

3.3.2 The consultants have extensive expertise in: sustainability appraisal; strategic environmental assessment; social and socio-economic aspects of sustainable development; stakeholder involvement and consultation and environmental impact assessment across a wide spectrum of local, regional, national and international projects.

3.3.3 The consultants are also currently involved in the SEA/Sustainability Appraisal for the Isle of Wight Core Strategy as part of a consultancy team lead by GVA Grimley. The consultants' involvement in the Core Strategy sustainability work has provided benefits with respect to establishing a common baseline on which to base the assessments within both projects and the parallel development of the SEA and SA Frameworks. It has also allowed liaison with statutory consultees on both SEA and SA projects and all of these factors has allowed a fuller understanding of the over-laps between transport sustainability and land use planning.

3.3.4 The consultants have undertaken all of the assessments within this SEA in consultation with the Transport Planning Team at the Council. The consultants have provided a high level of independence to assessments and the SEA as a whole.

## 3.4 CONSULTATION

3.4.1 Consultation on the SEA needs to be undertaken in order to comply with the requirements of the SEA Directive and the UK SEA Regulations as well as to ensure that a robust assessment is carried out.

3.4.2 The Regulations require that consultation is carried out on the scope of the ER and the draft ER itself. The statutory consultees (see Table 3.2) should be consulted on the scope and level of detail of the ER prior to undertaking the assessment. Both the statutory consultees and "the public consultees" should also be allowed to express opinion on the draft ER at the same time that the draft plan is available. The public consultees are described in Regulation 13 (2)(b) as "the persons who, in the authority's opinion, are affected or likely to be affected by, or have an interest in the decisions involved in the assessment and adoption of the plan or programme concerned, required under the SEA Directive".

3.4.3 The consultation on the SEA has been undertaken at three key levels:

- The Isle of Wight Council chose to include an interim statement on the SEA within the appendix of the LTP2 which was submitted to the DfT in July 2005 and invited comment on the LTP process, and the approach to the SEA by inviting comment on the statement. The provisional LTP2 has been distributed to nearly 350 stakeholders on the Island and on the mainland. Additional copies are also available in all Island schools and the Isle of Wight College; in all libraries on the Island, including the mobile library; and at Council customer information points. The LTP2 is also posted on the Council's website which can be found at: http://www.iwight.com/.
- Consultation on the scope of the assessment with the statutory consultees (see Table 3.2). A statutory 5 week response period is required for the statutory consultees have to respond regarding the scope and level of detail of the assessment. (Regulation 12(6)). The Isle of Wight Council also consulted on the SEA Scoping Report with the neighbouring authorities of Hampshire County Council, Southampton City Council and Portsmouth City Council; the Department for Transport (DfT); the Government Office for the South East (GOSE); the South East England Regional Assembly (SEERA); the South East England Development Agency (SEEDA); The Highways Agency plus other stakeholders including utility companies, the Isle of Wight Healthcare NHS Trust and the Civil Aviation Authority (see Table 3.2).
- Consultation with "the public consultees" and the statutory consultees on the draft ER along with the draft LTP2 (this document). The ER will be sent to the organisations listed within Table 3.1 (with the exception of Transco and the Highways Agency) and will be made available to the public at all Council libraries and Information Points. A notice will be posted within the Isle of Wight

County Press to advertise the public consultation and communicate how the Draft ER can be accessed. For information regarding how to comment on this draft ER please see Section 1.

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3.4.4 Table 3.2 lists the organisations consulted on the Scoping Report along with their responses.

***Table 3.2: Scoping Report Consultees***

| Stakeholder | Responsibility | Response |
|---|---|---|
| English Nature | **SEA statutory consultee.** English Nature can provide advice on a wide range of topics in relation to the natural environment, (terrestrial, urban and marine) and will normally give particular attention to biodiversity, fauna, flora and where relevant, to the factors affecting soil, water, landscape and material assets (taken to include geological interests) which are necessary to support these environmental features. English Nature can provide information on designated sites – Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR), Special Areas of Conservation (SAC), Special Protection Areas for Birds (SPA), and sites listed under the Ramsar Convention. This information includes their designated features, assessments of condition, and Operations Likely to Damage. | See Appendix A for summary of comments received and response from the Council |
| The Heritage Buildings and Monuments Commission for England (English Heritage) | **SEA statutory consultee.** English Heritage can provide advice on matters relating to the historic environment, elements of cultural heritage and historic landscapes. They hold information on scheduled monuments, listed buildings, historic parks and gardens and historic battlefields. | See Appendix A for summary of comments received and response from the Council |
| Environment Agency | **SEA statutory consultee.** The Environment Agency can provide advice on a wide range of topics, in particular on soil, waste, contaminated land, water quality and resources, air, climatic factors (including strategic flood risks) and biodiversity, including flora and fauna associated with the aquatic environment, but also in some cases on material assets including Agency infrastructure, cultural heritage and landscape. | See Appendix A for summary of comments received and response from the Council |
| Countryside Agency | **SEA statutory consultee.** The Countryside Agency can provide advice on cultural heritage and landscape features and where relevant may give attention to related biodiversity, water, and climatic factors related to these features. | No response received to date. Contacted in September and October 2005 to chase response. |
| Highways Agency | The Highways Agency is an executive agency of the Department for Transport (DfT). The Highways Agency maintains, operates and improves the network of trunk roads and motorways in England on behalf of the Secretary of State for Transport. | Verbal communication received from the Agency stating that the Island does not contain roads which are part of the network covered by the Highways Agency and therefore the SEA is not applicable to the work of the Agency. |
| Government Office for the South | Official government office bringing together the regional operations of the Departments for | No response received to date |

| Stakeholder | Responsibility | Response |
|---|---|---|
| East (GOSE) | Education and Skills; Work and Pensions; Trade and Industry Office of the Deputy Prime Minister; Department for Transport; Department of the Environment; Food and Rural Affairs; Home Office; Department of Culture, Media and Sport; Cabinet Office; and the Department of Health, | |
| South East England Regional Assembly (SEERA) | The Assembly has responsibilities in the three key areas of advocacy, accountability and regional planning for the South East. | No response received to date |
| South East England Development Agency (SEEDA) | The Regional Development Agency for the South East is responsible for the sustainable economic development and regeneration of the South East of England. | No response received to date |
| Hampshire County Council Environment and Planning Department | A neighbouring county authority. The Environment and Planning Department deals with waste and recycling, climate change, planning, travel and transport in the county, rural services, material resources strategy, water strategy and landscape strategy as well as urban living initiatives. | No response received to date |
| Portsmouth City Council | A neighbouring authority, with particular transport links to the Island. | No response received to date |
| Southampton City Council | A neighbouring authority, with particular transport links to the Island. | No response received to date |
| Equal Opportunities Commission | The Equal Opportunities Commission is the leading agency working to eliminate sex discrimination in 21st Century Britain. | No response received to date |
| Civil Aviation Authority (CAA) | The CAA is the UK's independent aviation regulator, with all civil aviation regulatory functions (economic regulation, airspace policy, safety regulation and consumer protection) | No response received to date |
| Southern Water | Utilities provider to the Island | No response received to date |
| Transco | Pipeline provider to the Island | Returned the Scoping Report and declined to comment |
| British Telecom | Utilities provider to the Island | No response received to date |
| Scottish & Southern Power | Utilities provider to the Island | No response received to date |
| British Gas | Utilities provider to the Island | No response received to date |
| Isle of Wight Healthcare NHS Trust | The Isle of Wight Healthcare NHS Trust helps deliver local health care services on the Island. This Trust is responsible for running St Mary's Hospital in Newport as well as 27 other sites on the Island including health centres, clinics, and outpatient services. | No response received to date |

3.4.5 Summaries of the comments received on the Scoping Report with responses from the Council are included within Appendix A.

3.4.6 Due to the poor response to the Scoping Report consultation exercise, information received through the Core Strategy Scoping Report consultation exercise has been used to further develop the SEA Framework and improve the baseline data where appropriate.

3.4.7 In addition to the above consultation, the SEA of the LTP has drawn upon a workshop undertaken on the 18th May 2005 in Newport, Isle of Wight as part of the SA of the development of the LDF Core Strategy. The workshop was attended by the Isle of Wight Core Strategy project team consisting of Isle of Wight Council Officers and external consultants, as well as a number of other key Council Officers. The attendees of the workshop are shown in Table 3.3.

*3.4.8* At the workshop the key sustainability issues and proposed criteria for the SA were discussed and refined. This discussion involved consideration of transport issues, the LTP, transport impacts and the environmental issues associated with transportation.

***Table 3.3: Workshop Attendees***

| Name | Organisation | Role |
|---|---|---|
| Ashley Curzon | Isle of Wight Council | Planning Policy Manager |
| Wendy Perera | Isle of Wight Council | Principal Planning Officer, Policy Research |
| Chris Mills | Isle of Wight Council | Trainee Planning Officer, Policy |
| Dawn Cooper | Isle of Wight Council | Trainee Planning Officer, Policy |
| Dave Moore | Isle of Wight Council | Planning Policy Team Leader |
| Chris Wells | Isle of Wight Council | Team Leader, Transport Policy |
| Matthew Chatfield | Isle of Wight Council | Countryside Services Manager |
| Jim Fawcett | Isle of Wight Council | Local Agenda21 Officer |
| Dr Colin Pope | Isle of Wight Council | Senior Ecology Officer |
| Mike Taylor | GVA Grimley | Planning Consultant |
| Chris Hall | GVA Grimley | Planning Consultant |
| Claire McArthur | GVA Grimley | Planning Consultant |
| Caroline Stutt | GVA Grimley | Planning Consultant |
| Tim Cuthbert | MVA | Transport Consultant |
| Ian Newton | Hylands Edgar Driver | Landscape and urban design Consultant |
| Vicky Piggott | WSP Environmental (facilitator) | SEA/SA Consultant |
| Johanna Curran | ENVIRON (facilitator) | SEA/SA Consultant |

## 3.5 COMPLIANCE WITH THE SEA DIRECTIVE/REGULATIONS

3.5.1 This section sets out the requirements of the UK Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument No. 1633 – UK SEA regulations) which is the mechanism by which the EC Directive on the assessment of the effects of certain plans and programmes on the environment (Directive 2001/42/EC) (SEA Directive) was transposed into law in the UK.

3.5.2 As the Responsible Authority for the LTP2, and in accordance with Regulation 9 of the UK SEA Regulations, the Isle of Wight Council has undertaken to carry out an SEA of the LTP2.

3.5.3 Table 3.4 below presents the requirements of the SEA Regulations and the Section of the ER which addresses each requirement in order to demonstrate that this SEA is meeting the appropriate requirements.

***Table3.4: Requirements of the SEA Directive***

| **Requirements of the SEA Directive** | **Section of the Environmental Report** |
|---|---|
| Preparation of an environmental report in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated. The information to be given is: | |
| a) An outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes | Sections 4, 5.2 and Appendix B |
| b) The relevant aspects of the current state of the environment and the likely evolution without implementation of the plan or programme | Sections 5.3, 5.4, and Appendix C |
| c) The environmental characteristics of areas likely to be significantly affected | Section 5.3 and Appendix C |
| d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directive 79/409/EEC and 92/43/EEC | Section 5.6 and Appendix C |
| e) The environmental protection objectives established at international, community or national level which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation | Sections 5.2, 5.7 and Appendix D |
| f) The likely significant effects on the environment, including: short, medium and long term; permanent and temporary; positive and negative; secondary, cumulative and synergistic effects on issues such as: biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors | Appendix E |
| g) The measures envisaged to prevent, reduce and, as fully as possible, offset any significant adverse effects on the environment of implementing the plan or programme | Section 9 and Appendix E |

| | |
|---|---|
| h) An outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information | Sections 5.7, 6 and 7 and Appendix E |
| i) A description of measures envisaged concerning monitoring (in accordance with regulation 17) | Section 11 |
| j) A non-technical summary of the information provided under the above headings | Section 1 |
| Consultation with: | |
| Authorities with environmental responsibility when deciding on the scope and level of detail of the information to be included in the environment report | Section 3.4 |
| Authorities with environmental responsibility and the public to be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan and accompanying environmental report before its adoption | Section 3.4 |
| Other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country | The Council has not identified that the Isle of Wight provisional LTP 2 will have any international transboundary implications. |
| Taking the environmental report and the results of the consultations into account in decision making | |
| Provision of information on the decision: When the plan or programme is adopted the public and any countries consulted must be informed and the following made available:<br>• The plan or programme as adopted<br>• A statement summarising how environmental considerations have been integrated into the plan or programme in accordance with the requirements of the legislation<br>• The measures decided concerning monitoring | To be addressed in future stages |
| Monitoring of the environmental effects of the plan or programmes implementation must be undertaken | To be addressed in future stages |

# 4 The Provisional LTP 2

## 4.1 INTRODUCTION

4.1.1 This section provides detail on the objectives and content of the provisional LTP 2.

4.1.2 The role of the LTP 2 is to set out how the Isle of Wight Council proposes to deal with transport issues in its area. It must set out a long term transport vision and five-year strategy and explain what measures it proposes to put in place, how much measures will cost and how achievement of the measures will be monitored over the Plan period. The LTP 2 is the second Isle of Wight Local Transport Plan and will run from 2006 to 2011.

## 4.2 PROVISIONAL LTP 2 OBJECTIVES AND OUTLINE OF CONTENTS

4.2.1 The objectives of the provisional LTP 2 Five Year Strategy are based upon the LGA Shared Priorities and are as follows:

- To increase accessibility for all.
- To encourage and support economic regeneration and prosperity.
- To make Island roads safer.
- To improve local air quality and the environment.
- To tackle congestion.
- To ensure effective management of the highway network.
- To achieve value for money solutions.

4.2.2 The targets contained within the provisional LTP2 are:

- T1 By 2010/11, to achieve a 12.1% increase in bus passenger journeys based on 2003/04 levels.
- T2 To achieve 90% bus punctuality by 2014/15.
- T3 By 2009/10, to increase to 65% the percentage of people satisfied with local bus services.
- T4 By 2010/11, to achieve a 20% increase in train passenger journeys based on 1999/2000 levels
- T5 To maintain train punctuality at 96.5% or better
- T6 To maintain train reliability at 99% or better
- T7 By 2010, to achieve a 10.6% increase in ferry passenger journeys based on 2004 levels.
- T8 By 2005/06, to increase cycling tips to 243,700 and maintain at this level.
- T9 By 2010/11, to achieve 100% of pedestrian crossings with facilities for disabled.
- T10 Accessibility Target(s) - to be confirmed March 2006.
- T11 By 2010, to achieve a 40% reduction in people killed or seriously injured on Island roads based on the 1994-98 average.
- T12 By 2010, to achieve a 50% reduction in children killed or seriously injured on Island roads based on the 1994-98 average.
- T13 By 2010, to achieve a 5% reduction in slight casualties on Island roads based on the 2001-04 average.
- T14 By 2010/11, to increase to 24% the percentage of children participating in cycle training.
- T15 To have no designated Air Quality Management Areas (AQMA).

- T16 Modal share of journeys to school – to be confirmed March 2006.
- T17 Travel plan coverage – to be confirmed March 2006.
- T18 To restrict traffic growth to 3% per annum.
- T19 By 2007/08 to reduce to 60% the percentage of the local authority principal road network where structural maintenance should be considered and to maintain at this level until 2010/11.
- T20 Non-principal road condition target - to be confirmed when 2005/06 baseline data available.
- T21 By 2005/06, to reduce to 50% the percentage of the unclassified network where structural maintenance should be considered and to maintain at this level until 2010/11.
- T22 By 2010/11, to have no overall deterioration in the condition of footway condition compared to 2003/04 levels.

4.2.3 The provisional LTP 2 contains an Executive Summary and the main body of the document is divided into the following sections:

1. Introduction
2. Transport and the Wider Context
3. Transport Issues and Opportunities
4. Long Term Strategy
5. The Five Year Strategy
6. Performance Indicators
7. Implementation Programme
8. Major Bids
9. Additional Information

4.2.4 In addition the provisional LTP 2 is accompanied by a number of annexes which are as follows:

A. Bus Strategy
B. Bus Information Strategy
C. Rail Strategy
D. Active Transport – “Smarter Choices”
E. Rights of Way Improvement Plan
F. School Improvement Plan
G. School Travel Action Plan
H. Road Safety Plan
I. Strategic Environmental Assessment

4.2.5 It should be noted that further work on accessibility on the Island is currently being undertaken by the Council using accessibility modelling software. This software was not made available to the Council by the Department of Transport before the provisional LTP 2 was produced in July 2005 and therefore the provisional LTP 2 does not thoroughly address accessibility of certain services and facilities such as education, employment, and leisure facilities to places where people live on the Island. The results of the accessibility modelling have not yet been available for incorporation into the SEA baseline.

4.2.6 The Council will be undertaking a series of stakeholder workshops at which to discuss accessibility issues and the results of the accessibility modelling at the end of 2005.

# 5 SEA Criteria, Baseline and Context

## 5.1 INTRODUCTION

5.1.1 This section sets the context of the SEA. It discusses links to other strategies, plans and programmes and the environmental protection objectives therein, which have been used to develop the SEA Framework. It provides a characterisation of the Island, refers to the baseline data provided within Appendix C, discusses problems identified in the collection of baseline data and the key environmental issues and problems which have also been used to develop the SEA Framework.

5.1.2 At the end of the section the SEA Framework is discussed which contains criteria (objectives) and indicators. The SEA Framework has been used to assess the environmental effects of the provisional LTP 2 and after adoption of the Plan will be used as the basis of the monitoring of environmental effects of the LTP 2.

## 5.2 LINKS TO OTHER STRATEGIES, PLANS AND PROGRAMMES AND SUSTAINABILITY OBJECTIVES

5.2.1 This section discusses the relevant international, national, regional and local plans and programmes which could influence the Local Transport Plan 2. Some of these documents have provided environmental baseline data and these are referenced within the baseline summary presented in Appendix C.

5.2.2 The documents listed in Appendix B have been reviewed, and the key aims and objectives of the document are also included within a table within Appendix B. The key aims, objectives and indicators from the international, national, regional and local documents, have, where relevant, been incorporated into the SEA Framework (presented in Appendix D).

5.2.3 Each document has been allocated a number. These numbers have been used in the SEA Framework as references. The SEA Framework is discussed within Section 5.7.

5.2.4 In brief, the LTP is influenced by a number of key regional documents and is required to reflect regional policy. The adopted Regional Transport Strategy (SEERA, 2004) calls for the management and investment in transport infrastructure, fostering improvements to public transport, ensuring mobility and accessibility, encouraging the use of travel plans, facilitating modal-interchanges and delivering transport through a partnership approach. The Regional Transport Strategy recognises Ryde Interchange as a transport 'spoke'. Other key policy documents which have an important bearing on the LTP include the Regional Economic Strategy (SEEDA, 2002) which identifies the south east as a gateway to Europe and the rest of the world, and the emerging South East Plan which builds upon the policies of the Regional Transport Strategy.

## 5.3 DESCRIPTION OF THE CHARACTERISTICS OF THE STUDY AREA AND THE ENVIRONMENTAL BASELINE

5.3.1 This section provides a characterisation of the Isle of Wight; sets the context and summarises some of the key issues facing the Island and the LTP 2.

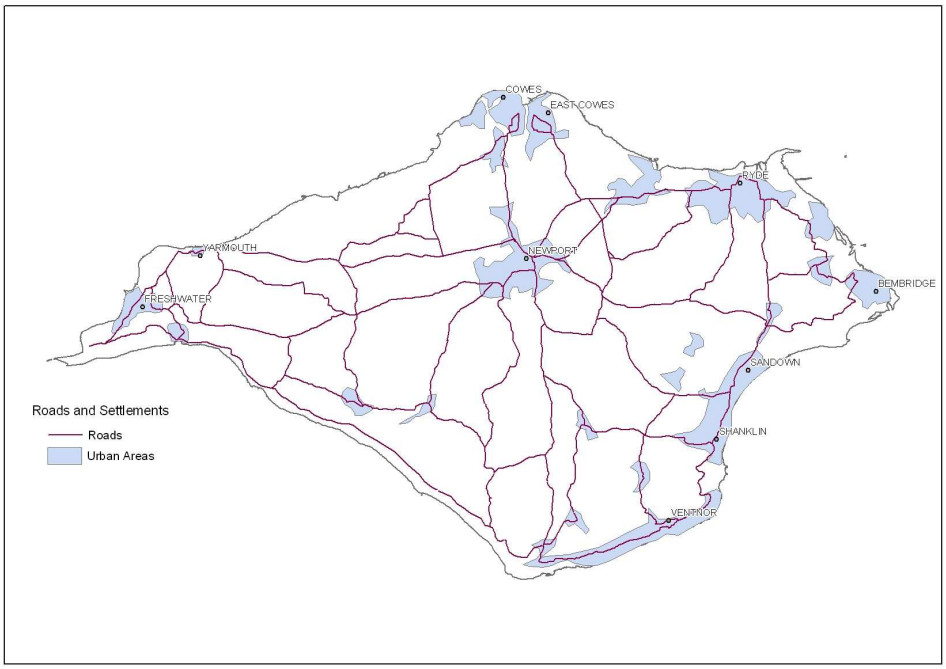
5.3.2 Detailed baseline data has been collected under each of the SEA Topics listed in Table 3.1. This data has been updated in light of consultation responses on the Scoping Report and is presented in Appendix C. As well as baseline data, Appendix C presents trends where data is available, data gaps and issues and problems identified through the baseline review.

5.3.3 The text below provides a characterisation of the Island which draws upon the baseline data in Appendix C.

5.3.4 The Isle of Wight is located south of the cities of Portsmouth and Southampton and separated from the mainland by the stretch of water known as the Solent, which is approximately 5km (3miles) wide. The Island is roughly diamond shape and measures approximately 13miles (21km) north to south and 23miles (37km) west to east. The total land area is 38,014 ha (approximately 146 square miles).

5.3.5 The Island has a 492 mile (791.8km) road network, set in a landscape of which half is designated an Area of Outstanding Natural Beauty. Its 517-mile (827km) network of public rights of way provides urban links and allows easy foot and cycle access into the countryside. The key roads and settlements on the Island are shown in Figure 5.1.

***Figure 5.1 Isle of Wight Key Roads and Settlements***




5.3.6 The Island is unusually rich in species and habitats, compared to other similar areas on the mainland. The chalk grasslands, maritime cliffs and slopes and estuaries are particularly important, not only in regional context, but also on a national and international scale. For example, the Island has more than 10% of the South East Regions chalk grassland and has some of the best examples of undeveloped estuaries in the South-East region.

5.3.7 Much of the Island is covered by nature conservation and other designations:

- Over half of the Island is designated as an Area of Outstanding Natural Beauty (AONB);
- About a third of the Island's coastline (34 km) is designated as Heritage Coast;
- Sites Internationally important for nature conservation include Ramsar Sites - 1,620 ha / 4.26% of the Island; Special Areas of Conservation- 22,330 ha / % n/a (some of the SAC is sub-tidal); Special Protection Areas – 1,736 ha / 4.57% of the Island;
- Sites nationally important for nature conservation include: Sites of Special Scientific Interest - 4,220 ha / 11.1% of the Island; and National Nature Reserves – 286 ha / 0.75% of the Island; and
- Sites locally important for nature conservation: Local Nature Reserves - 79 ha / 0.21% of the Island and Sites of Importance for Nature Conservation (SINC) – 4,295 ha / 11.3% of the Island.

5.3.8 The Island's historic environment is one of the most varied and important in England with features ranging from evidence of Roman settlement e.g. Brading Roman Villa; Queen Victoria's favourite residence, Osborne House; threats of invasion over the centuries from such sources as the Danes and the Spanish; connections with Henry VIII, Charles I and Alfred Lord Tennison, as well as a significant maritime heritage including numerous sites of shipwrecks off the Island's coast.

5.3.9 There are a number of monuments on the Island which currently have legal protection; scheduled ancient monuments (203) and ancient monuments (60); as well as listed buildings (31 Grade 1, 59 Grade II*, 1,820Grade II), 8 historic parks and gardens designated by English Heritage and 27 other parks and gardens identified at the local level as having historic significance; plus many of the towns and villages have

Conservation Area status, which seek to retain the character of the built and architectural heritage of the Island.

5.3.10 With respect to the economy, the Island has been severely hit by the general trend of a shrinking industrial sector. Industries located on the Island are subject to overheads associated with transportation of goods across the Solent. However, whilst some industries have recently declined, there are others that are growing. The Isle of Wight economy may currently be characterised by a number of issues, including:

- A decline in heavy industry;
- Inconsistent, and highly seasonal tourist trade;
- A growth in new technological industries including companies such as Vestas, SP Systems and GKN;
- More traditional small-scale industries such as Ratsey and Lapthorn sailmakers;
- Relatively high unemployment in the 19-24 age group.

5.3.11 The Island has the lowest gross domestic product (GDP) per head in the South East region and, at County level, the Island ranks 6th in the UK. Challenges that have important social implications on the Island include:

- Wages on the Island are on average 22% below the national average, and 26% below regional average;
- A reliance on seasonal and part-time work in tourism services with lengthy spells of unemployment;
- A higher than average proportion of young single parents;
- A high proportion of retired people with relatively low incomes;
- Access to education for those living in rural areas is often not possible by public transport; and

5.3.12 There are concentrations of second homes/holiday accommodation in coastal areas of the Island. Latest figures for June 2005 indicate there are approximately 3,395 second homes on the Island.

5.3.13 Transport is one of the most important issues for any community but for Island communities it assumes an even greater significance, as freedom of movement to the wider, mainland community is constrained by physical separation.

5.3.14 Transportation issues can be broken down into a number of key areas:

- Accessibility (particularly in rural areas) and cost and availability of transport;
- Congestion in Newport, air quality and the environmental impact of transport on the Island, both urban and rural areas; and
- Access to and from the mainland and cost of cross-Solent travel.

5.3.15 Transport planning and spatial planning are closely linked and issues identified as a part of the ***Island Plan*** Core Strategy will also need to be considered in the development of the LTP 2. Key spatial planning issues identified on the Island include:

- The current requirement to provide 500 new homes per annum (as required in Regional Planning Guidance 9 which is currently under review);
- The protection of the rural environment and areas important for nature conservation;
- The encouragement of development on brownfield land;
- Improving linkages to the mainland in physical and technological terms; and
- At the same time seeking to maintain the character of the Island and its constituent parts.

## 5.4 FUTURE BASELINE

5.4.1 As mentioned above, as a part of the review of baseline data, information on trends has been collected where possible. The information is presented under each SEA topic within Appendix C.

1.1.1 The environment is constantly changing as a result of natural processes and impacts from a variety of sources. Therefore, in order to identify and assess the actual effects of the LTP2, the likely changes to the environment resulting from natural processes and impacts not associated with transport need to be considered.

5.4.2 To this end, it was assumed that the environment would continue to evolve in line with current trends, identified through the baseline review presented in Appendix C. This information regarding trends has allowed the evolution of the baseline to be extrapolated into the future. It is assumed that this future baseline would occur if the LTP 2 did not exist.

5.4.3 The information on trends has provided a basis against which the effects of the plan could be assessed at stage B of this SEA. It will also provide a basis for monitoring the actual effects of the plan during its implementation.

5.4.4 In summary, the future baseline is based on the following trends:

- NO2 concentrations appear to be rising according to monitoring results (although the levels still fall within national guidelines). This could lead in the future to the declaration of an air quality management area;
- The amount of freight arriving on the Island by coastal shipping is declining and amount of freight transferred to the Island by roll-on roll-off ferry is increasing;
- Water quality at the Islands beaches is improving;
- The population of the Island is growing and this will place a greater demand on water supplies;
- Sea levels are predicted to rise over the next 45 years;
- Populations of a number of birds on the Island are rare, scarce and / or decreasing;
- The Isle of Wight has an ageing population demographic structure. Life expectancy (males and females) is improving faster than or comparable with England. Infant mortality is improving faster than or comparable with England;
- Mortality from all causes (including circulatory diseases and cancers) is improving slower than England; and
- The Island is becoming more ethnically diverse.

5.4.5 The assessment of the plan has also been undertaken on the assumption that current environmental management practices and level of environmental protection to which different elements of the environment are subjected (e.g. nature conservation designated sites) will be applied in the future.

## 5.5 DIFFICULTIES IN COLLECTING BASELINE DATA AND LIMITATIONS OF THE DATA

5.5.1 The data gaps identified within Appendix C identify where difficulties have been encountered in collecting baseline data and include where data is not available, where data is not complete or can only be obtained for certain periods.

5.5.2 One specific data problem has been experienced when undertaking the assessments discussed in Section 8 in relation to archaeology and built heritage. Information regarding archaeological sites, Listed Buildings and Scheduled Monuments are held in the sites and monument record on the Isle of Wight. However this data is not currently available on GIS and therefore the locations of these sites have not been known when undertaking the assessments. This issue is discussed further in Section 8.3 and it is intended that further consultation will be undertaken with the Isle of Wight Council Conservation Team and Sites and Monuments Officer before the final ER and LTP 2 are prepared.

## 5.6 MAIN ENVIRONMENTAL ISSUES AND PROBLEMS IDENTIFIED

5.6.1 The key environmental issues identified are presented in Table 5.1.

*Table 5.1: Key Environmental Issues and Problems Identified*

| SEA Topic | Key issues and problems |
|---|---|
| **Air Quality** | Traffic congestion in Newport |
| | Modal split (private car use, public transport, cycling and walking) |
| | Other major sources of air pollution (including ferries and fuel depots) |
| **Soil and geology** | Coastal geomorphology, erosion, stability and risk |
| | Contamination is an issue in some areas |
| | Sites designated for geological importance (e.g. RIGGS) |
| **Water** | Flood risk – surface water run-off |
| | Water quality (groundwater, surface water, bathing water and estuaries) |
| **Landscape and townscape** | Landscape and settlement character |
| | AONB and Heritage Coasts designation |
| | Tranquillity |
| **Biodiversity, fauna and flora** | Designated sites for wildlife value (international, national and local) |
| | Protected species |
| | Biodiversity - Biodiversity Action Plan habitats and species |
| **Archaeology and cultural heritage** | Designated and non-designated archaeological sites, monuments and historic parks and gardens, maritime heritage, listed buildings and conservation areas |
| **Climatic factors** | Greenhouse gas emissions |
| | Vulnerability to flooding and the effects of a changing environment |
| **Human health and safety** | Road safety |
| | Physical fitness |
| **Noise and Vibration** | Ferry port activity |
| | Concentration of high activity in urban centres at specific times |
| | Tranquillity |
| **Population** | Community severance |
| | Access to transport (public transport, cycle tracks) including cross-Solent links |
| | Access to services via public transport |
| | Access to the countryside |
| **Material assets** | Aggregates for road repair and construction |
| | Transport infrastructure (road, rail, ferry, pedestrian and cycle including quays, ports and piers) |

5.6.2 These key environmental issues have been used as the basis of the SEA Framework and therefore the appraisal of the provisional LTP 2 as described in the next section.

## 5.7 THE SEA FRAMEWORK

5.7.1 This section presents the revised SEA Framework which consists of appraisal criteria[5], indicators and targets (where they exist) and the appraisal matrices and worksheets. As described in Section 3.2, the SEA framework has been developed from consideration of the issues emerging from the baseline data review; from the development of environmental objectives for the SEA including the review of other relevant programmes and plans, and has also been amended in light of consultation responses received on the Scoping Report to date and through further research with relevant Council Officers.

[5] Please note that in order to achieve consistency with the Isle of Wight Core Strategy SA the objectives within the SEA Framework are referred to as 'criteria' and sub-objectives as 'sub-criteria'.

5.7.2 The framework consists of those appraisal criteria deemed to be of particular importance and relevance to the Isle of Wight (and taking account of the specific nature of the plan being assessed i.e. transport). The SEA Framework is presented within Appendix D.

5.7.3 Each of the appraisal criteria has at least one sub-criterion associated with it. These in turn are linked to indicators and where these indicators have associated targets these are also included within the Framework. Some indicators are still being developed in consultation with Council Officers and consultees and will be confirmed in March 2006. Indicators will be used for monitoring the effects of the LTP 2 on the environment (for further details please see Section 11).

5.7.4 The Framework has been used to appraise various elements of the LTP 2 which are described in the next section. The appraisal methods are described in Table 5.3 below. The completed worksheets and matrices are presented within Appendix E and are cross-referenced in the next section.

***Table 5.2: Appraisal Methods Generated from the SEA Framework***

| **Method** | **LTP 2 element / options applied to** | **Part of SEA Framework utilised** |
|---|---|---|
| Compatibility Matrices | LTP 2 Plan Objectives and Vision | SEA Headline Criteria |
| Assessment Matrices | Individual schemes to be implemented | SEA Sub-criteria |
| Worksheets | Major bids and groups of measures / actions within the Five Year Strategy | SEA Sub-criteria |

5.7.5 The format of the worksheets is based on the suggested worksheet format presented in Table 5.1 of *Strategic Environmental Assessment for Transport Plans and Programmes* (Transport Analysis Guidance, December 2004).

5.7.6 A matrix is presented within Appendix E which demonstrates the compatibility of the SEA Criteria with each other. The exercise to complete the matrix has identified where Criteria are in potential conflict with each other and where sub-criteria are compatible.

5.7.7 In summary, the key areas of potential conflict between the SEA Criteria are:

- Soil and geology and material assets (i.e. reducing risk to property and people from erosion and instability and avoiding damage to the coastline and the loss of amenity as a result of human activity and improving the physical quality of the Island's transport infrastructure network through appropriate investment because many of the Island's roads are in areas at risk from instability);
- Material assets and water, landscape and townscape, biodiversity, fauna and flora, archaeology and cultural heritage, climatic factors and noise and vibration (improving the physical quality of the Island's transport infrastructure network through appropriate investment and protecting the quality of surface and groundwater), conserving the landscape, protecting and enhancing biodiversity; protecting heritage sites, limiting development at risk from flooding and the effects of climate change and to limit the risk of adverse noise and vibration effects due to the potential for engineering works associated with road maintenance;
- Population and noise and vibration, climatic factors, air quality, archaeology and cultural heritage, and biodiversity, fauna and flora because increasing access could result in increasing vehicle movements across the Island and increasing visitors to heritage sites and sites of importance for nature conservation. There is therefore potential conflict between the population criteria and protecting heritage sites, sites important for nature conservation, areas important for landscape value, limiting noise and vibration impacts, and limiting air pollution.

- Air quality and soil and geology, water, landscape and townscape, biodiversity, fauna and flora, archaeology and cultural heritage and noise and vibration because reducing congestion could involve engineering works or construction of new roads which is in potential conflict with protecting soil and geology resources, protecting water resources, protecting and enhancing the landscape, biodiversity, fauna and flora and archaeology and cultural heritage.
- Air quality and population because increasing accessibility could increase numbers of car trips and therefore adversely affect air quality.

# 6 Compatibility of the Plan Objectives with the SEA Criteria

## 6.1 INTRODUCTION

6.1.1 The aims of the LTP2 have been compared with the SEA criteria in order to identify inconsistencies and where there is potential conflict. This type of compatibility tests can also highlight inconsistency between the Plan objectives themselves. The tests are meant to help identify where the Plan objectives can be refined and/or supplemented.

6.1.2 The following sections of the LTP2 have been subject to compatibility tests:

- The Long Term Vision – Four Key Priorities (Section D.9) and the Features of the Vision (Section D.10); and
- The Five Year Strategy Objectives (Sections E to K).

6.1.3 The completed compatibility matrices can be found in Appendix E.

## 6.2 THE LONG TERM TRANSPORT VISION

6.2.1 The Long Term Transport Vision for the Isle of Wight has been developed through consultation with a broad range of stakeholder groups on the Island. The vision has been endorsed by the Local Strategic Partnership and takes into consideration the content of the Community Plan – "Island Futures", regional strategies and the emerging long-term strategic vision for the Island – the "2020 vision". The "2020 vision" has been developed by the Local Strategic Partnership and other stakeholders and will help guide the future direction and development of the Island. The Long Term Transport Vision has to therefore fit within this "2020 vision".

6.2.2 The Long Term Transport Vision seeks to achieve a situation "where there is greater access on and off the Island by the development of an interlinked transport network". The vision has been linked to the Local Government Association Shared Priorities.

6.2.3 The Long Term Transport Vision is presented within Section 4 of the provisional LTP 2 and consists of a vision statement, four key priorities, a set of 'Features' (detailed statements of the vision) and a set of proposals for achieving the vision.

6.2.4 As the vision consists of several different aspects it was necessary to select the most appropriate aspects to test. The following aspects of the Long Term Transport Vision were deemed the most appropriate to be tested for compatibility with the SEA Headline criteria:

- The four key priorities of the vision; and
- The features of the vision.

## 6.3 RESULTS OF ANALYSIS

*Results: The four key priorities of the vision*

6.3.1 The key areas of potential conflict between the Features of the Vision and the SEA Headline Criteria are:

- *"We want to achieve a transport strategy that enhances the quality of Island Life. Helps ensure economic prosperity by connecting people, improving access for all."* This potentially conflicts with SEA criteria for air quality, climatic factors and human health and safety because it could increase motorized trips and therefore air pollution. Potential could also exist with the SEA criteria for soil and geology, water, landscape and townscape, and biodiversity, fauna and flora due to a potential to cause greater movement across the Island affecting, for example, wildlife through disturbance,

tranquility through traffic increases, and also a potential for transport engineering works such as new paths. In addition there could either be potential conflict or compatibility with regard to Air Quality, Soil and Geology and Human Health and Safety depending on how the vision is achieved.

- *"We will achieve this by the effective provision, coordination and management of transport networks for all modes of transport and transport users, minimising delays and disruption."* This potentially conflicts with the SEA criteria for soil and geology and water because it could result in engineering works. It also potentially conflicts with the SEA criteria relating to landscape and townscape, biodiversity, fauna and flora and archaeology and cultural heritage because it could result in greater movement across the Island meaning, for example, increased disturbance of wildlife, increased motorized trips and emissions to air, traffic impacts on heritage sites; and climatic factors because it will not reduce emissions of greenhouse gases.

- *"We want to minimise the number of casualties and fatalities caused by the operation or use of the transport networks, with an emphasis on the safety of vulnerable groups."* This potentially conflicts with the SEA criteria for soil and geology, water, biodiversity, fauna and flora and archeology and cultural heritage due to the potential for engineering works such as junction improvements etc. There is also potential conflict with landscape and townscape due to the potential for traffic calming schemes which could affect the settlement character.

6.3.2 In addition, it was noted that the fourth priority "We want to protect the people, communities and environments that could be adversely affected by poor air quality, in particular where transport can be a significant factor" does not address other aspects of the environment which can be affected by transport, such as soils and geology, water quality, biodiversity, fauna and flora.

6.3.3 In general the examination of the four priorities within the vision highlighted uncertainty over whether the priorities are mutually supportive.

*Conclusions*

6.3.4 The first three priorities of the vision present potential conflicts with some of the SEA criteria such as soil and geology due to their potential to result in engineering works and physical changes to infrastructure. It is not clear whether the priorities are mutually supportive and therefore whether the first three priorities are intended to be achieved whilst also protecting the environment (the fourth priority).The fourth priority aims to protect the environment from poor air quality but does not address other aspects of the environment which could be affected by transport.

*Recommendations*

6.3.5 It is recommended that the vision section includes other aspects of the environment which can be affected by transport such as soils and geology, water quality, biodiversity, fauna and flora. This could be addressed by amending the fourth priority. Potential conflict with the SEA criteria could also be reduced by amending the four priorities within the vision to make them mutually supportive.

*Results: The Features of the vision.*

6.3.6 The key areas of potential conflict between the Features of the Vision and the SEA headline criteria are:

- *"Air Transport to and from the Island will form part of the transport network."* This potentially conflicts with the SEA criteria for air quality and climatic factors due to high levels of greenhouse gas emissions associated with aircraft, and landscape and townscape and noise and vibration due to the potential to affect noise levels and tranquil areas.

- *"Economic regeneration of urban and village centres through development will lessen the need for travel"* This potentially conflicts with the SEA criteria for soil and geology, water, landscape and townscape, biodiversity, fauna and flora, and archaeology and cultural heritage depending on how it is implemented because this could potentially be associated with developments. However, the developments would be related to land use planning and would not be driven by the LTP 2.

- *"Freight handling and distribution systems will enable goods to be available on time for companies and people on or off the Island"* This potentially conflicts with the SEA Criteria for air quality and climatic factors because it could increase motorized trips; biodiversity, landscape and townscape, archaeology and cultural heritage, soil and geology, and water because it could be associated with development of new distribution centres. However, the developments would be related to land use planning and would not be driven by the LTP 2.

- *"Industries will be encouraged to the Island, which do not have significant transport needs or costs, such as research, high value goods and leisure"* This potentially conflicts with the SEA criteria for soil and geology, water, biodiversity, fauna and flora and archaeology and cultural heritage because this is likely to be associated with developments and there could also be potential conflict with encouraging certain leisure activities. However, the developments would be related to land use planning and would not be driven by the LTP 2.

- *"The road infrastructure on the Island will be maintained to good standards, and will assist the public transport network using it."* This potentially conflicts with the SEA criteria for soil and geology, water, biodiversity, fauna and flora, archaeology and cultural heritage and noise and vibration due to the potential affects of maintenance works.

- *"Increased numbers of people will walk or cycle using improved urban paths and pavements"* This potentially conflicts with the SEA Criteria for soil and geology, water, biodiversity, fauna and flora and archaeology and cultural heritage due to the potential for this to involve engineering works on paths.

*Conclusions*

6.3.7 The vast majority of the features of the vision are either compatible with the SEA criteria or they have a neutral relationship with the SEA Criteria. Some conflict exists and where this can be addressed recommendations are discussed below.

*Recommendations*

6.3.8 The compatibility analysis has identified where there is potential conflict with the SEA Criteria and the features of the vision, which are the detailed statements of the vision. With respect to the areas of potential conflicts highlighted which are due to the potential for development and / or engineering works, these issues are addressed in the mitigation section (Section 9). With respect to air travel, it is recommended that more detail is provided within the LTP 2 regarding the potential environmental impacts associated with air travel. The potential for making the Airport 'Carbon neutral' should also be explored.

## 6.4 THE FIVE YEAR STRATEGY OBJECTIVES

6.4.1 The Five Year Strategy is the delivery mechanism for the Long Term Strategy and has been developed using workshops and consultations which have helped identify a range of transport options to be put in place over the first 5 years of the Plan period. The Five Year Strategy is presented within Section 5 of the provision LTP 2 and consists of seven objectives (see Section 4). These objectives have been used to divide the strategy into Sections, each presenting the relevant LTP 2 targets (see Section 4) that this objective is expected to work towards, and proposes possible initiatives, measures and / or actions to help achieve the objective.

6.4.2 The objectives of the Five Year Strategy have been tested for compatibility with the SEA Headline Criteria.

## 6.5 RESULTS OF ANALYSIS

*Results*

6.5.1 The key areas of potential conflict between the Five Year Strategy Objectives and the SEA Headline Criteria are:

- *"To increase accessibility for all;"* This potentially conflicts with criteria for air quality, landscape and townscape, biodiversity, fauna and flora, archaeology and cultural heritage, and climatic factors because increasing accessibility could increase motorized journeys around the Island. Potential

conflicts also exist if the objective leads to engineering works such as junction improvements. The potential areas of conflict are with the SEA criteria for soil and geology, water, biodiversity, fauna and flora, archaeology and cultural heritage..

- *"To encourage and support economic regeneration and prosperity;"* This potentially conflicts with the all of the SEA criteria apart from human health and safety, population and material assets. This is due in part to the potential for transport developments / engineering work which this objective may propose and therefore it presents conflicts with protection and enhancement of the environment e.g. potential conflicts arise with landscape and townscape, biodiversity, fauna and flora, soil and geology etc. In addition, if examined on it's own this objective also has the potential to increase the number of motorized journeys and therefore emissions to air resulting in potential conflict with air quality, climatic factors and noise and vibration SEA criteria.

- *"To make Island roads safer"* This potentially conflicts with the SEA criteria relating to soil and geology, water, landscape and townscape, biodiversity, fauna, flora, archaeology and cultural heritage, climatic factors because the objective could involve engineering works such as junction improvements and resurfacing which could also make use of non-renewable resources.

- *"To tackle congestion"* and SEA criteria for soil and geology, water, biodiversity, fauna and flora because it could involve engineering works.

- *"To ensure effective management of the highway network"* and the SEA criterion for climatic factors because this objective could lead to engineering works to maintain transport networks which could use non-renewable resources.

6.5.2 In addition, it was noted that "Objective 4: To improve local air quality and the environment" could be interpreted in different ways depending on the reader's understanding of 'the environment'.

*Conclusions*

*6.5.3* The majority of the Five Year Strategy objectives are compatible with the SEA Criteria or in some cases there is uncertainty regarding whether there is a relationship between them or the relationship depends on how they are achieved.

*Recommendations*

6.5.4 The summary above highlights where key areas of potential conflict exist between the Five Year Strategy objectives and the SEA Headline Criteria. The key recommendation resulting from the exercise is that the Section I of Chapter 5 of the LTP 2 is amended to address a broader range of environmental issues linked to the SEA. This recommendation is linked to mitigation proposed from the assessments of the options / measure to meet the within the Five Year Strategy discussed within the next Sections of this report.

# 7 Alternatives

## 7.1 INTRODUCTION

7.1.1 The SEA is required to appraise the environmental implications of the draft Plan (provisional LTP 2) and reasonable alternatives. This section describes the alternatives and how they have been identified.

## 7.2 HOW HAVE THE ALTERNATIVES BEEN IDENTIFIED

7.2.1 The TAG guidance for SEA (Guidance by the Department for Transport in England on Strategic Environmental Assessment for Transport Plans and Programmes (Transport Analysis Guidance, December 2004)) recommends that the SEA assessments are undertaken on the Plan with bids and without bids. Therefore the key alternatives identified are the provisional LTP 2 with the two major bids and without the two major bids. These bids are described within Section 8.2.

7.2.2 In addition, other alternatives have been identified within the LTP 2 which constitute different ways of meeting the plan objectives. These are the measures set out within Section 5 of the provisional LTP 2, the Five Year Strategy. These measures are broken down further within Section 7 of the provisional LTP 2 which sets out the implementation programme of the Plan, identifying specific schemes divided into geographical areas (e.g. Ryde area, Bay area). Brief descriptions of the measures and the schemes are provided within Section 8.2.

**CONSULTATION QUESTION**

- **Q1 ARE THE ALTERNATIVES CONSIDERED SOUND, FEASIBLE AND REALISTIC? SHOULD ANY OTHER ALTERNATIVES BE CONSIDERED?**

# 8 Assessment of Significant Effects

## 8.1 INTRODUCTION

8.1.1 This section describes the elements of the provisional LTP 2 which have been assessed and presents the results of the assessments. Mitigation is presented within Section 9.

## 8.2 WHAT HAS BEEN ASSESSED

8.2.1 Worksheets and matrices are provided within Appendix E. The worksheets have been developed from the worksheet proposed within the DfT SEA guidance. They have been used to assess the environmental implications of the bid options and the groups of measures / actions proposed within the Five Year Strategy to help achieve the objectives of the LTP 2. The worksheets show the full assessments and should be referred to if details are required.

8.2.2 The following groups of measures have been assessed using the worksheets:

- Increasing Accessibility – possible initiatives
  The possible initiatives listed within Section F.1.8 of the provisional LTP 2 which are proposed to meet the objective: *"To increase accessibility for all"* include improving public transport services (including fares systems, reliability, timetable information, security plus extending park and ride schemes, improved interchanges etc); improving road accessibility (including disabled bays and facilities, improved crossings new town cycle and walking routes etc); improving physical accessibility (including safety training for powered two-wheelers, CCTV and street lighting etc) and improving road accessibility (including freight routes, reducing produce miles etc).

- Promoting Economic Prosperity and Regeneration – measures listed as key actions
  The measures listed within Section G.6.3 of the provisional LTP 2 which are proposed to meet the objective: "To encourage and support economic regeneration and prosperity" include partnership working with SEEDA, the Quality Transport Partnership, ferry companies, and freight operators; improving traffic flows; facilitating greater access to public transport; workplace travel plans; green tourism; and investment in the transport network.

- Improving Road Safety and Health – key actions which form basis of strategy
  The measures listed within Section H.4.4 of the provisional LTP 2 which are proposed to meet the objective: *"To make Island roads safer"* include improving safety in powered two-wheeler riders, publicity education and training, partnership workings, working with parents and children, improving road condition (skidding resistance), improving personal safety and security (CCTV) and increasing walking and cycling.

- Improving Air Quality and the Environment – list of actions
  The key actions listed within Section I.6.1 of the provisional LTP 2 which are proposed to meet the objective: "To improve local air quality and the environment" include partnership working with the AONB office, ferry operators, town and parish councils and English Heritage, tree and hedge planting, improve the Rights of Way Network, improving traffic management, public transport, walking and cycling, promote alternative fuels, air quality monitoring and reducing traffic related noise.

- Tackling congestion – list of measures
  The key actions listed within Section J.3.3 of the provisional LTP 2 which are proposed to meet the objective: *"To tackle congestion"* promoting more sustainable working practices, encouraging modal shifts through workplace / school travel plans, partnership working with transport and freight operators, improving traffic flows, improving public transport, walking and cycling opportunities, and retaining and improving facilities for water transport.

- Ensuring Effective Management – list of key actions

  The key actions listed within Section K.4.3 of the provisional LTP 2 include effective management of the highway network, meeting the LTP 2 targets, and ensuring value for money.

8.2.3 The worksheets have also been used to assess the major bids which are:

1. Newport accessibility bid:

   This bid aims to tackle the congestion experienced within Newport, the Island's capital, and improve traffic flow within the town. The shape of the Island and location of settlements on the coast with the capital Newport in the centre has resulted in a road network which radiates out from Newport like the spokes of a wheel. Newport is also the main retail and primary employment area on the Island and several tourist attractions are located within the town centre or on the outskirts. Due to the traffic generated within the town, the draw of traffic to the town from other areas, and barriers to traffic within the centre such as the River Medina (which traffic can only cross at one point - Coppins Bridge), Newport experiences considerable congestion.

2. West of Yarmouth major bid option 1 (engineering works)

- West of Yarmouth option 2 ('do nothing')

  The West of Yarmouth bid relates to coastal management and stability issues on the strategic corridor (A3054) to the West of Yarmouth. The A3054 is the strategic route connecting West Wight (Totland, Freshwater and Yarmouth) to Newport and the East of the Island. The A3054 is also the main access route to the Wightlink car and pedestrian ferry operating between Yarmouth and Lymington. The southern side of the road is lined with residential properties. Many of the Island's roads run close to and alongside the coast. The section of the A3054 to the west of Yarmouth is experiencing major stability issues due to slumping which require urgent attention.

  This bid contains two key options for tacking the instability issue west of Yarmouth. These options are:

  Option 1: Undertake extensive ground stabilisation and drainage works and possibility the reinforcement of the existing sea defences to allow the road to remain open.

  Option 2 ('do nothing'): Close the road and implement a diversion between West Wight and Newport. The likely route would take traffic from Norton to Freshwater along a narrow road to Newport, arriving in Newport at the High Street. All ferry traffic would have to use this route to get to Newport and east of Island.

8.2.4 An assessment matrix has been used to assess the environmental implications of the individual schemes listed in Chapter 7 of the provisional LTP 2. Groups of schemes are proposed within certain areas. A matrix has been used for each group of schemes / area as follows:

- Schemes within the Cowes / Newport / Pan area (Cowes Waterfront and Pan)
- Schemes within the Ryde area
- Schemes within the Bay area
- Schemes within the rural areas
- Other schemes Island-wide

## 8.3 ASSESSMENT ASSUMPTIONS

8.3.1 A number of strategic assumptions have been made throughout the assessments and these are as follows:

- That future baseline will continue as predicted (see Section 5.4);
- That the 'without plan' scenario is the future baseline continuing with the current LTP, therefore it has not been assessed; and
- The timeframes for the assessment have been set at 5 years for the short term, 5-15 years for the medium term and 15-20 years for the long term.

## 8.4 ASSESSMENT RESULTS

8.4.1 This section summarizes the results of the assessments of the options which form part of the LTP 2 listed above. The potential effects identified are residual effects after mitigation has been put in place. The mitigation is identified within the completed worksheets and matrices within Appendix E and is discussed in Section 9.

## 8.5 EFFECTS OF MEASURES WITHIN THE FIVE YEAR STRATEGY

*Increasing Accessibility – possible initiatives*

8.5.1 The key areas of positive performance associated with the combined initiatives proposed are:

- Air quality (slight positive) because the initiatives should reduce congestion in Newport, increase travel choice, and the proportion of people using public transport, walking and cycling, encourages modal shift reducing the number of car trips and improve air quality.
- Climatic factors (slight positive but coupled with slight negative) because the initiatives should reduce greenhouse gas emissions but there is a potential for the initiatives to be associated with transport developments which are vulnerable to the effects of climate change e.g. within the floodplain.
- Human health and safety (slight positive) because the initiatives should improve safety on Island roads and reduce accidents and increase cycling and walking opportunities.
- Population (moderate positive) because the initiatives should increase access to public transport and to services and facilities and should increase access to the countryside.
- Material assets (slight positive) because the initiatives should improve the physical quality of the Island's transport network.

8.5.2 The key areas of potentially negative performance are:

- Biodiversity, fauna and flora (moderate) because the initiatives may be associated with engineering works which could have the potential to negatively affect designated sites and non-designated habitats.
- Archaeology and cultural heritage (slight) because the initiatives may be associated with engineering works which could have the potential to negatively affect some heritage sites and conservation areas.
- Climatic factors (slight and coupled with slight positive) because although the initiatives should reduce greenhouse gas emissions there is a potential for the initiatives to be associated with transport developments which are vulnerable to the effects of climate change e.g. within the floodplain.

8.5.3 In addition, 'no effect' was identified after mitigation for soil and geology, water, landscape and townscape, and noise and vibration.

*Promoting Economic Prosperity and Regeneration – measures listed as key actions*

8.5.4 The key areas of positive performance associated with the combined initiatives proposed are:

- Air quality (slight positive) because the actions should reduce congestion in Newport, increase travel choice, and the proportion of people using public transport, walking and cycling, encourages modal shift reducing the number of car trips and improve air quality.
- Climatic factors (moderate positive) because the actions should reduce greenhouse gas emissions.
- Population (slight positive) because the actions should increase access to public transport and to services and facilities.
- Material assets (slight positive) because the actions should improve the physical quality of the transport infrastructure on the Island.

8.5.5 The key area of negative performance is:

- Biodiversity, fauna and flora (slight negative) because it is uncertain as to whether the measures will include engineering works and therefore there is potential for adverse impacts to designated wildlife sites and other habitats and species.

8.5.6 In addition, 'no effect' was identified after mitigation for soil and geology, water, landscape and townscape, archaeology and cultural heritage, human health and safety, and noise and vibration.

*Improving Road Safety and Health – key actions which form basis of strategy*

8.5.7 The key areas of positive performance associated with the combined actions proposed are:

- Air quality (slight positive) because the actions should increase travel choice and have the potential to reduce car trips and improve air quality.
- Landscape and townscape (slight positive) because the actions should protect and enhance landscape and settlement character and the AONB and Heritage Coasts.
- Human health and safety (moderate positive) because the actions are likely to make the Island's roads safer and reduce accidents and increase opportunities for walking and cycling.
- Noise and vibration (slight positive) because the actions have the potential to promote low noise surfaces, and divert heavy goods vehicles from sensitive residential areas, and improve tranquility through limiting light spill.
- Population (slight positive) because the actions should increase access to public transport and to services and facilities.
- Material assets (slight positive) because the actions will improve the physical condition of the Island's transport infrastructure and has the potential to make use of recycled materials.

8.5.8 No areas of negative performance after mitigation were identified through the assessment.

8.5.9 'No effect' was identified after mitigation for soil and geology, water, biodiversity, fauna and flora, archaeology and cultural heritage and climatic factors.

*Improving Air Quality and the Environment – list of actions*

8.5.10 The key areas of positive performance associated with the combined actions proposed are:

- Air quality (slight positive) because the initiatives should reduce congestion in Newport, increase travel choice, and the proportion of people using public transport, walking and cycling, encourages modal shift reducing the number of car trips and improve air quality.
- Landscape and townscape (slight positive) because the actions should protect and enhance landscape and settlement character and the AONB and Heritage Coasts.
- Biodiversity, fauna and flora (slight positive) because the actions have the potential to maintain biodiversity.
- Climatic factors (slight positive) because the actions will limit greenhouse gas emissions and will work towards increasing amount of renewable fuels / technology used to power vehicles.
- Human health and safety (slight positive) because the actions will increase opportunities for walking and cycling.
- Noise and vibration (slight positive) because the actions have the potential to reduce noise from ports, reduce noise effects of transport and protect tranquil areas through reducing traffic.
- Population (slight positive) because the actions should minimize the impact of severance by sea, improve access to transport, services and facilities and access to the countryside.

8.5.11 No areas of negative performance after mitigation were identified through the assessment.

8.5.12 In addition, 'no effect' was identified after mitigation for soil and geology, water, archaeology and cultural heritage and material assets.

*Tackling congestion – list of measures*

8.5.13 The key areas of positive performance associated with the combined actions proposed are:

- Air quality (moderate positive) because the actions should reduce congestion in Newport, increase travel choice, and the proportion of people using public transport, walking and cycling, encourage modal shift reduce the number of car trips and improve air quality.
- Landscape and townscape (slight positive) because the actions have the potential to protect and enhance landscape and settlement character.
- Climatic factors (moderate positive) because the actions will limit greenhouse gas emissions.
- Human health and safety (slight positive) because the actions should make the Island's roads safer.
- Population (moderate positive) because the actions minimize the impact of severance by sea, should increase accessibility to transport and services and facilities and access to the countryside.

- Noise and vibration (slight positive) because the actions have the potential to reduce travelling and therefore potential to reduce noise and vibration from transport at ports, in the urban areas and in tranquil areas.

8.5.14 The key areas of potential negative performance are:

- Biodiversity, fauna and flora (moderate negative) because the actions have the potential to negatively affect designated sites and some BAP priority habitats and species.
- Archaeology and cultural heritage (slight negative) because the extension of cycleways and footways may pose a risk to the fabric and setting of some heritage sites and increasing access could result in more movement around the Island which might pose a risk to heritage sites.
- Climatic factors (moderate positive) because the actions have the potential to negatively affect the fabric and setting of some heritage sites and conservation areas.

8.5.15 In addition, 'no effect' was identified after mitigation for soil and geology, water, and material assets.

*Ensuring Effective Management*

8.5.16 The key areas of positive performance associated with the combined actions proposed are:

- Air quality (slight positive) because the actions should reduce congestion in Newport, increase travel choice, and the proportion of people using public transport, walking and cycling, encourage modal shift reduce the number of car trips and improve air quality.
- Climatic factors (slight positive) because the actions will limit greenhouse gas emissions.
- Human health and safety (slight positive) because the actions should make the Island's roads safer and should increase opportunities for walking and cycling.
- Population (slight positive) because the actions should improve accessibility to transport and facilities and services.
- Material assets (moderate positive) because the actions should improve the physical quality of the Island's transport infrastructure.

8.5.17 No areas of negative performance after mitigation were identified through the assessment.

8.5.18 In addition, 'no effect' was identified after mitigation for soil and geology, water, landscape and townscape, biodiversity, fauna and flora, archaeology and cultural heritage, and noise and vibration.

## 8.6 EFFECTS OF THE IMPLEMENTATION OF SCHEMES

8.6.1 The potential negative and positive effects of the schemes within this area with respect to the headline SEA criteria are presented individually within tables in Appendix E. A summary of the key areas of negative and positive effects of the schemes is provided below.

8.6.2 There are a number of common areas of negative effect which have emerged from the assessments. A number of the schemes proposed across the Island are likely to involve engineering works which will have the potential to adversely affect surface water run-off; water quality (for example through causing erosion and washing sediment into water courses); designated and undesignated habitats and species and unknown archaeological remains. Another key potential negative effect common to many of the schemes is on landscape and townscape due to schemes such as traffic calming and changes to junctions etc, the visual appearance of which has not been described within the LTP 2. This potential visual intrusion could also adversely affect built heritage such as conservation areas. However, as the visual appearance of these measures is not known, these affects could also be positive.

8.6.3 Some of the schemes could result in a reduction of noise and vibration in urban areas but at the same time could increase noise and vibration in more rural and tranquil areas due to, for example, the implementation of a strategic freight route which could increase HGV traffic on some rural roads.

8.6.4 There are a number of schemes in particular which have the potential for key negative effects. Park Road / Briddlesford Road Upgrade presents potential negative effects relating to biodiversity, water, soil and geology due to the engineering works likely to be required to widen the road. The scheme also performs poorly with respect to air quality because it will not limit traffic growth, reduce car trips or improve air quality. In addition, the scheme has the potential to increase noise and vibration levels in more tranquil areas by

facilitating greater volumes of HGV traffic along this road which passes through rural areas. Another scheme which has the potential for adverse effects is the Public Rights of Way network extension. The paths to be extended have not been explicitly identified and therefore major negative effects could occur with respect to biodiversity, fauna and flora (designated sites and other habitats and species) and designated and non-designated heritage sites. Finally, the construction of a cycleway along the east side of the River Medina has the potential for major negative effects with respect to biodiversity, fauna and flora because the river has recently been designated as a Special Area for Conservation. This designation is at a European level and could present the need for Appropriate Assessment.

8.6.5 However, in line with the provisional LTP 2 Five Year Strategy, most of the schemes have the potential to increase travel choice and provide greater opportunities for walking and cycling, limit traffic growth, reduce car trips, reduce emissions of greenhouse gases and improve air quality. Similarly, most of the schemes are also likely to improve access to public transport, services and facilities. Several of the schemes proposed should also improve the condition of the Island's transport infrastructure, which, if the proposals include resurfacing, should also improve safety. In addition, several of the schemes present the opportunity of enhancing built heritage, such as through reducing traffic congestion in Newport, and rerouting HGV traffic away from town centres.

## 8.7 EFFECTS OF THE BIDS

*Newport accessibility bid*

8.7.1 The key positive effects of this bid after mitigation are in relation to the following:

- Air quality (moderate positive) because the bid should reduce congestion in Newport, limit traffic growth, increase traffic choice, reduce the number of car trips and improve air quality.
- Landscape and townscape (minor positive) because the bid should improve the character of the town centre.
- Human health and safety (moderate positive) because the bid should improve safety and reduce accidents and increasing opportunities for walking and cycling in Newport.
- Population (major positive) because the bid will improve accessibility to transport, services and facilities.
- Material assets (moderate positive) because the bid will improve the physical quality of highways infrastructure in parts of Newport and has the potential to make use of recycled materials.

8.7.2 The key area of potential negative performance associated with this bid is:

- Noise and vibration (slight negative) because the bid has the potential to result in localised increases in noise and vibration due to construction work on junctions / paths etc

8.7.3 In addition, 'no effect' was identified after mitigation for soil and geology, water and climatic factors.

1.1.2 It should be noted that the assessment with regard to archaeology and cultural heritage is incomplete pending further information.

*West of Yarmouth major bid option 1 (engineering works)*

8.7.4 The key positive effects of this bid after mitigation are in relation to the following:

- Soil and geology (moderate positive) because the bid should reduce the risk to property and people from erosion and instability and it should avoid damage to the coastline or the loss of amenity through reinforcement of the existing sea defences and by not constructing new defences.
- Human health and safety (moderate positive) because the bid will make the Island's roads safer.
- Population (moderate positive) because the bid will maintain current access to transport and services and facilities.
- Material assets (moderate positive) because the bid will improve the physical quality of the Island's infrastructure and has the potential to use recycled materials.

8.7.5 The key areas of potential negative performance associated with this bid are:

- Biodiversity, fauna and flora (moderate negative) because the bid has the potential to damage designated sites through disturbance and change in hydrological regime due to drainage works.
- Climatic factors (moderate negative) because the bid will not reduce greenhouse gas emissions and due to the location the works could be at risk from vulnerability to the effects of climate change.
- Noise and vibration (slight negative) because noise and vibration effects are probable due to construction works and if traffic has to be rerouted near to sensitive receptors such as nursing homes near to roads etc.

8.7.6 In addition, 'no effect' was identified after mitigation for water and landscape and townscape, and air quality.

8.7.7 It should be noted that the assessment with regard to archaeology and cultural heritage is incomplete pending further information.

*West of Yarmouth option 2 ('do nothing')*

8.7.8 The key positive effects of this bid after mitigation are in relation to the following:

- Biodiversity, fauna and flora (slight positive) because the option will help maintain and conserve habitats.

8.7.9 The key areas of negative performance associated with this option are:

- Air quality (minor negative) because the option has the potential to increase congestion in Newport and it could affect local air quality in Yarmouth, Totland and Freshwater.
- Soil and geology (major negative) because the option will not reduce the risk to property and people from erosion and instability along the stretch of the A3054 which would be closed, and could result in the loss of amenity in this area if slumping continues.
- Landscape and townscape (moderate negative) because the option could increase traffic in rural areas including the AONB and Tennyson Heritage Coast, is not likely to conserve and enhance the AONB or Tennyson Heritage Coast.
- Climatic factors (slight negative) because the option will not reduce greenhouse gas emissions.
- Human health and safety (moderate negative) because the bid has the potential to make walking and cycling along some rural roads less attractive and less safe.
- Noise and vibration (moderate negative) because the option has the potential to negatively affect tranquil areas and increase noise and vibration in Totland and Freshwater.
- Population (moderate negative) because the option has the potential to decrease accessibility to public transport, decrease access to services and facilities located within Newport for residents in West Wight.
- Material assets (slight negative) because the option has the potential to lead to a more rapid deterioration of some non-principal roads.

8.7.10 In addition, 'no effect' was identified after mitigation for water.

8.7.11 It should be noted that the assessment with regard to archaeology and cultural heritage is incomplete pending further information.

## 8.8 EFFECT OF PLAN WITH BIDS

8.8.1 The provisional LTP 2 with the Newport accessibility bid is likely to result in significant positive impacts within Newport with respect to congestion and local air quality. The bid is also likely to improve accessibility to services and facilities for people within Newport and for people travelling to Newport from across the Island.

8.8.2 The West of Yarmouth bid should reduce the risk to people and property from erosion and instability and should avoid damage to the coastline or loss of amenity through reinforcement of the existing sea defences and by not constructing new defences. This bid will also maintain current levels of access (after

construction) but could potentially be associated with affects on a nearby designated nature conservation site and the location of this road on the coast could be vulnerable to the effects of climate change.

## 8.9 EFFECT OF PLAN WITHOUT BIDS

8.9.1 The provisional LTP 2 without the two major bids will 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, as the town acts like the hub of a wheel with many roads on the Island leading to it like spokes.

8.9.2 Without the West 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 (the 'do nothing' option).

## 8.10 CUMULATIVE EFFECTS

8.10.1 A number of potential cumulative effects have been identified within the worksheets and the assessment matrices presented in Appendix E. In addition an exercise has been undertaken to identify potential cumulative effects by considering all of the assessments together.

8.10.2 The following key potential cumulative effects have been identified with respect to:

- Potential adverse effects on water quality and increasing surface run-off due to the number of junction improvements, road widening, path extension schemes proposed.
- Potential adverse effects, e.g. damage, to heritage sites from increased visitors due to increasing access to the countryside, extending the public rights of way network and creating new cycle routes across the Island.
- Potential adverse affects to habitats such as hedgerows, potentially designated sites (although uncertain) and species due to several schemes proposed which are potentially adjacent to designated sites and other habitats and the wider countryside, plus increased movement across the Island could cause disturbance to species.
- Potential positive impacts on local air quality, particularly within Newport, where the combination of measures to tackle congestion and encourage modal shift could result in a cumulative improvement in local air quality.
- Potential positive impacts on accessibility due to the number of measures proposed to improve accessibility to public transport and to services and facilities, particularly within urban areas.

## 8.11 UNCERTAINTIES AND RISKS

8.11.1 The SEA is an iterative process, whereby the options and measures of the plan are revised to take into account the findings of the SEA. Assessments undertaken as a part of SEA are often subjective mainly due to the strategic level of data collected for the baseline, which is often qualitative as opposed to quantitative. This means that value judgements form a part of the assessment process. However, the worksheets and assessments matrices record the details which have led to decisions regarding the significance of effects.

8.11.2 Some outstanding issues also exist with respect to the LTP 2 development which affect the SEA, for example accessibility modelling. Therefore assumptions have had to be made as a part of the assessments and gaps in data identified.

8.11.3 The assumptions and uncertainties encountered whilst undertaking the assessments are shown within the worksheets and assessment matrices within Appendix E. The key assumptions and uncertainties that have been made throughout the appraisals are as follow:

- It has not been possible to consider future spatial development other than the range of options currently being considered for the LDF Core Strategy. A preferred option will not be identified until December 2005. LTP 2 needs to respond to the LDF as it emerges over the forthcoming years and therefore the Council has adopted a process which will allow the LTP 2 to be reviewed and amended periodically to respond to the policies within the LDF.

- Information regarding archaeological sites, Listed Buildings and Scheduled Monuments are held in the sites and monument record on the Isle of Wight. However this data is not available on GIS and therefore the locations of these sites have not been known when undertaking the assessments. The locations of Conservation Areas and Historic Parks and Gardens are known.
- There is no data relating to background noise and vibration levels which has created difficulty when assessing potential noise and vibration effects of the provisional LTP 2.
- Some aspects of the provisional LTP 2 that have been assessed have lacked detail such as location and extent of engineering works or likely appearance which has led to uncertainty regarding potential environmental effects. Some assumptions have been made in consultation between the consultants undertaking the assessments and the Transport Planning Team.

8.11.4 Some uncertainties, such as the data gap with regard to archaeology and cultural heritage will be addressed before the final LTP 2 and ER are prepared.

8.11.5 In addition to the assumptions and uncertainties mentioned above, the recent designation of Special Areas for Conservation (SAC) and Special Protection Areas (SPA) on the Island and in coastal areas surrounding the Island, such as the Solent, presents the potential risk of a requirement for Appropriate Assessment. Appropriate Assessment is undertaken to determine whether significant effects on SACs or SPAs are likely to occur as a result of proposed activities.

**CONSULTATION QUESTION**

- **Q2 ARE THE RESULTS OF THE ASSESSMENT OF EFFECTS ASSOCIATED WITH EACH OPTION ACCURATE?**

# 9 Mitigation

9.1.1 Mitigation measures for the sets of measures and the individual schemes are set out in the assessment worksheets and matrices within Appendix E.

9.1.2 In general the following mitigation has been suggested to improve the potential environmental effects of the LTP 2:

- The consideration of environmental impacts for major bids and schemes, such as the transport interchange improvements at Cowes and road widening schemes through Environmental Impact Assessment and NATA;
- Ensure transport engineering works are undertaken in accordance with the Isle of Wight Shoreline Management Plan;
- Consult with English Nature, Environment Agency and Isle of Wight Planning Liaison Group with respect to engineering works in instable areas;
- Work with Isle of Wight Planning Liaison Group to ensure that developments are located to reduce the need to travel;
- Ensuring measures to integrate biodiversity enhancements into final scheme designs are improved such as native planting alongside road widening schemes;
- Consult with Isle of Wight Council Ecology Officer to reduce impacts to biodiversity, fauna and flora;
- 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;
- Consult with the Environment Agency with regard to flood risk;
- Expand the discussion of environmental issues to cover a broader range of issues such as planning for climate change, instability, biodiversity etc within Section 5, I regarding *"Improving air quality and the environment"*;
- Ensure that street furniture such as bus stops and cycle parking fit in with local design statements and enhance rather than adversely affect the streetscape, especially within Conservation Areas;
- Ensure that infrastructure within the countryside especially within AONB, such as paths, styles, signs conform to the appropriate design guidance;
- 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;
- Ensure that any routing of traffic avoids the AONB, Heritage Coasts, conservation areas and sensitive areas such as residential as far as possible;
- Lighting technology installed should limit over-spill to protect the darkness of night-skies;
- More detail regarding the measures to promote the use of alternatives fuels should be included within the LTP2;
- Construction impacts should be considered and mitigation such as limiting surface water run-off and risk of pollution to watercourses and erosion; noise from engineering works;
- Limit noise pollution through low noise surfacing, noise attenuation measures in new schemes in the future;
- Develop a LTP 2 target for the use of recycled materials within transport engineering works.

**CONSULTATION QUESTION**

- Q3 ARE THE MITIGATION MEASURES PROPOSED SOUND AND REALISTIC? SHOULD ANY OTHER MITIGATION MEASURES BE CONSIDERED?

# 10 Summary and Conclusions

10.1.1 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.

10.1.2 A few areas of potential conflict exist which are in relation to air quality, biodiversity, fauna and flora, soil and geology, water, archaeology and cultural heritage and this conflict is either due to the potential for the objectives or vision to result in engineering works or to increase motorised movements across the Island. However, the compatibility analyses have examined each of the objectives etc individually but if these were more interconnected there might be more compatibility with the SEA criteria. For example, *"The road infrastructure on the Island will be maintained to good standards, and will assist the public transport network using it."* potentially conflicts with the SEA criteria for soil and geology, water, biodiversity, fauna and flora, archaeology and cultural heritage and noise and vibration due to the potential affects of maintenance works. However, if the objective were clearly linked to an objective which at the same time aims to protect soil and geology, water, biodiversity, fauna and flora, archaeology and cultural heritage and avoid adverse noise and vibration effects the statement would be more compatible with the SEA criteria.

10.1.3 The assessments of the two key strategic options has shown that the 'Plan with bids' option is likely to result in significant positive impacts within Newport with respect to congestion and local air quality. The option is also likely to improve accessibility to services and facilities for people within Newport and for people travelling to Newport from across the Island. The West of Yarmouth bid should reduce the risk to people and property from erosion and instability and should avoid damage to the coastline or loss of amenity through reinforcement of the existing sea defences and by not constructing new defences. This bid will also maintain current levels of access (after construction) but could potentially be associated with affects on a nearby designated nature conservation site and the location of this road on the coast could be vulnerable to the effects of climate change.

10.1.4 The 'Plan without bids' option will 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, Without the West 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.

10.1.5 Assessments have been undertaken on the variety of measures and schemes proposed within the provisional LTP 2. The measures and schemes are themselves options for achieving the five year strategy objectives. These assessments have identified potential negative affects with respect to soil and geology, water, biodiversity, fauna and flora, archaeology and cultural heritage and noise and vibration. However, in line with the provisional LTP 2 Five Year Strategy, most of the schemes have the potential to increase travel choice and provide greater opportunities for walking and cycling, limit traffic growth, reduce car trips, reduce emissions of greenhouse gases and improve air quality. Similarly, most of the schemes are also likely to improve access to public transport, services and facilities. Several of the schemes proposed should also improve the condition of the Island's transport infrastructure, which, if the proposals include resurfacing, should also improve safety. Several of the schemes also present the opportunity of enhancing built heritage, such as through reducing traffic congestion in Newport, and rerouting HGV traffic away from town centres.

10.1.6 Mitigation has been proposed to reduce environmental impacts and enhance proposals where possible. This mitigation set out in Section 9, should be applied to the final LTP 2 and to later stages of schemes i.e. when paths for extension are identified and scheme designs are developed.

# 11 Implementation

11.1.1 This section addresses the next stage of the SEA, after the preparation of the final ER and adoption of the final version of the LTP 2. This stage requires that the environmental effects of the LTP 2 are monitored and appropriate remedial action is taken if any adverse effects are identified.

## 11.2 PROPOSALS FOR MONITORING

11.2.1 Indicators for measuring the environmental effects of the LTP 2 are proposed within the SEA framework in Appendix D. The full monitoring strategy which will include details regarding the frequency of monitoring will be included within the final version of the ER.

11.2.2 The monitoring should be based on the significant negative and positive effects identified through the SEA. These may change after the consultation on the ER and provisional LTP 2 is completed. The set of indicators used for the monitoring of the environmental effects of the LTP 2 may also change in response to changes to the LDF Sustainability Appraisal Framework which will continue to evolve after the LTP 2 is adopted.

11.2.3 At present it is proposed that monitoring will be required for the following SEA criteria:

- Air Quality
- Soil and Geology
- Water
- Landscape and townscape
- Biodiversity, fauna and flora
- Archaeology and cultural heritage
- Climatic factors
- Human health and safety
- Population
- Material assets

11.2.4 Therefore, the only SEA criterion which it is currently proposed is not a significant issue is noise and vibration.

**CONSULTATION QUESTION**

**Q4 WILL THE PROPOSED MONITORING PROGRAMME ENABLE THE ENVIRONMENTAL EFFECTS TO BE MEASURED EFFECTIVELY IN THE COURSE OF THE IMPLEMENTATION OF THE LTP2? WILL YOU OR YOUR ORGANISATION BE ABLE TO ASSIST WITH MONITORING, BY PROVIDING DATA ON THE EFFECTS OF THE LTP2 IDENTIFIED IN THE MONITORING PROGRAMME?**

# Appendix A Consultation Responses

### SEA Scoping Report Consultation Responses

| ORGANISATION | SUMMARISED COMMENTS ON THE SEA SCOPING REPORT | RESPONSE TO COMMENTS |
|---|---|---|
| English Nature | EN would have expected to receive the SEA Scoping Report prior to receipt of the provisional LTP2, however this has not been the case. | The provisional LTP 2 is available for comment alongside the Environmental Report. The SEA is an iterative process and the Council will ensure that environmental considerations and recommendation of the SEA assessments will be integrated into the LTP 2. |
| | An important objective for the LTP2 is to plan for land instability issues such as those recently encountered on the A3055 and A3054. EN no longer accepts short-term solutions to these issues. | There is potential conflict between the LTP 2 and instability issues, due to the nature of geomorphology and other natural processes on the Island and the location of some of the Island's roads on the coast. The SEA has also highlighted this conflict. |
| | The comments on the Scoping report are in line with those provided on the Core Strategy Scoping Report, recognising the relationship between these two documents. A copy of the Core Strategy Scoping Report response is enclosed. | No comment required. |
| | A CD entitled 'SEA and biodiversity' and leaflet entitled 'Environmental Quality in Spatial Planning' were enclosed. | We are grateful for a copy of this guidance and have taken into account in formulating this report. |
| | Scope: Biodiversity also includes geology, geological processes, coastal processes and hydrology and a broad overview should mention the processes as these can be seriously affected by transportation. | The links between the SEA Headline Criteria / topics are shown on the SEA Framework. |
| | A list of other relevant documents which may be applicable. | The review of additional documents has focused solely on policies, plans and programmes. Legislation, statutory guidance and best practice guidelines fall outside the scope of this SEA. The following documents have been added to the policy context review: The Sixth Environmental Action Programme of the European Community (2001-2010), PPG 7, Amsterdam Treaty, Cardiff Process, and the Rural White Paper, Our Countryside: The future – A Fair Deal for Rural England, November 2000. |
| | The effect of noise and vibration from changes as part of the LTP on Biodiversity should be considered. | We agree that this is an important issue and have taken this into account. However, it has been difficult to identify means by which a sub-criterion would be measurable.. |
| | The LTP should reflect how changing climatic factors that are affecting the coast and ecological processes can be taken into consideration by using existing data. | The SEA has assessed how the LTP 2 addresses vulnerability to climate change and through it's recommendations will endeavour to better integrate a response to the effects of climate change into the LTP 2 |

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| | Baseline figures use for designated sites are incorrect and should be revised in line with figure provided for the Core Strategy Scoping report.<br>For other comments relating to the biodiversity, fauna and flora baseline date, trends, gaps and issues reference is made to the Core Strategy Scoping Report response. Also, no projection has been made to future condition of designated sites through the life of the LTP. | Baseline figures will be revised in line with figures received previously.<br><br>Consultation response received in relation to the Core Strategy Scoping report dated 19 August 2005 has been considered and recommendations taken on board by the SEA with respect to baseline data, data gaps, trends and issues.<br><br>Currently awaiting data from EN regarding future condition of designated sites. |
| | Recommends an audit of current transport links to and on the Island in relation to land stability, processes and geology should be conducted. | The Council has noted this recommendation. |
| | Access to and provision of biodiversity and open space is key to peoples health and well being. The strategy should include baseline data of current distances to the above and how biodiversity and open space and peoples' use of it may be enhanced by the LTP. | Access to the countryside has been added to the SEA Framework. Data regarding current distances to open space is not available. The LTP's influence over people's use of biodiversity is limited but the SEA Framework includes a sub-criterion to maintain and enhance biodiversity and the variety of habitats on the Island. |
| | The maintenance and creation of bridges and how the LTP may effect hydrology of important wetland sites will be a key component of the SEA. | This has been considered within the SEA assessments |
| | Appraisal criteria:<br>Soil and geology should also include no loss of extent of areas important for geological processes.<br><br>Water should include that no increased level of coastal protection (other than that agreed in the shoreline management plan) is necessary for any strategic plans.<br><br>Biodiversity, fauna and flora should include indicators that measure loss (including indirect) and gain. Specific examples can be seen on previous core strategy scoping response. | The recommendations regarding appraisal criteria have been used to further develop the SEA Framework |
| | The appraisal matrix is a good way to display various options against the criteria. | No comment required. |
| | For structure of the ER reference is made to Strategic Environmental Assessment and Biodiversity: Guidance for practitioners CCW, EN, EA, RSPB June 2004 for best practice advice EN advocates for ERs. | We are thankful for the advice regarding the structure of the ER but the structure of the ER will largely by drawn from the ODPM Sustainability Appraisal Guidance 2005. |
| **English Heritage** | Keen to ensure that the protection of the historic environment is taken fully into account at all stages and levels of the transport planning process. | Protecting the historic environment is included within the SEA Framework |
| | The overall aim of the appraisal process should be to avoid or minimise any adverse effects and to maximise potential benefits for the historic environment. | Agreed with respect to the historic environment. |
| | The appraisal process should consider all designated historic assets including the site and setting of Scheduled Monuments and other nationally important remains, Listed Buildings (Grades I, II*, and II), Conservation Areas, Registered Parks and Gardens of Special Historic Interest. | This is included within the SEA Framework. |
| | Potential impacts on non-designated features of local historic interest and value are fully considered | This has been added to the SEA Framework. |
| | In a wider context urban characterisation and historic landscape characterisation studies should be used, where available, to help assess the potential impacts of major schemes, and the cumulative effects of smaller scale projects, on the character of the local townscape and landscape. | Where projects have been geographically defined it is recommended that these studies are consulted if available. In many instances this level of detail will only be applicable at the project level rather than the strategic level (i.e. SEA) |
| | It should be emphasised that for proposals involving land take there could be | This has been considered within the appraisal process. |

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| | potential impacts on unrecorded archaeological sites or remains, and this should be factored into the appraisal process. In particular this is relevant for schemes located within river valleys, which can retain important organic archaeological remains and other features of historic interest. | |
| | In preparing a LTP it should be clearly recognised that schemes associated with traffic calming and management can adversely affect the character and appearance of historic features and areas through the introduction of poorly designed and sited infrastructure and signage, and the use of inappropriate materials. These issues are applicable to rural settlements as well as larger urban areas, and the wider countryside. In the design and implementation of all transport schemes, the underlying aim should be to ensure that the proposed measures are integrated sensitively into the surrounding townscape or landscape so that local character is reinforced, rather than eroded.<br>The cumulative impact of smaller scale projects on the character and appearance of an area can often be as damaging as larger scheme | These comments have been taken into account within the assessments and when proposing mitigation. |
| | It is recommended that LTPs should incorporate overarching design principles. General design principles should aim to ensure that all proposed programmes and schemes respect and seek to enhance the character, appearance and local distinctiveness of urban and rural areas. | This will be considered as a mitigation measure to improve the performance of the LTP 2 with respect to landscape and townscape and archaeology and cultural heritage. |
| | Suggest deletion of 'Sustaining the Historic Environment' and inclusion of 'The Historic Environment: A Force for Our Future' DCMS, (Dec. 2001). English Heritage has produced guidance on 'Transport and the Historic Environment' (2004) and this may be viewed on the following website www.helm.gov.uk . You may also wish to consider another English Heritage document 'Coastal Defence & the Historic Environment' (2003), also available via the Helm website. | 'Sustaining the Historic Environment' has been deleted. The guidance documents will be reviewed. |
| | It is essential that wherever practicable, the location of development is informed by the prior assessment of potential impacts upon the historic environment so that significant impacts may be avoided in the first instance, and failing this, mitigation as the next best course of action. | This is noted and will assist the SEA recommendations. |
| | It is important that the settings of the various designations are taken into account in the framework. The archaeology & cultural heritage criterion should provide for locally important historic buildings for consistency with the UDP | The framework has been updated to reflect this comment. |
| Environment Agency | The LTP should only assess those factors which are likely to have a significant effect on the environment especially when setting indicators and targets for objectives. Any objectives should be SMART (specific, measurable, achievable, realistic and timebound). | This comment has been taken into consideration in the further development of the SEA Framework. |
| | The EA agree that the broad scope of the SA is appropriate to the Isle of Wight. Provided a copy of internally produced criteria which highlights the issues the EA feel are important for SEA in this area. | These criteria have been reviewed and incorporated into the SEA framework where appropriate. |
| | The EA have provided a list of documents which should also be referred to in Section 2. | The following additional documents will be reviewed: NE Coastal Defence Strategy Study; Sandown Bay and Undercliff Coastal Defence Strategy Study; Bembridge Harbour and E Yar Coastal and Fluvial Strategy Study; West Wight Coastal Defence Strategy Study; IoW Environmental Mitigation Study. All other documents recommended have already been reviewed. |
| | In general the baseline data is appropriate to the core strategy although some data sources are missing, which have been detailed separately. Additional data recommendations relate to groundwater protection zones; river and estuary water quality; Flood Zone maps; and SACs. | Data on estuary and river water quality after 2002 has been requested and will added to the description of baseline conditions if it is received. Flood zone maps have been sent to local authorities in October 2005 and will be reviewed. The area covered by the designation of cSAC will be updated with that of SAC. Briddlesford Copse and the Downs have been noted within the baseline. |
| | Section 4.1.9 – there is a significant increase in traffic volume during the school | This has been added to the baseline. |

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| | Section 4.7.7 – the EA would query the number of sites producing recycled aggregates. Knighton Sandpit, Duxmore Quarry and Bardon Vectis (Blackwater site) may all be producing recycled aggregates. | The availability of data regarding aggregates on the Island is very limited. We are unaware of any other available data but this query has been noted. |
| | Section 4.7.15 – This section should read "Past industrial activity presents the potential for **land contamination** on brownfield sites". | This has been amended. |
| | Section 4.11.1 – This Section should read "Runoff from roads and car parks can contain pollutants which could find their way into surface water and **groundwater systems**". | This has been amended. |
| | Section 4.11.13 – It should be noted that numerous groundwater pollution incidents have occurred on the Island over the past few years. These incidents mostly relate to spillages of oil to ground. There is also an issue where a public water source has had to install treatment due to contamination of surrounding groundwater by pesticides. | This has been added to the baseline |
| | Transport infrastructure can lead to contamination of groundwater resources both during construction and subsequent operation. This is a particular issue on the Island due to it's high level of reliance on groundwater for public water supplies. | This issue has been added to the baseline and has been considered in the assessments. |
| | Section 4.10.4 – Omits Ryde pierhead – Portsmouth "Fastcat" foot passenger ferry service | This has been amended |
| | Section 4.10.11 –This data refers to collected household waste only. | This data reflects the available data regarding waste management on the island at that time. |
| | Section 4.10.17 – This is the case with the exception of bonded cement asbestos products. The term "hazardous waste" as used may now be inaccurate in view of new Hazardous Waste Regulations. | The baseline has been amended and the comment noted. |
| | Section 4.11.0 – The EA would question the accuracy of this statement. | Uncertainty regarding this comment. There is no Section 4.11.0 within the Scoping report. Assume this is a typing error and should be Section 4.11.10 regarding discharges and will check the data source. |
| | Section 4.11.3 – There are a number of designated main rivers which are mentioned in more detail through table 4.5 of the report | Baseline has been amended. |
| | Section 4.1..13 – Should the (on-going) bentazone contamination of Southern Water's potable water supply source at Niton Manor Farm qualify as a major contamination incident? | This has been added to the baseline. |
| | Section 4.11.17 – include East Cowes as suffering from seasonal odour problems due to seaweed. | Baseline has been amended. |
| | Question 6<br>We agree that these are the key environmental issues for each criteria of relevance to transportation on the Isle of Wight. | No comment required. |
| | Suggest further emphasis be placed on the relationship between tourism and transport and the impact of boating on the environment. | The relationship between tourism and transport and the impact of boating on the environment has been considered through the assessments. |
| | A clearer link should also be made with regards to the potential effect of transport plans on the environmental issues identified in Section 4. Refers to an enclosed Transport Pack check list for further details. | A purpose of the SEA is to identify environmental impacts of the plan. The assessments are presented within the ER. |
| | Question 7<br>The EA would look to see a focus on promoting alternative ways of travelling to tourist destinations than cars. | The SEA Framework includes criteria to increase travel choice and the proportion of people using public transport, cycling and walking and to reduce number of car trips |
| | Would like to see discussion on land use planning and it's effect on transport behaviour | We feel that the relationship with transport and land use planning has been adequately discussed within the ER. |
| | The Plan should promote Green Transport Plans to employers and further consider the transport of materials by industry. | An indicator relating to workplace travel plans are included within the SEA Framework. The LTP 2 considers produce miles. |
| | Ask that you consider the effect of busy roads on communities. | Baseline data was sought on the effects of busy roads on communities |

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| | | but no incidences of this were identified on the Island |
| | Government target has a target that “By 2010 all schools in England should have active travel plans” | Target has been added to the SEA Framework. |
| | The issue of impact on the transport infrastructure on flood risk and the impact of flooding on transport infrastructure should be identified more clearly and not just in table 5.1. | We feel that these issues have been discussed in more detail within the ER. |
| | We do not consider that any issues need to be removed. | No comment required. |
| | Question 8<br>In general the appraisal criteria and indicators are suitable for the Isle of Wight. | No comment required. |
| | Table 5.1 – BAP habitats and species should be highlighted in the issues from baseline section. Biodiversity should be in the appraisal sub-criteria. Most BAPs also aim to increase their number or extent. | SEA Framework has been amended although it should be noted that the LTP 2 will have limited opportunity to directly increase the extent of BAP habitats unlike some land use plans. |
| | Question 9<br>No comments | No comment required. |
| | Question 10<br>Yes the structure is appropriate and easy to follow | No comment required. |
| | Section 4.11 – Under issues: The EA has been working and continues to work hard to improve the quality of surface water throughout the Island. | We feel that the baseline data shows that surface water quality has improved. We do not feel that this comment can be described as an ‘issue’. |
| | Section 4.11.1: There is no mention of the fact that additional highway works may give rise to quantitative increase in run-off. We would expect to see that no such works should detrimentally affect the rate of run-off to receiving watercourses. | The SEA Framework has been amended to include a sub-criterion to ensure that highways works do not give rise to increases in surface run-off |

# Appendix B Relevant Policies, Programmes, Plans And Strategies

This appendix provides a summary of relevant international, national and local policies, plans, programmes and strategies which could influence the LTP 2. The documents listed below have been reviewed and the relevant details are shown in the table below.

**International Documents**

- Agenda 21, 1992, United Nations [1]
- Convention on Biodiversity, 1992 [2]
- Kyoto Protocol, 1997 [3]
- European Biodiversity Strategy, 1998 [4]
- EU Sixth Environmental Action Plan, 2002 [5]
- The Cardiff Process of environmental Integration, unpublished [6]

**National Documents**

- Securing the Future- The UK Government Sustainable Development Strategy, 2005 [7]
- Air Quality Strategy, 1997, updated 2000, amended 2002, DEFRA [8]
- UK Biodiversity Action Plan, 1994 [9]
- Community Strategy – Local Government Act, 2000 [10]
- Energy White Paper, 2003 [11]
- Sustainable Communities Plan, 2003 [12]
- Transport Strategy, 2000 [13]
- PPS 1: Delivering Sustainable Development, 2005 [14]
- PPS 7: Sustainable Development in Rural Areas, 2004 [15]
- PPS 9: Bio-diversity and Geological Conservation, 2004 [16]
- PPG 10: Planning and Waste Management, 1999 [17]
- Draft PPS 10: Planning for Sustainable Waste Management, 2004 [18]
- PPG 13: Transport, 2002 [19]
- PPG 14: Development on unstable land, 1990 with annex 1996 [20]
- PPG 15: Planning and the Historic Environment, 2002 [21]
- PPG 16: Archaeology and Planning [22]
- PPG 17: Planning for Open Space and Recreation, 2002 [23]
- PPG20: Coastal Zone Protection and Planning, 1992 [24]
- PPS 22: Renewable Energy, 2004 [25]
- PPS 23: Planning and Pollution Control, 2004 [26]
- PPG 24: Planning and Noise, 2001 [27]
- PPG25: Development and Flood Risk, 2001 [28]

- The Urban White Paper, Our Town and Cities: the future, 2000 [30]
- A New Commitment to Neighbourhood Renewal - National Strategy Action Plan, 2001 [31]
- Sustainable Communities Plan, 2003 [32]
- The First Soil Action Plan for England 2004 – 2006, 2004 [33]
- Taking to the Water: English Heritage's Initial Policy for The Management of Maritime Archaeology in England, English Heritage, 2002 [34]
- England's Coastal Heritage: policy statement by English Heritage, 1996 [35]
- The Rural White Paper, Our Countryside: The Future – A fair Deal for Rural England, 2000 [36]

**Regional Documents**

- South East Regional Transport Strategy *From Crisis to Cutting Edge*, 2004 [37]
- Regional Planning Guidance (RPG 9) for the South East, 2001-2016 [38]
- The South East Plan, Consultation Draft, 2005 [39]
- The South East Plan, Consultation Draft: The Isle of Wight Special Policy Area [40], 2005
- Sustainability Appraisal Report for the South East Plan [41]
- Integrated Regional Framework, A Better Quality of Life in the South East, 2004 [42]
- Regional Economic Strategy for the South East 2002-2012 [43]
- Area Investment Framework: Overview of Investment Priorities and Forward Strategy, 2002 [44]

**Local Documents**

- Community Strategy (Island Futures), 2002 [45]
- The Agenda 21 Strategy for the Isle of Wight, 2000 [46]
- Isle of Wight Area of Outstanding Natural Beauty Management Plan 2004-2009, 2004 [47]
- The Isle of Wight Catchment Management Strategy, 2004 [48]
- Medina Estuary Management Plan- a strategic framework, revised 2000 [49]
- The Western Yar Management Plan, revised 2004 [50]
- Isle of Wight Coast Shoreline Management Plan: Volume 2 Management Strategy, 1997 [51]
- Draft Tourism Development Plan, 2005 [52
- Powering the Island through Renewable Energy, A Renewable Energy Strategy for the Isle of Wight to 2010, 2002 [53]
- Arts Strategy 2002-2007, 2001 [54]
- Corporate Plan 2002-2005, 2002 [55]
- Crime and Disorder Strategy 2002-2005, 2002 [56]
- Cultural Strategy 2004-2008, 2004 [57]
- Education Development Plan, 2003 [58]
- Empty Property Strategy, 2003-2006, 2002 [59]
- Equality and Diversity Policy, 2002 [60]
- Hampshire and Isle of Wight Local Delivery Plan, 2003-3006 [61]
- Housing Needs Survey, 2003 [62]

- Housing Strategy 2004-2009 [63]
- Race Equality Scheme, 2003 [64]
- A Rural Strategy for the Isle of Wight, 2002 [65]
- Schools Organisation Plan, 2003 [66]
- Social Inclusion Strategy 2001- 2005 [67]
- Isle of Wight Unitary Development Plan 1996-2011 [68]
- Local Transport Plan 2001-2006 (and Annual Monitoring Report, 2004) [69]
- Isle of Wight Biodiversity Action Plan, ongoing [70]

## Policy Review Table

| | Policy/Programme/Plan/Strategy | Objectives / requirement relevant to SEA | Consistency with provisional LTP 2 | Action for SEA |
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| | **INTERNATIONAL DOCUMENTS** | | | |
| 1 | Agenda 21, 1992, United Nations | Commits the Government to work towards sustainable development in partnership with local authorities, businesses, the voluntary sector and local communities, producing Local Agenda 21 (LA 21) documents. | The LTP2 is consistent with Agenda 21; it is moving in the same direction towards achieving sustainable development. | Ensure the SEA Framework includes appropriate sustainable development objectives. |
| 2 | Convention on Biodiversity, 1992, United Nations Environment Programme | Sets out commitments for maintaining the world's ecological resources throughout the process of economic development. Articles requires Contracting Parties to develop national strategies, plans or programmes for the conservation and sustainable use of biological diversity. | The LTP2 is potentially consistent with this document as the aims of the provisional LTP 2 are conducive to protecting the environment although conflict may exist with biodiversity depending on how the LTP 2 is implemented. | Ensure the SEA Framework includes appropriate objectives to protect and enhance biodiversity. |
| 3 | Kyoto Protocol, 1997, United Nations Framework Convention on Climate Change | The UK's target is to cut its emissions by 12.5% below 1990 levels by 2008-2012, and in particular cut the UK's CO2 emissions to 20% below 1990 levels by 2010. | The LTP is consistent with the Kyoto Protocol as it aims to limit emissions and improve air quality. | Include target within SEA Framework and ensure Framework includes appropriate objectives to limit CO2 emissions. |
| 4 | European Biodiversity Strategy, 1998, European Commission | Aims to anticipate prevent and attack the causes of significant reduction or loss of biodiversity at the source. This will help both to reverse present trends in biodiversity decline and to place species and ecosystems, including agro-ecosystems, at a satisfactory conservation status, both within and beyond the territory of the European Union. | The LTP2 is potentially consistent with this document as the aims of the provisional LTP 2 are conducive to protecting the environment although conflict may exist with biodiversity depending on how the LTP 2 is implemented. | Ensure the SEA Framework includes appropriate objectives to protect and enhance biodiversity. |
| 5 | Sixth Community Environment Action Plan, 2002, European Commission | Identifies four environmental areas to be tackled for improvements:<br>- Climate Change;<br>- Nature and Biodiversity;<br>- Environment and Health and quality of life; and<br>- Natural Resources and Waste. | The provisional LTP 2 is potentially consistent with this document as the aims of the provisional LTP 2 are conducive to improving the environment. | Ensure that the four environmental areas are included within the SEA Framework. |
| 6 | The Cardiff Process of Environmental Integration, unpublished, The Cardiff European Council | Article 6 of the Amsterdam Treaty (1997) states that; Environmental protection requirements must be integrated into the definition and implementation of the Community policies and activities referred to in Article 3, in particular with a view to promoting sustainable development. | The provisional LTP 2 will be consistent with the Cardiff Process as the SEA has been undertaken to ensure environmental considerations are integrated within the development of the Plan. | Ensure that environmental considerations are integrated within the development of the LTP 2. |
| | **NATIONAL DOCUMENTS** | | | |
| 7 | Securing the Future- The UK Government Sustainable Development Strategy, 2005, Department for the Environment, Food and Rural Affairs (DEFRA) | Details the priorities and principles that are to be adopted to move further towards the goal of sustainable development. The revised key sustainable development objectives for the UK are:<br>- Living within Environmental Limits<br>- Ensuring a Strong Healthy and Just Society<br>- Achieving a Sustainable Economy<br>- Promoting Good Governance<br>- Using Sound Science Responsibly | The LTP2 is consistent with these objectives; it is moving towards achieving sustainable development. | Ensure that these objectives are incorporated within the SEA Framework. |
| 8 | Air Quality Strategy, 1997, updated 2000, amended 2002, , Department for the | Local Authorities are required to carry out periodic reviews of air quality in their area, the strategy sets objectives for eight main air pollutants to protect health, vegetation and ecosystems. | The provisional LTP 2 is consistent with the Air Quality Strategy as it aims to limit emission and improve air | Ensure that the SEA Framework includes objectives to limit emissions and improve air quality. |

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| | Environment, Food and Rural Affairs (DEFRA) | | quality. | |
| 9 | Biodiversity Action Plan, 1994, UK Biodiversity Partnership | Published in response to Article 6 of the United Nations Convention on Biological Diversity agreed at Rio in 1992, the Plan commits the Government to conserve and, where possible, enhance biodiversity within the UK. | Potential conflict if the LTP 2 were to propose major transport developments / engineering works, however this is unlikely. The LTP needs to respond to the Biodiversity Action Plan by ensuring that any potential impacts on biodiversity are avoided. | The SEA needs to ensure that any potential impacts on biodiversity are avoided. |
| 10 | Community Strategy – Local Government Act, 2000, Office of the Deputy Prime Minister | Places a duty on local authorities to produce a community strategy promoting the social, economic and environmental well-being of their areas and contributing to the achievement of sustainable development in the UK. | The provisional LTP 2 is consistent with this Community Strategy as they are both conducive to sustainable development. | Ensure the SEA Framework includes appropriate sustainable development objectives. |
| 11 | Energy White Paper, 2003 | The white paper defines the Government's long-term strategic vision for an energy policy combining environmental, security of supply, competitiveness and social goals. | The provisional LTP 2 aims to support alternative fuels and is therefore, consistent with the Energy White Paper. | Ensure SEA Framework includes objective relating to alternative fuels. |
| 12 | Sustainable Communities Plan, 2003, Office of the Deputy Prime Minister | The Plan sets out the Government's long-term vision to address the inequalities in many of our communities, in order to raise the quality of life and respect the needs of present and future generations. | The provisional LTP 2 is consistent with the Sustainable Communities Plan as it aims to improve access. | Ensure that objectives within the SEA Framework aim to improve access for all to services and facilities. |
| 13 | Transport Strategy, 2000, Department of Transport- Office of the Deputy Prime Minister | The Government's integrated transport strategy which explains the need to extend choice and secure mobility in a way that supports sustainable development. | The provisional LTP 2 is consistent with the Transport Strategy. | Ensure the SEA Framework includes objectives to improve transport choice and accessibility. |
| | Planning Policy Guidance Notes: Sustainable development policies are embodied in a range of Government Planning Policy Guidance Notes (to be replaced by Planning Policy Statements under the new planning regime). | | | |
| 14 | PPS 1: Delivering Sustainable Development, 2005, Office of the Deputy Prime Minister | Sustainable communities need sufficient, quality housing to meet the needs of the community, a flourishing local economy supported by adequate infrastructure, a high quality, safe and healthy local environmental, and the amenities and sense of space and place to support a diverse and vibrant local culture. | The provisional LTP 2 is consistent with this PPS as it's purpose is to maintain and deliver adequate transport infrastructure and to increase access. | Ensure that the SEA Framework incorporates appropriate sustainable development objectives. |
| 15 | PPS 7: Sustainable Development in Rural Areas, 2004, Office of the Deputy Prime Minister | PPS 7 provides guidance on how development should be undertaken in rural areas through considering sustainable development principles:<br>- Accessibility should be a key consideration in all development decisions. Most developments which are likely to generate large numbers of trips should be located in or next to towns or other service centres that are accessible by public transport, walking and cycling, in line with the policies set out in PPG13, Transport. Decisions on the location of other developments in rural areas should, where possible, give people the greatest opportunity to access them by public transport, walking and cycling, consistent with achieving the primary purpose of the development.<br>- All development in rural areas should be well designed and inclusive, in keeping and scale with its location, and sensitive to the character of the countryside and local distinctiveness. | This LTP is consistent with this PPS as it aims to increase accessibility and work in partnership with town planners. | Ensure that the SEA Framework incorporates appropriate objectives with respect to accessibility and landscape particularly in more rural areas. |
| 16 | PPS 9: Biodiversity and Geological Conservation, 2004, Office of the Deputy Prime Minister | Sets out polices to guide the management and protection of biodiversity and geological conservation. Adopts the Governments principles on biodiversity and sustainable development and describes the international, national and local designations that are enforced to protect biodiversity, for example, Sites of Special Scientific Interest. It emphasis | Potential conflict if the LTP 2 were to propose major transport developments / engineering works, however this is unlikely. The LTP needs to respond to PPS 9 by | The SEA needs to ensure that any potential impacts on biodiversity and geological sites and processes are avoided. Ensure that the Framework incorporates appropriate objectives. |

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| | | that any development should not compromise habitat or species protection. | ensuring that any potential impacts on biodiversity and geological sites and processes are avoided. | |
| 17 | PPG 10: Planning and Waste Management, 1999, Office of the Deputy Prime Minister | PPG 10 sets out the general policy context for waste management and the criteria for siting waste facilities, emphasising the increasing importance of achieving sustainable waste management. | This provisional LTP 2 is potentially consistent with this PPG. The provisional LTP 2 relates to waste management through managing the transportation of waste, minimising trips and use of materials in highways maintenance and other transportation works. | Ensure the SEA considers transportation of waste and use of materials. |
| 18 | Draft PPS 10: Planning for Sustainable Waste Management, 2004, Office of the Deputy Prime Minister | Seeks to promote sustainable development by protecting the environment and human health by producing less waste, and using it as a resource wherever possible. | This provisional LTP 2 is potentially consistent with this draft PPS. The LTP 2 relates to waste management through managing the transportation of waste, minimising trips and use of materials in highways maintenance and other transportation works. | Ensure the SEA considers transportation of waste and use of materials. |
| 19 | PPG 13: Transport, 2002, Office of the Deputy Prime Minister | Seeks to reinforce the message that there must be greater integration of planning and transport in order to promote more sustainable transport choices and reduce the need to travel, especially by private car. | The provisional LTP 2 is consistent with the PPG as it aims to promote more sustainable transport choices, reduce the need to travel by car and work in partnership with town planners to achieve greater integration of transport with town planning. | Ensure the SEA includes promoting more sustainable transport choices, reducing the need to travel by car and integration of transport with town planning. |
| 20 | PPG 14: Development on unstable land, 1990 with annex 1996. | PPG 14 provides guidelines principally to advise local authorities, landowners and developers on the planning controls over the development on land which is unstable or is potentially unstable. The developer needs to determine whether;<br>- the land is capable of supporting the loads to be imposed;<br>- the development will be threatened by unstable slopes on or adjacent to the site;<br>- the development will initiate slope instability which may threaten its neighbours;<br>- the site could be affected by ground movements due to natural cavities; and<br>- the site could be affected by ground movements due to past, present or foreseeable future mining activities. | This provisional LTP 2 is potentially in conflict with this PPG as some Island roads are in instable areas. The LTP 2 needs to consider land instability as an issue. | Ensure the SEA incorporates the need to protect people and property from ground instability. |
| 21 | PPG 15: Planning and the Historic Environment, 2002, Office of the Deputy Prime Minister | PPG 15 outlines Government policies for the identification and protection of historic buildings, conservation areas and other elements of the historic environment. | The provisional LTP 2 is potentially in conflict with this PPG depending on how it is implemented. The LTP 2 will need to respond to PPG 15 and ensure that the need to protect the historic environment can be integrated with the aims of the LTP 2. | Ensure the SEA incorporates protection of historic buildings, conservation areas etc. |
| 22 | PPG 16: Archaeology and Planning, 1990, Office of the Deputy Prime Minister | PPG 16 sets out Government policy on archaeological remains on land, and how they should be preserved or recorded both in an urban setting and in the countryside. | The provisional LTP 2 is potentially in conflict with this PPG depending on how it is implemented. The LTP 2will need to respond to PPG 15 and ensure that the need to protect the | Ensure the SEA incorporates protection of historic buildings, conservation areas etc. |

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| | | | historic environment can be integrated with the aims of the LTP 2. | |
| 23 | PPG 17: Planning for Open Space and Recreation, 2002, Office of the Deputy Prime Minister | Promotes local networks of high quality and well managed open spaces, sports and recreational facilities, the creation of urban environments that are attractive, clean and safe; perform vital functions as areas for nature conservation, biodiversity and air quality. | The provisional LTP 2 is consistent with this PPG as it aims to increase accessibility and promotes walking and cycling. | Ensure the SEA incorporates increasing access to leisure facilities and open spaces. |
| 24 | PPG20: Coastal Zone Protection and Planning, 1992, Office of the Deputy Prime Minister | Covers the character of the coast, designated areas, heritage coasts and the international dimension. Discusses types of coasts, policies for their conservation and development and policies covering risks of flooding, erosion and land instability, as well as coastal protection and defence. It outlines policies for developments which may specifically require a coastal location, including tourism, recreation, mineral extraction, energy generation and waste water and sewage treatment plants. | The provisional LTP 2 is potentially in conflict with this PPG depending on how it is implemented. The LTP 2 will need to respond to PPG 20 and recognise that development on the coast is an issue. | Ensure SEA includes coastal protection and conservation, flooding, and instability at the coast. |
| 25 | PPS 22: Renewable Energy, 2004, Office of the Deputy Prime Minister | PPS 22 explains the potential role of renewable energy developments in tackling greenhouse gas emissions and meeting national targets. | The provisional LTP 2 is consistent with this PPS as it promotes the use of alternative fuels and aims to reduce emissions. | Ensure SEA Framework includes objective relating to alternative fuels and reducing emissions on greenhouse gases. |
| 26 | PPS 23: Planning and Pollution Control, 2004, Office of the Deputy Prime Minister | Policy guidance on the consideration of the quality of land, air or water and potential impacts from development, possibly leading to an impact in health. Polluting activities that are necessary for society and the economy should be sited and planned so that their adverse effects are minimised and contained to within acceptable limits. Opportunities should be taken to use the development process to assist and encourage the remediation of land already affected by contamination. | Potential conflict with the provisional LTP 2 because it sets out the strategy for transport activities which could theoretically cause pollution. | Ensure the SEA objectives incorporate avoidance of pollution of land, air and water. |
| 27 | PPG 24: Planning and Noise, 2001, Office of the Deputy Prime Minister | Recognises that noise can have a significant effect on the environment and on the quality of life of individuals and communities and aims to provide advice on how the planning system can be used to minimise the adverse impact of noise. | Potential conflict with provisional LTP 2 because it sets out the strategy for transport activities which could theoretically result in adverse noise effects. | Ensure SEA incorporates appropriate objectives to minimise the adverse impact of noise related to transport. |
| 28 | PPG25 Development and Flood Risk, 2001, Office of the Deputy Prime Minister | This guidance explains how flood risk should be considered at all stages of the planning and development process in order to reduce future damage to property and loss of life. It sets out the importance the Government attaches to the management and reduction of flood risk in the land-use planning process, to acting on a precautionary basis and to taking account of climate change. | Potential conflict with provisional LTP 2 because it sets out the strategy for transport activities which could be located within areas at risk from flooding or could affect surface water run-off. | Ensure SEA incorporates consideration of flood risk and taking account of climate change. |
| 29 | Waste Strategy, 2000, Department of the Environment, Transport and the Regions | The strategy describes the government's vision for managing waste and resources. The strategy sets new and challenging targets to be met by Local Authorities as well as a duty to produce a Waste Recycling Plan. | This provisional LTP 2 is potentially consistent with this draft PPS. The provisional LTP 2 relates to waste management through managing the transportation of waste, minimising trips and use of materials in highways maintenance and other transportation works. | Ensure the SEA considers transportation of waste and use of materials. |
| 30 | The Urban White Paper, Our Town and Cities: the future, 2000, Office of the Deputy Prime Minister | Sets a vision of towns and cities which offer a high quality of life and opportunity for all, not just the few. | Consistent with provisional LTP 2. | SEA objectives will cover topics including health and safety, population (including access), landscape and townscape etc which are in line with quality of life |

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| 31 | A New Commitment to Neighbourhood Renewal - National Strategy Action Plan, 2001, Office of the Deputy Prime Minister | The Strategy sets out the Government's vision for narrowing the gap between deprived neighbourhoods and the rest of the country, so that no-one should be seriously disadvantaged by where they live. | Consistent with provisional LTP 2 as it aims to improve access for all. | Ensure SEA incorporates improving access for all. |
| 32 | Sustainable Communities Plan, 2003, Office of the Deputy Prime Minister | Sets out the Government's long-term vision to address the inequalities in many of our communities, in order to raise the quality of life and respect the needs of present and future generations. | Consistent with provisional LTP 2 as it aims to improve access for all. | Ensure SEA incorporates improving access for all. |
| 33 | The First Soil Action Plan for England 2004 – 2006, 2004, Department of the Environment Food and Rural Affairs (DEFRA) | Identifies actions to be taken forward to improve the protection and management of soils within a range of land uses. The actions proposed in the plan work towards a common vision that recognises the several vital functions that soils perform for society. | Potential conflict with the provisional LTP 2 because it sets out the strategy for transport activities which could theoretically result in adverse affects on soil functionality through engineering works. | Ensure SEA incorporates need to protect soil functionality. |
| 34 | Taking to the Water: English Heritage's Initial Policy for The Management of Maritime Archaeology in England, English Heritage, 2002, English Heritage | Discusses the legislative framework pertaining to maritime archaeology and the future role of English Heritage and Local Authority Archaeological Officers. It also considers how English Heritage can fulfil its new obligations to better understand and manage the maritime archaeological resource. | Potential conflict or compatibility with the provisional LTP 2 depending on how it is implemented. There is a potential for conflict because the provisional LTP 2 sets out the strategy for transport activities which could adversely affect heritage sites or unknown archaeology through for example, engineering works. | Ensure SEA incorporates protection of the historic environment including within the geographical scope of the SEA. |
| 35 | England's Coastal Heritage: policy statement by English Heritage, 1996, English Heritage | Recognises that England's coastal zone contains an important legacy of historic assets including, in particular, a complex array of archaeological remains, many of which were originally constructed on dry land, stable inlets and cliff tops. It states that a combination of rising sea levels and maritime erosion over time threaten to destroy many of these sites. | Potential conflict or compatibility with the provisional LTP 2 depending on how it is implemented. There is a potential for conflict because the provisional LTP 2 sets out the strategy for transport activities which could adversely affect heritage sites or unknown archaeology through for example, engineering works. | Ensure SEA incorporates protection of the historic environment including within the geographical scope of the SEA. |
| 36 | The Rural White Paper, Our Countryside: The Future – A Fair Deal for Rural England, 2000 | Key objectives of the White Paper are:<br>- To facilitate the development of dynamic, competitive and sustainable economies in the countryside, tackling poverty in rural areas.<br>- To maintain and stimulate communities, and secure access to services, which is equitable in all circumstances, for those who live or work in the countryside.<br>- To conserve and enhance rural landscapes and diversity and abundance of wildlife (including habitats on which on which it depends).<br>- To increase opportunities for people to get enjoyment from the countryside. To open up public access to mountain, moor, heath and down and register common land by the end of 2005.<br>- To promote government responsiveness to rural, local government, government agencies and better co-ordination with non-government bodies. | Consistent with the provisional LTP 2 which is aiming to improve access for all including through improvements to RoW, and by supporting the Island economy. Potential conflict relating to landscape and biodiversity depending on how the LTP 2 is implemented. | Ensure the SEA includes objectives to protect landscapes, biodiversity and improve access to services and employment for all. |
| | **REGIONAL DOCUMENTS** | | | |

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| 37 | From Crisis to Cutting Edge - Regional Transport Strategy (2004) South East England Regional Assembly | Forms the basis for the transport and communication chapter of the South East Plan (Draft for public consultation). The draft RTS has been produced on the basis that the overall strategy and development principles set out in the regional planning guidance (RPG9) remain unaltered.<br><br>Overarching vision is *'…a high quality transport system to act as a catalyst for continued economic growth and provide for an improved quality of life for all in a sustainable and socially inclusive manner; a regional transport system which, by 2021 matches the standards of the best in North West Europe'* | The LTP 2 needs to respond to the Strategy which guides transportation provision at the regional level. The LTP 2 is consistent with the Regional Transport Strategy. | Ensure the SEA incorporates objectives from the Regional Transport Strategy |
| 38 | Regional Planning Guidance (RPG 9) for the South East, 2001-2016, Office of the Deputy Prime Minister | Sets out the vision for sustainable development within the South East region. The guidance has a vision of ensuring a higher quality of environment with management of natural resources, encouraging economic success throughout the South East region, opportunity and equity for the Region's population, and a more sustainable pattern of development which is less dispersed, makes better use of previously developed land and relies more on walking, cycling, public transport and new technology to reduce the impacts of travel. | The LTP is consistent with Regional Planning Guidance as it promotes walking, cycling and use of public transport, and supports the Island economy. | Ensure the SEA includes appropriate objectives to create opportunities for walking and cycling, encourage use of public transport, reduce impacts of travel, and improve the quality of the environment. |
| 39 | The South East Plan, Consultation Draft, 2005, South East England Regional Assembly | The Regional Spatial Strategy prepared under the new planning regime. The draft vision is for *"future development to create wealth, and a sustainable economy, whilst also respecting the environment, safeguarding bio-diversity, and areas of landscape and ecological importance".* | The final LTP 2 needs to respond to the South East Plan and its interpretation at a local level through the LDF.. | SEA covers environmental topics including material assets, biodiversity, and landscape and townscape. |
| 40 | The South East Plan: The Isle of Wight Special Policy Area Specifically policy IW2 – Strategic Transport Links, 2005, South East Regional Assembly | Recommends the protection of all designated areas and coastal zones. The Isle of Wight is reliant upon efficient and well managed links to the mainland. The strategic Cross Solent links should be maintained and improved to provide a service which fits with this role, and should form part of an integrated transport approach developed at the local level. | The LTP is consistent with policy IW2. | Ensure the SEA covers protection of all designated areas and coastal zones, and links to the mainland. |
| 41 | Draft Sustainability Appraisal Report on the Consultation Draft of the South East Plan, January 2005, South East England Regional Assembly | The Integrated Regional Framework (IRF) set of objectives and indicators has been used as the basis for the SA Framework.<br><br>The report sets out 25 key sustainability issues facing the region which cover biodiversity, waste generation, energy efficiency, climate change, accessibility to affordable homes, flooding, health and well-being, poverty and social exclusion, education, crime, efficient use of land, air pollution, resources and sustainable products, rivers and coasts, sustainable tourism, employment, and economic revival. | The provisional LTP 2 is consistent with this document. | The SEA Framework has incorporated the objectives of the IRF and covers the sustainability issues listed with respect to transport. |
| 42 | Integrated Regional Framework, A Better Quality of Life in the South East, 2004, South East England Regional Assembly | Stresses the need for better policy co-ordination at a regional level. Replaces the Sustainable Development Framework (SDF). It provides the overarching high-level policy framework for the region. The IRF sets out sustainable development objectives and indicators for the South East, and these have been used as a starting point for the South East Plan (see above). | The LTP 2 is consistent with the integrated regional framework. | The SEA Framework has incorporated the objectives of the IRF. |
| 43 | Regional Economic Strategy for the South East 2002-2012, South East England Development Agency | Sets out a framework for promoting economic prosperity in the region to 2012. The principle of sustainability is at the heart of the strategy. The RES sets a ten year framework for delivering the economic aspirations of the Regional Sustainable Development Framework (now superseded by the IRF, see above). | The LTP 2 needs to respond to and is consistent with the Regional Economic Strategy for the South East as it sets the framework for economic development on the Island. The provisional LTP 2 aims to support the | The SEA Framework has incorporated appropriate sustainable development objectives. Including those of the IRF which has superseded the Sustainable Development Framework. |

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| | | | Island economy. | |
| 44 | Area Investment Framework: Overview of Investment Priorities and Forward Strategy, 2002, Arup Economics and Planning | Provides a summary of main areas and key priorities for securing and co-ordinating public and private investment in the Isle of Wight. It provides an analysis of trends and indicators, identifies gaps in investment against regeneration priorities and outlines a framework for investment planning, Island governance and securing funding. It reflects sustainability through the aspects of housing & employment, achieving growth & development, regeneration, education & training, tourism, Island's internal transport problems. | The LTP is needs to respond to and is consistent with the Area Investment Framework. | None |
| | **LOCAL DOCUMENTS** | | | |
| 45 | Community Strategy (Island Futures), 2002, Local Strategic Partnership | Adopts the vision statement drawn from the Local Agenda 21 Plan, which is *"A happy, contented and prosperous Island, where each member of the community enjoys the highest quality of life and where we work together to ensure that the Island's natural beauty and cultural heritage is passed undiminished to future generations".* The strategy reflects many aspects of sustainability. | The LTP is consistent with the Community Strategy. | The SEA Framework has incorporated appropriate objectives from the Community Strategy. |
| 46 | The Agenda 21 Strategy for the Isle of Wight, 2000, Isle of Wight Council | Sets out a number of core priorities which focus on a sustainable economy, sustainable transport, environmental stewardship and sustainable resource management. This includes;<br>- Creating an economy which brings maximum social, economic and environmental gain to local people – a sustainable economy;<br>- Developing transport systems which are affordable, accessible, networked across the Island and which minimise environmental pollution and degradation – sustainable transport;<br>- Protecting and enhancing the Island's natural and built environment – environmental stewardship; and<br>- Making the best use of the Island's natural resources and reducing the generation of waste – sustainable resource management. | The Agenda 21 is consistent with the provisional LTP 2 which is moving towardsachieving sustainable development. | Appropriate aims and objectives within the document have been incorporated into the SEA Framework. |
| 47 | Isle of Wight Area of Outstanding Natural Beauty Management Plan 2004-2009, 2004, AONB Partnership | Sets out current threats and challenges that exist in conserving and enhancing the AONB and Heritage Coasts.<br>It aims to conserve and enhance the natural beauty of the landscape for the use and enjoyment of future generations. Eight main objectives cover; Landscape Character, Earth Heritage, Wildlife, Historic Environment, Living and Working, Traffic and Transport, Farming and Forestry and Visiting and Enjoying. | The LTP is consistent with the Isle of Wight Area of Outstanding Natural Beauty Management Plan but conflict may exist depending on how it is implemented. | The SEA needs to include protection and enhancement of the AONB and Heritage Coasts. |
| 48 | The Isle of Wight Catchment Management Strategy, 2004, Environment Agency | The overall objective of the CAMS which is to ensure that abstraction of water is carried out in a sustainable way | The provisional LTP 2 is consistent with the Catchment Management Strategy. | SEA should include the protection of groundwater quality and resources. |
| 49 | Medina Estuary Management Plan- a strategic framework, revised 2000, Medina Estuary Project | The overall aim of the MEMP is to manage and restrict development in the Medina estuary so that it does not conflict with the existing environment. Objectives relevant to the provisional LTP 2 are summarised as follows:<br>- To ensure that existing and future rights of way are designated, managed and maintained appropriately and increase public awareness about the existing rights of way network and improve the quality and provision of footpaths and cyclepaths<br>- To maintain access channels and wharves, subject to technical and environmental considerations and investigate the feasibility of providing landing and storage facilities for the commercial | The LTP needs to respond to the Medina Estuary Management Plan. It is consistent with respect to maintaining rights of way and cycle paths. Conflicts may arise with respect to nature conservation, flood risk, cultural resource, water quality, and transport infrastructure such as wharves depending on how the LTP 2 is implemented. | SEA should include the protection and enhancement of landscape, biodiversity, access to the countryside, improvements to footpaths and cycleways, flood risk, water quality and maintaining material assets including wharves etc |

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| | | fishermen registered at Cowes<br>- To safeguard the cultural resource<br>- To maintain and enhance the estuarine landscape, preserve and enhance the open rural landscape, promote a high standard of maintenance of the estuary landscape.<br>- To minimise the adverse impact of development on the nature conservation resource and maximise opportunities to conserve and enhance the nature conservation resource<br>- To ensure the co-ordination of appropriate coastal protection and flood relief<br>- To improve the water quality of the estuary<br>- To ensure that up to date and comprehensive plans to deal with any oil spill incident exist for the Coastal Environment- | | |
| 50 | The Western Yar Management Plan, revised 2004, Western Yar Management Committee | The EMP has been developed to secure the long term future, health and special value of the estuary, adjacent land and sea. The EMP adopts the principle aims of sustainable development. Objectives relevant to the provisional LTP 2 are summarised as follows:<br>- The special character of the area should be maintained.<br>- To allow the physical and other natural processes within the Western Yar to function with the minimum of human modification.<br>- To encourage a strong economy, in Yarmouth, the Harbour and the estuary hinterland<br>- To enhance the beauty of the estuary both in terms of natural features and historic buildings by ensuring that future development reflects the local character of the area.<br>- To ensure that the environment of Western Yar is safe, clean and pollution free.<br>- To encourage and promote public enjoyment of the estuary through careful provision and management of access and rights of way.<br>- To maintain the recreational use of the Western Yar through voluntary systems of management and co-operative agreements.<br>- To ensure that the Western Yar is a safe place. | The LTP needs to respond to the Western Yar Estuary Management Plan. It is consistent with respect to maintaining rights of way and access and supporting the Island economy. Conflicts may arise with respect to nature conservation, landscape, water quality, and pollution depending on how the LTP 2 is implemented. | SEA should include the protection and enhancement of landscape, biodiversity, access to the countryside, improvements to rights of way, water quality and pollution. |
| 51 | Isle of Wight Coast Shoreline Management Plan: Volume 2 Management Strategy, 1997, Isle of Wight Council | Of relevant to the provisional LTP 2 are the following key objectives of the document:<br>- Assess a range of strategic coastal defence options and agree a preferred option,<br>- Identify opportunities for maintaining and enhancing the natural coastal environment, taking account of any specific targets set by legislation or any locally set targets | The LTP needs to respond to and be guided by the Isle of Wight Coast Shoreline Management Plan. | The objectives of protecting the coastline in line with the Shoreline Management Plan will need to be considered within the SEA and within the SEA framework. |
| 52 | Draft Tourism Development Plan, 2005, Isle of Wight Council | Seeks to ensure that the Isle of Wight maximizes the potential of the tourism industry and enable it to grow in a way that is economically, socially and environmentally sustainable. Long term key objectives for tourism on the Isle of Wight, of relevance to the provisional LTP 2, are:<br>- Radically less seasonal – longer, flatter patterns of business<br>- Higher quality – across the whole spectrum of visitor experience<br>- Enhancing and protecting the environment – ensuring that key assets are not spoiled by over development or excessive use | LTP2 must respond to this plan in order to limit the impacts of tourism on the transport network, to encourage sustainable tourism and to limit traffic and environmental impacts of tourism. | SEA needs to consider the impact of tourism transport on the environment. |
| 53 | Powering the Island through Renewable Energy, A Renewable Energy Strategy for the Isle of Wight to 2010, 2002, Isle of Wight | The aim of the strategy it to increase the proportion of energy produced on the Island from renewable sources whilst limiting environmental impacts. On-shore wind power is considered the main option as it is | The LTP is consistent with the Renewable Energy Strategy as it | Ensure SEA Framework includes objectives relating to alternative fuels and reducing emissions on |

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| | Council | both commercially viable and feasible for the Island in the long term, with the achievable contribution to electricity demand by 2010 estimated to be 5-8%. | supports the use of alternative fuels. | greenhouse gases. |
| 54 | Arts Strategy 2002-2007, 2001, Isle of Wight Council | Incorporates aspects of sustainability that focus on regeneration, education and training, tourism and cultural, arts and social and recreational needs. Six objectives are provided that relate to sustainability in particular objective 5 is relevant which is '*To promote the role of the arts in enhancing the distinctiveness of the Island environment, through public art & environmental art initiatives*'. | The LTP is consistent with the Arts Strategy as it aims to increase access to facilities and services. | Ensure SEA includes objectives relating to improving access to cultural facilities. |
| 55 | Corporate Plan 2002-2005, 2002, Isle of Wight Council | Sets out the Council's vision and corporate priorities. The overall vision of the plan and organisation is to "improve Island life". To work towards this vision six key objectives are set out including Improving health, housing and the quality of life for all, encouraging job creation and economic prosperity, raising educational standards and promoting lifelong learning, creating safe and crime free communities, improving public transport and the highways infrastructure and protecting the Island's physical environment. | The LTP is consistent with the Corporate Plan. | Ensure SEA Framework incorporates the objectives of the Corporate Strategy. |
| 56 | Crime and Disorder Strategy 2002-2005, 2002, Safer Communities Partnership | The Crime and Disorder Partnership aims to reduce crime, disorder and the fear of crime on the Isle of Wight and make the Island a safer place in which to live, to work and to visit. | The LTP is consistent with the Crime and Disorder Strategy. | Ensure SEA Framework includes objectives to improve safety. |
| 57 | Cultural Strategy 2004-2008, 2004, Isle of Wight Council | Aims to '*enhance the quality of life of IoW residents through the provision of cultural experiences and opportunities and the development of cultural values; to use cultural activities and values to assist in underpinning the Island's tourism industry*' | The LTP is consistent with the Cultural Strategy as it aims to increase access to facilities and services. | Ensure SEA includes objectives relating to improving access to cultural facilities. |
| 58 | Education Development Plan, 2003, Isle of Wight Council | Sets the agenda for the delivery and development of school improvement work of the Education and Community Development Directorate of the Isle of Wight Council. The Directorate of Education and Community Development has defined its purpose, beliefs and values as; Raising Achievement, Community Learning, Inclusion and Best Value. | The LTP is consistent with the Education Development Plan as it aims to provide access to education. | Ensure SEA includes objectives relating to improving access to education. |
| 59 | Empty Property Strategy, 2003-2006, 2002, Isle of Wight Council | Key aim is to ensure that maximum use is made of the existing housing stock on the Island. Specifically the strategy is related to quality of life, housing and employment, spatial pattern of future development and regeneration. | The LTP is consistent with the Empty Property Strategy as is aims to provide access to services for all populations. | Ensure SEA includes access to services for all and reducing community severance. |
| 60 | Equality and Diversity Policy, 2002, Isle of Wight Council | The Council's target is to achieve Level 5 of the Equality Standard within 7 years; that is by 2009. The policy has an internal focus on the achieving equality within the Council, however through the adoption of this policy contributes to ensuring the quality of life on the Island is not compromised. | The LTP is consistent with the Equality and Diversity Policy as is aims to provide access to services for all population and aims to improve health and safety. | Ensure SEA includes improving access to services and facilities (including health) for all and improving health and safety. |
| 61 | Hampshire and Isle of Wight Local Delivery Plan, 2003-2006, Hampshire and Isle of Wight Strategic Health Authority | Sets out how the local NHS will work over the next three years to improve the health and well-being of local people, modernise health services and deliver the major improvements outlined in the NHS Plan. | The LTP is consistent with the Hampshire and Isle of Wight Local Delivery Plan as it aims to improve health. | Ensure SEA includes improving access to services and facilities (including health) for all and improving health and safety. |
| 62 | Housing Needs Survey, 2003 , Isle of Wight Council | Aims to invest in local communities to develop sustainability, independence and support diversity. The report includes as its main headings; Strategic Priorities, an overview of the Island's housing | LTP2 has to respond to this document and the effect it has on spatial planning and therefore | Ensure SEA includes improving access for all. |

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| | | market, Housing Demand, Housing Supply, Delivering Outcomes including implementation costs, delivery targets and projected spend. | transport needs on the Island. | |
| 63 | Housing Strategy 2004-2009, Isle of Wight Council | An additional 1,263 units of affordable housing are required each year to keep pace with demand. Aims to work with local communities to ensure the delivery of new sustainable homes, improve peoples' independence and support diversity. Also includes policies aimed at reducing energy consumption in the home and incorporating sustainable energy measures in new social housing. | LTP2 has to respond to this document and the effect it has on spatial planning and therefore transport needs on the Island. | Ensure SEA includes improving access for all. |
| 64 | Race Equality Scheme, 2003, Isle of Wight Council | Outlines the action the Council will be taking to tackle racial discrimination, ensure equality and promote good race relations across the Island. | The LTP2 is consistent with the race equality scheme as is aims to improve access for all. | Ensure SEA includes improving access for all. |
| 65 | A Rural Strategy for the Isle of Wight, 2002, Isle of Wight Council | It embodies a rural vision for the Isle of Wight, which respects and protects its distinctive land and seascape, nurtures its unique culture and community life, and encourages new and sustainable forms of economic activity. A rural strategy is needed as it covers over 50% of the Island with many pressing sub-issues i.e. housing/economy – farming/village communities/transport etc. The strategy reflects many aspects of sustainability. | The provisional LTP 2 is consistent with the rural strategy for the Isle of Wight as it aims to provide access for all. | Ensure the SEA includes objectives to protect landscapes, biodiversity and improve access to services and employment for all. |
| 66 | Schools Organisation Plan, 2003, Isle of Wight Council | Aims to achieve a balance between the number of places available and the pupils for whom they are required. This can be achieved by:<br>- Building new schools<br>- Extending existing schools<br>- Reducing places at existing schools, for example by removing temporary buildings or changing the use of spaces<br>- Amalgamating or closing schools | The provisional LTP 2 is consistent with the Schools Organisational Plan as it aims to improve access to education. It also needs to respond to this plan. | Ensure SEA includes improving access to education. |
| 67 | Social Inclusion Strategy 2001- 2005, Isle of Wight Council | Focuses upon the processes, which create disadvantage rather than the symptoms. The Strategy developed by the Social Inclusion Working Group aims to provide an integrated policy framework through to 2005. The strategy relates to quality of life, cultural, arts, social and recreational needs. | The provisional LTP 2 is consistent with the social inclusion strategy as it aims to improve access to all. | Ensure SEA includes improving access for all. |
| 68 | Isle of Wight Council Unitary Development Plan 1996-2011, Isle of Wight Council | Has the vision of *"not only to improve employment opportunities, infrastructure and services on the Island, but also to maintain and improve the Island's environment and quality of life".* It incorporates and reflects many aspects of sustainability including quality of life, housing and employment, balancing growth and environment, spatial patterns of future development, rural regeneration, tourism, minerals, environmental protection and waste management and protecting, enhancing and utilising the Island's natural assets. | The provisional LTP 2 has to respond to the Isle of Wight Council Unitary Development Plan and the future Local Development Framework which allocates development and sets out policies for land use planning. The LTP 2 will also need to respond to the emerging LDF when information is available. | Ensure SEA incorporates the objectives of the UDP and considers the effect of the emerging LDF when information is available. |
| 69 | Local Transport Plan 2001-2006, (and Annual Monitoring Report 2004), Isle of Wight Council | The LTP sets out a five year framework for developing a sustainable transport strategy based on the UDP policies to 2006.<br><br>The LTP aims to achieve a closer integration between transport modes and co-ordination with land use planning in order to reduce the need for travel and enhance the alternatives to the private car. Public participation has identified transport as the single biggest issues amongst Islanders, with particular reference made to ferries, public transport costs, roads, parking and access to leisure facilities. | The provisional LTP 2 follows on from the first LTP and builds upon the aims made within this document. | The SEA should utilise as far as practical the indicators and targets within the LTP. It is assumed that the LTP represents 'business and usual'. |

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| | | The LTP2 is currently being prepared. | | |
| 70 | Isle of Wight Local Biodiversity Action Plan, ongoing, Isle of Wight Council | The Action Plan is a collection of individual action plans for a number of habitats and species. Action plans exist for the following:<br>- Farmland<br>- Lowland heathland<br>- Lowland meadows<br>- Lowland wood pasture and parkland<br>- Maritime cliffs and slopes<br>- Lowland calcareous grasslands<br>- Lowland dry acid grassland<br>- Red squirrel<br>- Wetlands<br>- Woodlands<br>- Coastal and floodplain grazing marsh<br>- Coastal salt marsh<br>- Coastal sand dunes<br>- Seagrass beds<br>- Saline lagoons<br>- Mudflats<br>- Freshwater systems and wetlands<br>- Solent Coastal Habitat | Conflict may exist with biodiversity depending on how the LTP 2 is implemented. | Ensure the SEA Framework includes appropriate objectives to protect and enhance biodiversity. |

# Appendix C Summary Of Baseline Data

This Appendix provides a summary of current environmental conditions of the Isle of Wight which are of relevance to the SEA of the LTP2. This Appendix also identifies trends in the evolution of those conditions, data gaps and environmental issues relating to each criterion for the collection of environmental baseline information in this SEA.

## AIR QUALITY

This section addresses baseline air quality and reviews emissions to air from vehicles (government objectives relate to carbon dioxide, 1-3, butadiene, lead, nitrogen dioxide, benzene, sulphur dioxide and particulate matter) and emissions from other sources (e.g. from industrial installations) on the Island.

Transport is a significant contributor to local air pollution. Poor air quality has been linked to respiratory problems in humans and can affect ecosystems and can also accelerate erosion of buildings. For example, nitrogen dioxide is both a respiratory irritant in humans and can also be absorbed by plants which could lead to species mortality. The distribution of petrol can also be a source of benzene pollution to the air.

Under the Environment Act 1995, local authorities are required to carry out an Air Quality Review and Assessment and set up Air Quality Management Areas (AQMA) where national air quality objectives are unlikely to be met.

The Isle of Wight Council have completed their first stage review and assessment process for air quality management, but has not declared any AQMAs on the Island.

The second round review process has been undertaken. Current concentrations of air pollutants have been compared to past results and further modelling and assessment has been undertaken for pollutants which have demonstrated an increase in concentration.

Carbon dioxide, 1-3, butadiene, lead, nitrogen dioxide and particulate matter did not need further assessment as concentrations are low and meet the government assessment criteria and air quality objectives. Further assessment however was required for benzene and sulphur dioxide.

Additional modelling and assessment focussed on benzene and sulphur dioxide. This modelling found that neither pollutant would exceed future air quality objectives. Therefore no AQMAs are required on the Island.

2001 Census data shows that 60.1% of economically active travel to work is by private car (54.2% car drivers; 5.9% car passengers). Information gained through the Census suggests that car ownership levels are rising on the Island and monitoring carried out as a part of the Local Transport Plan process and reported every year in the annual report, shows that at peak times nearly 80% of cars entering Newport are single occupancy vehicles. In addition, nearly 60% of journeys on the Island are less than 2 miles long, reflecting a large number of short journeys being undertaken in the car on their own. There is a significant increase in traffic volume during school term.

Local discussions and consultation as a part of the Local Transport Plan process indicated that congestion is not a major problem on the Island, particularly when compared with nearby mainland roads and locations in Portsmouth and Southampton. It is however an issue that is of concern to the Council, particularly where the dispersed population and the radial layout of roads means that most roads lead to Newport.

The feedback from discussion groups and workshops indicated that traffic queuing lengths are increasing on the Island's strategic transport routes, particularly as they approach Newport and on the A3055, through Sandown, Lake and Shanklin. These problems are exacerbated during the summer months when traffic numbers are increased due to holiday traffic. Problems tend to be worse during inclement weather, when a visit to a local town and its undercover attractions is preferable to outdoor recreation

The nature of the Island which is predominantly rural with dispersed settlements, means there will always be reliance on the car but access to public transport needs to be improved to reduce car reliance and social exclusion, particularly to cater for the elderly and retired sector of the community who tend to be more dependent on public transport. It has been recognised in the Community Strategy that there is a need to cut car use due to limited road capacity, and to reduce air pollutant emissions.

The Environmental Health Officer for the Isle of Wight Council advised in recent correspondence on the SEA that an increase in cross-Solent ferry traffic, resulting in larger and more polluting ferries, increases the likelihood of the exceedance of national air quality objectives. Similarly, an increase in road traffic, resulting in a higher throughput of petrol at the terminal, may result in an increase in benzene emissions. Monitoring traffic flow counts would provide information on the scale of traffic growth

There are eight installations on the Isle of Wight registered under the Pollution Inventory for the Environment Agency in 2003. Five of these installations produce emissions to air. These are:

- RWE Innogy Plc (fuel and power production and associated processes);
- SP Systems (chemicals);
- GKN Westland Aerospace (Holdings) Ltd (Inorganic chemical processes);
- Contract Heat and Power Plc (Combustion processes and production of fuel from waste); and
- Island Waste Services Limited (waste processes)

Of the emissions monitored from these installations, data from 2003 from the Environment Agency shows that all emissions are below the reporting threshold, apart from methane emitted by Island Waste Services Limited, which is at the reporting threshold for this substance.

*Sources of data*

- Local Air Quality Management. Air Quality Archive, DEFRA, 2005
- *Isle of Wight Local Transport Plan 2001-2006. Annual Progress Report 2004.* Isle of Wight Council, 2004
- *Air Quality Modelling Study for the Isle of Wight Council.* FaberMaunsell Ltd., *2005*
- Correspondence from IOW Council received on 15/04/05
- 2000-2005 $NO_2$ Diffusion Tubes Results. Isle of Wight Council, 2004.
- What's in Your Backyard? Environment Agency, 2003
- *Isle of Wight Census Atlas and Statistical Handbook 2001. I*sle of Wight Council, 2001.
- *The Community Strategy for the Isle of Wight.* Isle of Wight Council, 2004.

*Trends*

- NO2 concentrations at a number of monitoring points on the island have slightly increased in the past 4 years, but fall within the national guideline values.
- The LTP1 (2001) reports that in the few years prior to 2001 there has been a decline in the amount of freight arriving on the island by coastal shipping and corresponding growth in the amount of freight transferred to the island roll-on roll-off ferry.
- Although no AQMAs have been declared on the Island, the Council believes that increases in traffic and ferry movements in the future could cause exceedences of benzene and sulphur dioxide. Therefore there is the potential for a future declaration of an AQMA.

*Data Gaps*

None identified.

*Issues*

- NO2 concentrations have slightly increased in the past 4 years, but presently fall within acceptable national guideline values.
- Census data shows that 60.1% of economically active travel to work by private car (54.2% car drivers; 5.9% car passengers).
- The nature of the Island means there will always be reliance on the car but access to public transport needs to be improved to reduce car reliance and social exclusion, particularly with respect to the forecast rise in retired people who are more dependent on public transport.

- Traffic congestion occurs in certain 'hot spots' on the Island (including Newport and on the A3055, through Sandown, Lake and Shanklin), exacerbated by tourism traffic in the summer months. There is a need to cut car use due to limited road capacity, and to minimise air pollutant emissions from road transport.
- Modal split (private car use, public transport, cycling and walking).
- There are other sources of air pollution on the Island, such as the ferries, energy plants and landfill.
- Trends indicate that the amount of freight arriving on the Island by coastal shipping is declining and the amount of freight transferred to the Island by roll-on roll-off ferry is increasing. The LTP2 will need to respond to this trend in order to minimise impact on the road network and to the environment.

## NOISE AND VIBRATION

Transport can be a significant source of noise and vibration. Noise is considered a statutory nuisance if it affects the health of people in the locality.

According to an Environmental Health Officer (EHO) at the Isle of Wight Council, noise and vibration are not significant issues on the Island when considered at a strategic level. To put the Island into a national perspective, the European Environmental Noise Directive (Directive 2002/49/EC) requires member states to draw up noise maps and to develop action plans to deal with noise levels in those areas. However, noise maps are only required for all agglomerations with over 250,000 inhabitants, and for all major roads with over 6 million vehicle passages a year, major railways with over 60,000 train passages a year, and major civil airports. The EHO has stated that the Isle of Wight contains none of these qualifying features and this could also be considered an indication that noise is not an issue at the strategic level.

The EHO advised that the Council has received noise complaints in Fishbourne associated with ferry, activity at unsociable hours such as loading and unloading and onboard ferry announcements.

*Sources of data*

- Consultation with Environmental Health Officer at the Isle of Wight Council dated 4th July 2005.
- Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise.

*Trends*

- None identified.

*Data gaps*

- There are no data relating to background noise levels across the Island.

*Issues*

- The Council has received complaints in the past associated with ferry activity at unsociable hours in Fishbourne.

## CLIMATIC FACTORS

This criterion covers the causes of climate change and considers planning for extreme climatic events and predicted changes in climate.

Carbon dioxide is a greenhouse gas which is thought to cause global warming and is emitted by vehicles powered by fossil fuels (i.e. petrol and diesel). Flooding and erosion caused by wave action can be an issue on some coastlines. Flooding can also be caused by surface run-off after precipitation.

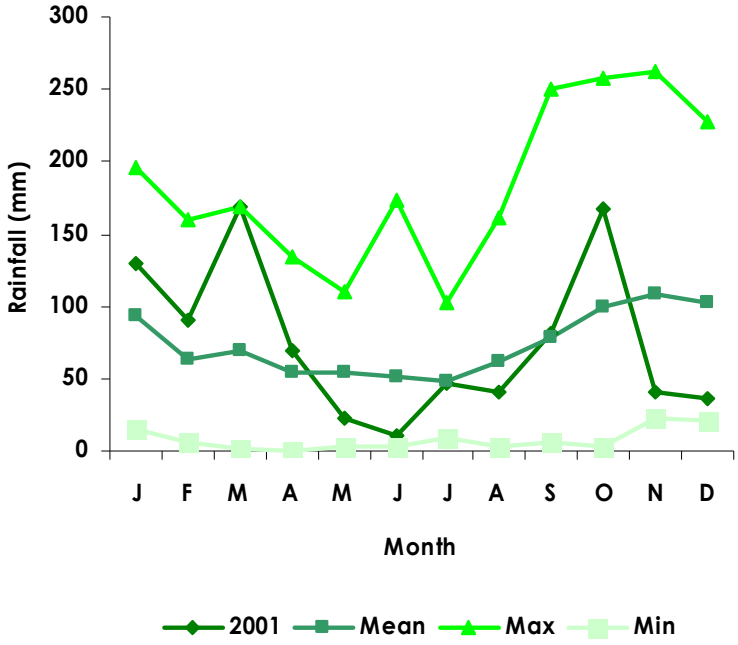
The effects of climate change in the South of England have been predicted to include greater rainfall in winter and less in summer, temperature rise, sea surface temperature rise, and greater frequency of extreme weather events. Transport planning should consider the location of land for transport infrastructure in relation to the vulnerability to the effects of climate change including extreme weather events e.g. flooding and sea level rise,

avoiding exacerbating these effects and working towards government targets to reduce carbon dioxide emissions.

Parts of the coast of the Isle of Wight are susceptible to flooding and if sea levels continue to rise due to climate change this will result in changes to the coastal environment. Flooding is a concern in the urban areas of Cowes, East Cowes and Newport. An assessment of the vulnerability of the low lying areas of Cowes has determined that flooding is due to the combination of high tide levels and rapid run off from steep slopes above the settlement. Flooding occurs in Newport during high tides. Flooding may become more of a problem as climate change and global warming develop.

Figure C.1 indicates the monthly rainfall for the Isle of Wight (source: 2001 Isle of Wight Census Map) in 2001 compared with monitored mean, maximum and minimum data for the years 1959 to 2001.

**Figure C.1 Monthly rainfall for the Isle of Wight (source: 2001 Isle of Wight Census Map) in 2001 compared with monitored mean, maximum and minimum data for the years 1959 to 2001**




The Environment Agency's Indicative Flood Zone Maps show areas at risk from flooding from rivers or coastal waters at Cowes, along the River Medina to Newport, at Whippingham, Fishbourne to Wootton Bridge, Ryde, at Bembridge Foreland, Bembridge Point inland to Sandown, Hamstead, Yarmouth, and Freshwater. These Flood Zone Maps have recently been produced and are the primary tool for planning.

Erosion occurs on the Island particularly round the coastline due to the soft nature of the rock. Risks of erosion and flooding on the coast may become more of a problem as climate change and global warming develop, sea level rise and more stormy weather is experienced.

In 2001, future climate change estimates were made for the Isle of Wight based on scenarios for climate change for the central south coast of England up to the year 2080. The key changes up to 2080 are:

- Rainfall will be greater in winter (up to 23% increase) but less in summer (up to 20% reduction).
- Annual average temperature predicted to increase by up to 4.7 degrees centigrade.
- Extreme sea levels to rise about 84cm as a predicted 1 in 50 year event; and
- Wind and locally generated waves to undergo little change, although wind speed and wave heights are likely to increase slightly.

Estimates made in 2000 in the Isle of Wight Ecological Footprint report suggest that the Island produces 623,600 tonnes of carbon dioxide each year. This carbon dioxide figure includes energy inputs such as gas, electricity and petrol and diesel.

Petrol and diesel accounts for 26% of the energy supplies on the Island, compared with 56% imported piped gas, 16% imported electricity and 0.4% waste to energy. A Renewable Energy Strategy for the Isle of Wight presents the aim to generate at least 10% of the Island's electricity from renewable energy technologies by 2010.

*Sources of data*

- *Medina Estuary Management Plan*. Isle of Wight Council, 2000
- Environment Agency Indicative Flood Maps:: http://maps.environment-agency.gov.uk/wiyby/mapController
- Environment Agency website: http://www.environment-agency.gov.uk
- *AONB Management Plan 2004-2009*, Isle of Wight Council, 2004
- *Powering the Island Through Renewable Energy, A Renewable Energy Strategy for the Isle of Wight,* Intermediate Energy Consultants for the Isle of Wight Council, 2002
- *Isle of Wight Census Atlas and Statistical Handbook 2001*, Isle of Wight Council, 2001.
- *Island State: An ecological footprint analysis of the Isle of Wight,* Best Foot Forward, 2000
- Solent Forum Indicator Portal: http://www.solentforum.hants.org.uk/

*Trends*

- The relative sea level monitored in Portsmouth Harbour has increased steadily from approximately 6950 mm in 1962 to approximately 7125 mm in 2002, which represents an increase of approximately 175 mm in 40 years. Sea levels are predicted to rise by between 2 and 9mm per year (a rise in sea level of between 12 and 67cm by the 2050s) as a result of climate change.

*Data Gaps*

- Current levels of renewable energy use and production on the Island.

*Issues*

- Flooding is a concern in parts of the urban areas of Cowes, East Cowes, Ryde and Newport.
- Risks of erosion and flooding, especially on the coast may become more of a problem as climate change and global warming develop. Sea levels are predicted to rise by between 2 and 9mm per year (a rise in sea level of between 12 and 67cm by the 2050s) as a result of climate change.
- There is an opportunity to reduce the amount of energy and non-renewable energy sources imported from the mainland.
- There are targets to increase the amount of energy generated on the Island from renewable sources.
- Achieving modal shift from private car journeys to public transport can contribute to reduced carbon dioxide emissions on the Island from the transport sector.

## LANDSCAPE AND TOWNSCAPE

This topic deals with the consideration of the physical landscape within rural and urban areas of the Island, which includes land use, landscape character and settlement character. It also covers views including views from the road which is related to 'journey ambience', the consideration of which is required by NATA. Transport infrastructure can have an impact on views and can cause community severance. Transport can also affect the character and tranquillity of a landscape or settlement such as through congestion, noise and vibration, and the development of new infrastructure.

The Isle of Wight Area of Outstanding Natural Beauty (AONB) was designated in 1963. The total area designated was approximately 189 square kilometres, about half of the total area of the Island. The AONB is not continuous and is made up of five parcels of land across the Island.

Eleven landscape character areas have been identified within the AONB. Threats to the landscape character areas include: erosion of distinctiveness, changing land management, the rural economy, changing technology and its requirements for structure in the landscape, pressure from recreation use, light and noise pollution.

The variety of the settlements form an essential part of the landscape character on the Isle of Wight. Historic settlement patterns are a mixture of small loosely nucleated settlements and dispersed settlements. Settlements often occur at the base of the chalk downs, such as at Mottistone, Brighstone and Shorwell. The form of these settlements varies and small nucleated clusters such as Calbourne, Norton and Shorwell, Church-Manor complexes such as Arreton and Gatcombe, and linear settlements such as Chillerton all occur. The historic ports of Newport, Newtown and Yarmouth occur in natural inlets from the sea, and are all medieval boroughs.

About a third (34km) of the Island's coastline is defined as Heritage Coast. Two Heritage Coasts were defined in 1974, which are Tennyson and Hamstead. The Tennyson Heritage Coast runs from Steephill Cove in Ventnor to (Widdich Chine on Totland). The Hamstead Heritage Coast runs from Bouldnor through to Thorness Bay.

Landscape and ecological designations are shown diagrammatically in Figure 4.2 (source: 2001 Isle of Wight Census Map).

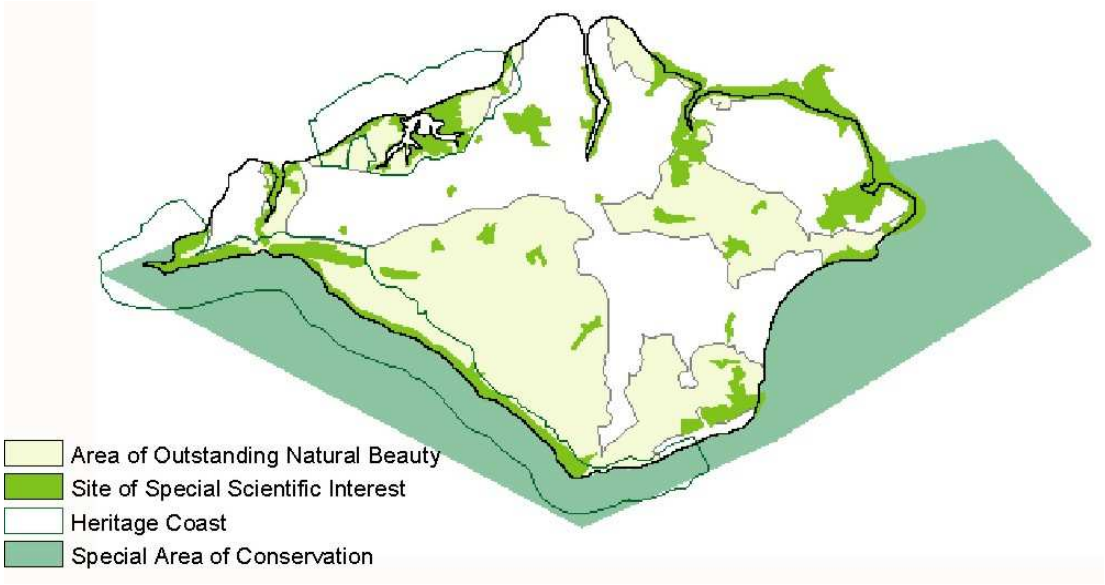



**Figure C.2 Designated landscapes and protected areas in the Isle of Wight.**

The transport links on the Island provide a great diversity of views for travellers of many of the landscapes, townscapes and seascapes.

*Sources of data*

- AONB Management Plan 2004 - 2009. Isle of Wight Council, 2004.

*Trends*

- None identified.

*Data Gaps*

- None identified.

*Issues*

- The Isle of Wight AONB covers about half of the total area of the Island. Two heritage coasts cover a third of the Island's coastline. Eleven landscape character areas have been identified within the AONB.

- Threats to the landscape character areas include erosion of distinctiveness, changing land management, the rural economy, changing technology and its requirements for structure in the landscape, pressure from recreation use, light and noise pollution.

## ARCHAEOLOGY AND CULTURAL HERITAGE

Archaeology refers to the study of remains of past human activity including all scheduled ancient monuments and any large but unquantifiable number of dry and submerged archaeological sites, buildings, artefacts and wrecks which may not yet have been located or described. Cultural heritage is a term which covers those aspects of the built environment which are of cultural and historical significance e.g. listed or historic buildings, historic parks and gardens, world heritage sites, scheduled ancient monuments, historic battlefields, and historic landscapes.

Transport can affect archaeology and cultural heritage for example, through the development of new transport infrastructure and through affecting the character and setting of an area such as through congestion or vehicle speed.

The Island's historic environment is one of the most varied and important in England with features ranging from evidence of Roman settlement e.g. Brading Roman Villa; Queen Victoria's favourite residence, Osborne House; threats of invasion over the centuries from such sources as the Danes and the Spanish; connections with Henry VIII, Charles I and Alfred Lord Tennison, as well as a significant maritime heritage including numerous sites of shipwrecks off the Island's coast.

There are a number of monuments on the Island which currently have legal protection as scheduled and ancient monuments:

- Scheduled ancient monuments – 203.
- Ancient monuments – 60

There are a number of listed buildings on the Island:

- Grade 1 – 31.
- Grade II* - 59
- Grade II – 1,820

There are also 8 historic parks and gardens designated by English Heritage and 27 other parks and gardens identified at the local level as having historic significance.

Many of the towns and villages have Conservation Area status, which seek to retain the character of the built and architectural heritage of the Island.

Consultation with the Head of Archaeology at the Isle of Wight Council has confirmed that the biggest threat to heritage sites on the Island is from development. However, the damage caused by development can be mitigated through the development planning process. The other key threats are from agriculture (ploughing) and certain activities in the coastal and inter-tidal zone which are not controlled by development control. Where damage is caused by agriculture or development in the coastal and inter-tidal areas the Council has little ability to ensure the mitigation of damage.

The Isle of Wight is world famous for Yachting, with Cowes Week as the pinnacle. Carnivals have also been a tradition on the Island since the late 1800s and, according the Cultural Strategy, Ryde carnival is now an extremely impressive event.

The Cultural Strategy reports that each month, 60% of Islanders will visit a library and 36% take part in a sports centre / activity. Islanders suffer from a lack of strategic facilities that can host major touring shows. Therefore access to national activities across the leisure and cultural spectrum is limited.

*Sources of data*

- AONB Management Plan 2004 - 2009. Isle of Wight Council, 2004.
- Consultation with Ruth Waller, head of Archaeology at Isle of Wight Council, on 14th June 2005.

- Cultural Strategy 2004-2008, 2004.
- Consultation with historic parks and gardens officer at the Isle of Wight Council dated 18/07/05.

*Trends*

- None identified.

*Data Gaps*

- Locations of marine heritage sites.
- Heritage buildings at risk on the Island.
- There has been no systematic archaeological survey of the Island.

*Issues*

- The Island's historic environment resource is one of the most varied and important in England.
- There is a multiplicity of designated and non-designated archaeological sites, monuments and historic parks and gardens; maritime heritage; listed buildings and conservation areas.
- The biggest threat to heritage sites on the Island is from development. However, the damage caused by development can be mitigated through the development planning process. The other key threats are from agriculture (ploughing) and activity in the coastal and inter-tidal zone where damage to sites is less likely to be mitigated. There is a potential to create more tourism attractions based on heritage sites on the Island.
- Impact on non-designated features of local historic interest (e.g. unrecorded archaeological remains within river valleys).
- The development and Implementation of traffic schemes can adversely affect the character and appearance of historic features (e.g. introduction of signage or materials which are poorly integrated with the surrounding landscape and townscape character).
- Decisions on the location of transport schemes should be informed by the actual/potential presence of features of archaeological or cultural heritage interest.

## BIODIVERSITY, FAUNA AND FLORA

The UN Convention on Biological Diversity (1992) defined biodiversity as 'the variability among living organisms from all sources, including terrestrial, marine and other aquatic ecosystems and the ecological complexes of which they are a part; this includes diversity within species, between species and of ecosystems'.

The Island consists of a rich variety of habitats within a relatively small geographical area.

The majority of the Isle of Wight coastline is covered by international, national, and local designated sites including SSSIs, SPA and Ramsar, SACs and SINCs.

There are many ecological land designations on the Island (total area and percentage of Island area):

- Sites of Special Scientific Interest – 4,253.7 Ha
- Ramsar Sites – 1,620.6 Ha
- Special Areas of Conservation- 1,726.3 Ha (on land down to mean low water) and 20,604.2 subtidal area for SACs giving a total of 22,330.5 Ha
- Special Protection Areas – 1,736.3 Ha
- Local Nature Reserves - 5.4Ha
- National Nature Reserves – 301.1 Ha
- Sites of Importance for Nature Conservation - 2,505Ha

A significant part of the Isle of Wight coastline forms part of two European Marine Sites including the Solent European Marine Site (the relevant SACs and SPA and Ramsar sites to the Island are: Solent and Southampton Water SPA and Ramsar and Solent Maritime SAC) and the South Wight Maritime European Marine Site comprised exclusively of the South Wight Maritime SAC. These two sites have two separate Management Schemes produced under the Regulation 34 of the Conservation (Natural Habitats and Conservation) Regulations 1994.

The Solent European Marine Site (SEMS) is one of a number of European marine sites in the UK which are designated as internationally important sites for their habitats and species. SEMS covers the harbours, estuaries, areas of open coast and inshore water around the Solent and consists of a combination of Special Areas of Conservation (SAC) and Special Protection Areas (SPAs) which have been considered collectively under this title for the purpose of providing a single management plan for a European Marine site. The site stretches from Hurst Spit in the west to Chichester Harbour in the east and includes areas along the north coast of the Isle of Wight from Yarmouth to Bembridge Harbour, as well as the mainland shores.

Other SACs are Briddlesford Copse and the Downs.

A number of priorities have been identified for conservation on the Island in the Local Biodiversity Action Plan (LBAP). Within the LBAP, individual Biodiversity / Priority Habitats action plans exist for the following:

- Farmland;
- Lowland heathland;
- Lowland meadows;
- Lowland wood pasture and parkland;
- Maritime cliffs and slopes;
- Lowland calcareous grasslands;
- Lowland dry acid grassland;
- Red squirrel;
- Wetlands;
- Woodlands;
- Coastal and floodplain grazing marsh;
- Coastal salt marsh;
- Coastal sand dunes;
- Seagrass beds;
- Saline lagoons;
- Mudflats;
- Freshwater systems and wetlands; and
- Solent Coastal Habitat.

Other priority habitats and species include:

- Rocky shore communities;
- Kelp forest communities;
- Subtidal red algal communities;
- Subtidal faunal turf communities;
- Sea cave communities;
- Estuaries;

- Mudflats and Sandflats not covered by seawater at low tide;
- Annual vegetation of drift lines;
- Atlantic salt meadow;
- Cordgrass swards; and
- Sandbanks slightly covered by sea water all the time.

Many species of conservation concern identified at the national level occur on the Isle of Wight. The Island has 29 of those which are regarded as national priority; these include dormouse, song thrush, red squirrel, water vole, early gentian, skylark and starlet sea anemone.

A further 205 species are seen as important on the national scale, these include butterflies such as the Adonis blue and Pearl-bordered fritillary, marine life such as the native oyster and dogwhelk, freshwater fish such as bullhead and brook lamprey, wild flowers such as the cornflower and field cow-wheat, birds such as the barn owl and nightjar, and many species of bats.

In addition another 457 species, which are locally distinctive, have been identified by local experts. This includes a wide range of species such as mantis shrimps, wasp spiders, wall lizards and pink wax-cap fungi.

Other species of national concern include, reddish buff moth (RDB species only found on the Isle of Wight, Cranmore SSSI), Glanville Fritillary butterfly (RDB species), field cow-wheat (endangered vascular plant, the Isle of Wight supports the largest population in Britain, endangered triangular pygmy moss Acaulon triquetrum, endangered liverwort Cephaloziella baumgartneri and vulnerable liverwort, blakwort Southbya nigrella. Bats, in particular woodland bats including Bechstein and Barbestelle.

SSSI on the island are split into 515 management units. The current condition of 476 of those SSSI has been assessed. The results of this assessment are shown in Table C.1 and Figure C.3 below.

***Table C.1 Condition of SSSI on the Isle of Wight***

| | **Area (ha)** | **%** |
|---|---|---|
| **Area meeting PSA target** | 3,975.59 | 94.31 |
| **Area favourable** | 2,906.97 | 68.96 |
| **Area Unfavourable Recovering** | 1,068.62 | 25.35 |
| **Area Unfavourable**<br>**No change** | 39.03 | 0.93 |
| **Unfavourable**<br>**Declining** | 185.80 | 4.41 |
| **Area destroyed / part destroyed** | 12.42 | 0.36 |

Source: English Nature

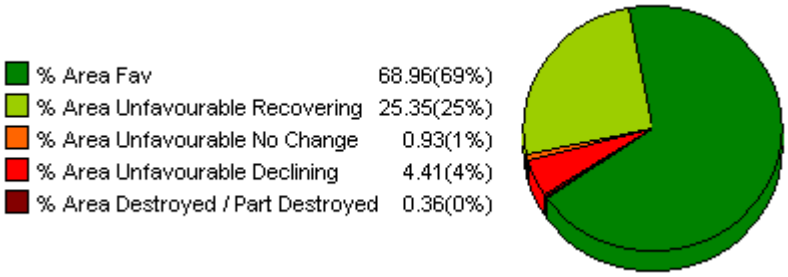



**Figure C.3 Condition of SSSI on the Isle of Wight**

11.2.5 The reasons why certain SSSI are in adverse condition are shown in the Table C.2 below.

***Table C.2 Reasons for adverse condition of SSSI***

| Adverse condition | Number of units by adverse condition (ha) | Area of units by adverse conditions (ha) |
|---|---|---|
| **Agriculture (Undergrazing)** | 9 | 39.63 |
| **Game Management (Game Management - Pheasant Rearing)** | 4 | 23.13 |
| **Lack Of Corrective Works (Inappropriate Scrub Control)** | 9 | 19.52 |
| **Other (Other - Specify In Comments)** | 9 | 13.74 |
| **Coastal (Coastal Squeeze)** | 1 | 12.39 |
| **Freshwater (Drainage)** | 3 | 12.38 |
| **Forestry (Forestry And Woodland Management)** | 7 | 8.66 |
| **Vehicles (Vehicles - Illicit)** | 1 | 8.05 |
| **Lack Of Corrective Works (Inappropriate Ditch Management)** | 2 | 6.47 |
| **Lack Of Corrective Works (Inappropriate Weed Control)** | 1 | 6.14 |
| **Earth Science (Earth Science Feature Obstructed)** | 5 | 4.24 |
| **Agriculture (Inappropriate Cutting/Mowing)** | 1 | 3.16 |
| **Agriculture (Agriculture - Other)** | 2 | 2.70 |
| **Public Access/Disturbance (Public Access/Disturbance)** | 1 | 1.07 |

Source: English Nature

All NNRs on the Isle of Wight have also been designated as SSSIs and are therefore included in the figures above. NNRs have been split into 34 management units, all of which have been subjected to condition assessments. The results of those assessments are provided in TableC.3 and Figure C.4 below.

***Table C.3 Condition of NNRs on the Isle of Wight***

| | Area (ha) | % |
|---|---|---|
| **Area meeting PSA target** | 300.11 | 100 |
| **Area favourable** | 287.95 | 95.95 |
| **Area Unfavourable Recovering** | 12.16 | 4.05 |
| **Area Unfavourable No change** | 0 | 0 |
| **Unfavourable Declining** | 0 | 0 |
| **Area destroyed / part destroyed** | 0 | 0 |

**Source: English Nature**

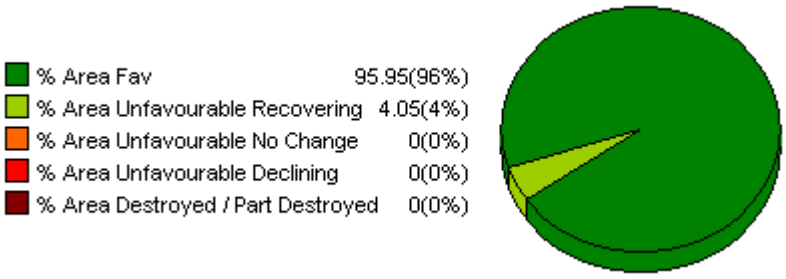



**Figure C.4 Condition of NNRs on the Isle of Wight**

Cliffs and slopes between Compton Chine and St. Catherine's Point are currently subjected to high levels of erosion. Many habitats e.g. vegetated sea cliffs and species associated with coast depend on the maintenance of coastal processes.

*Sources of data*


- Isle of Wight Area of Outstanding Natural Beauty Management Plan 2004 - 2009. Isle of Wight Council, 2004.
- Isle of Wight census Atlas and Statistical Handbook 2001. Isle of Wight Council, 2001.
- Isle of Wight Biodiversity Action Plan. Isle of Wight Council, 2004.
- Isle of Wight Biodiversity Action Plan. Maritime Cliffs Habitat Action Plan. Isle of Wight Council, 2002.
- Isle of Wight Biodiversity Action Plan. Lowland Calcareous Grassland Habitat Action Plan. Isle of Wight Council, 2002.
- Isle of Wight Biodiversity Action Plan. Farmland Biodiversity Action Plan. Isle of Wight Council, 2004.
- Grassland and Grazing Management Topic Report. Isle of Wight Council, 2002.
- Isle of Wight Biodiversity Action Plan. Heathland and Acid Grassland Habitat Action Plan. Isle of Wight Council, 2002.
- Isle of Wight Biodiversity Action Plan. Lowland Meadows habitat Action Plan. Isle of Wight Council, 2002.
- Isle of Wight Biodiversity Action Plan. Red Squirrel Species Action Plan. Isle of Wight Council, 2003.
- Isle of Wight Biodiversity Action Plan. Wetland Biodiversity Action Plan. Isle of Wight Council, 2003.
- Isle of Wight Biodiversity Action Plan. Woodland Habitat Action Plan. Isle of Wight Council, 2003.
- Isle of Wight Biodiversity Action Plan. Solent Costal Habitat Action Plan. Isle of Wight Council, 2004.

- *Wildlife of the Isle of Wight*. Isle of Wight Council, 2000.

*Trends*

Data presented by the Isle of Wight Council in 2000 identified that populations of the following birds on the Island were both rare or scarce and decreasing:

- Grey Partridge (Perdix perdix);
- Ringed Plover (Charadrius hiaticula);
- Purple Sandpiper – wintering (Calicris maritime);
- Bar-tailed godwit – wintering (Limosa lapponica);
- Little Tern (Stema albifrons);
- Guillemot (Uria aalge);
- Turtle Dove (Streptopelia turtur);
- Nightjar (Caprimulgus europaeus); and
- Spotted Flycatcher (Muscicapa striata).

*Data Gaps*

- Lack of specific habitat information for all protected areas on the Island.
- Lack of local detailed data relating to the reasons for designation of the candidate Special Areas for Conservation, and Special Protection Areas. This information may be available from EN.
- Lack of information on the distribution and habitat requirements for rare bats on the island including Bechstein and Barbastelle bats.

*Issues*

- Construction and operation of transport infrastructure can have an impact on the island's unique ecosystem, which contains many different habitats within a relatively small geographical area.
- Construction and operation of transport infrastructure can also have an impact on the wide range of UK BAP habitats and species that can be found on the island and which are already subjected to considerable pressure.
- There are a number of priority species on the Island and nine bird species which are rare and decreasing in numbers.
- There are a number of designated sites for wildlife valuEurie (international, national and local), which can be impacted upon by transport.
- There are a number of action plans aimed at protecting and increasing biodiversity on the Island. Impacts caused by transport can reduce the extent to which these action plans can be fulfilled.
- Changes in levels of noise and vibration generated from transport can have an impact on biodiversity.
- Changes in geology, geological processes, coastal processes and hydrological processes as a result of construction of transport infrastructure. These changes can have an impact on the flora and fauna dependant these processes.
- There are tensions between areas of value for tourism and inward investment and ecologically sensitive areas. Regeneration pressures to redevelop water front areas such as the East Cowes Project would place considerable pressure on natural resources.
- Increased water abstraction as a result of population expansion may have a detrimental impact on designated sites such as the River Test SSSI on the mainland and Brading Marshes to St Helen's Ledges SSSI (part of the Solent and Southhampton Water SPA and Ramsar and Solent and Isle of Wight Lagoons) in the Eastern Yar Catchment.

- According to the Government's Public Service Agreement for SSSIs, 95% of the area of all SSSIs will have to be turned into favourable condition by 2010. Impacts caused by transport can reduce the extent to which this objective can be fulfilled.
- There has been a reduction in numbers of wading birds on the island such as redshank and lapwing.
- The provision of transport infrastructure on coastal nature conservation areas and unstable slopes, e.g. A3055 Undercliff Drive Stabilisation Scheme and Military Road at Compton Down and in the flood plains.
- Improvements to the transport network may lead to the loss and fragmentation of semi-natural habitats e.g. neutral, acid and calcareous grassland and woodland.

## SOIL AND GEOLOGY

This section examines the geology of the Island, erosion, instability, land use and contamination. Transport could affect soil and geology through new transport infrastructure removing soil, the repair of existing infrastructure due to instability, and contamination from railways and fuel storage.

The Island has a wide variety of rock forms within a relatively small area. The vegetation and land use is greatly influenced by the underlying geology. A key feature of the geology is the chalk ridge running from the Needles in the west to the Culver Cliff in the east. The Island's unique geology includes the coloured cliffs of Alum Bay, created by minerals in the sand. Geological types and land uses are shown diagrammatically in Figure C.5 below.

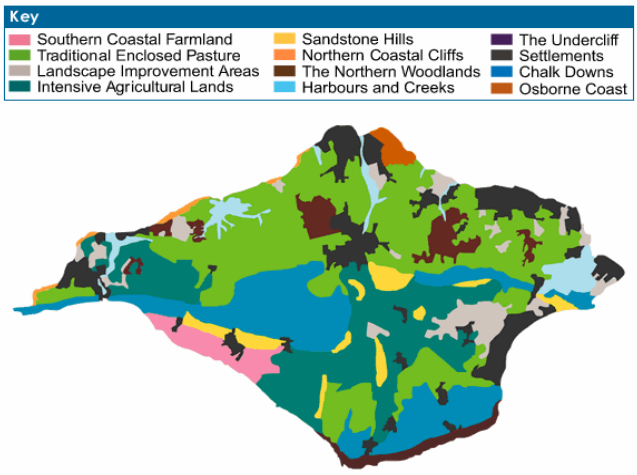



**Figure C.5 Geological types and land uses on the Isle of Wight**

Source: 2001 Isle of Wight Census Map

Of particular value is the internationally important geology associated with the Wealden Group rocks, formed 120 million years ago. This is one of the richest sources of dinosaur bones in Europe and one of the most important in the world.

Erosion occurs on the Island especially around the coastline due to the soft nature of some of the geology of the Island. Coastal erosion is covered by the 'Coast' topic (see above). Instability is an issue in certain parts of the Island, particularly on the coast and in relation to some roads. Areas particularly susceptible to erosion are the cliffs and slopes between Compton Chine and St. Catherine's Point.

There are a number of designated Regionally Important Geological and Geomorphological Sites (RIGGS) on the Island. A number of geological SSSIs exist on the south west coastline due to the exposure of the geological sequence as a result of erosion.

A number of mineral resources are extracted on the Island including sand and gravel, and chalk. Brick clay, building stone and limestone have been extracted in the Island in the past. The Aggregates Monitoring Report (SEERA, 2003) reports that the Isle of Wight had a sand and gravel landbank of more than 7 years at the end of 2003.

According to the Aggregates Monitoring Report (SEERA, 2003), there are 4 active sites producing sand and gravel on the Isle of Wight. These are:

- St Georges Lane, Newport (Bardon Vectis);
- Haslett farm, Shorwell (BR & GA Draper);
- Knighton Sand Pit (Knighton Sand);
- Cheverton Down, Shorwell (D Newnham)

There are no sites on the Island producing recycled aggregates. However, there are 11 active sites producing recycled aggregates operating in Hampshire, Portsmouth and Southampton. There is no crushed rock being produced on the Island.

There are 3 active wharves handling aggregate and 1 inactive wharf on the Island. The inactive wharf is Stag Lane, Newport (Lafarge/Malcolm Thorpe). The active wharves are:

- Kingston Wharf, East Cowes (Island Marine Aggregates);
- PD Wharf, Cowes (PD Ports, Logistics and Shipping); and
- Blackhouse Quay, Newport (Site Services Ltd).

There are no rail depots on the Island which deal with aggregates.

Table C.4 below shows that landings of marine sand and gravel have varied over the years between 1994 and 2003 but there has been an overall increase of 58,000 tonnes over this period.

***Table C.4 Landings of marine sand and gravel 1994 to 2003 (thousand tonnes)***

| County | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 |
|---|---|---|---|---|---|---|---|---|---|---|
| Isle of Wight | 150 | 175 | 130 | * | 118 | 188 | 179 | 151 | 130 | 208 |
| Hampshire | 1,744 | 1,748 | 1,478 | 1,366 | 1,525 | 1,638 | 1,620 | 1,698 | 1,715 | 1,763 |
| Total South East Region | 7,074 | 7,039 | 5,810 | 4,920 | 5,942 | 6,137 | 6,404 | 6,502 | 6,575 | 6,517 |

* Confidential figure

The Isle of Wight Minerals Planning Authority received no applications for aggregate production within 2003, nor were there any permissions given or refusals and no determinations were outstanding.

The total farmed land on the Island reduced by approximately 1000 ha between 1981 and 2001. The biggest changes have been a reduction in grassland and total crops and bare fallow and an increase in other agricultural land uses including set aside.

The Island has several zones of Grade 2 agricultural land, notably around Arreton and Atherfield. The highest proportion of agricultural land on the Island is Grade 3.

Past industrial activity potentially has led to the contamination of land on brownfield sites. These industrial activities include small power stations, ship building, former railways, and bulk oil storage areas. To ascertain whether land has effectively been contaminated and is therefore defined as 'contaminated land' ground investigations are required.

The unique geological value of the island is also a key tourist attraction.

*Sources of data*

- *Land use on the Isle of Wight*. Isle of Wight Council, 2001.
- *Isle of Wight Census Atlas and Statistical Handbook 2001*. Isle of Wight Council, 2001.
- *Aggregates Monitoring Report*, South East England Regional Assembly, 2003.
- *Isle of Wight Mineral Resource Information in Support of National, Regional and Local Planning,* ODPM and British Geological Survey, 2002.

*Trends*

- None identified.

*Data Gaps*

- Minerals extraction and dredging data.
- Extent of brown field land available for development.
- Geomorphology and stability data is currently unavailable and will be included within the baseline forthwith.

*Issues*

- There are a number of geological designations (RIGGS) on the Island which will need to be protected.
- The total farmed land on the Island reduced by approximately 1000 ha between 1981 and 2001. The biggest changes have been a reduction in grassland and total crops and bare fallow and an increase in other agricultural land uses including set aside.
- The Island has several zones of Grade 2 agricultural land, notably around Arreton and Atherfield. The highest proportion of agricultural land is Grade 3 which is valuable for a wide range of agricultural uses.

- Erosion occurs on the Island especially around the coastline due to the soft nature of some of the geology of the Island.
- Safeguarding suitable land on the coast for bulk freight movements, storage, staging and ports.
- Past industrial activity on the Island presents the potential for contaminated land on brownfield sites.
- Development of land already affected by contamination can have an impact on human health, property and the wider environment.
- Development on coastal sites of geological importance (e.g. coastal protection works at Colwell Bay).
- Poor management of geological exposures.
- Decrease in the area occupied by grassland as a result in the decline in livestock on the island.

## WATER

The construction and use of transport infrastructure can affect the quality of water. Run-off from roads and car-parks can contain pollutants which could find their way into surface water and groundwater systems if uninterrupted. Some rivers on the Island are used to supply water to the Island. Water-based transport is very important to the Island, being the predominant method of movement of people and freight between Island and the mainland and for sailing for which the Island is world-renowned.

The flood risk area on the Eastern River Yar extends further inland that Sandown (e.g. Newchurch).

Almost the whole of the southern half of the Island is located over a major aquifer. Three quarters of public water supply is derived from groundwater, accounting for 86% of all groundwater abstraction. There are also a large number of groundwater abstractions for irrigation of arable land, especially in the south of the Island.

The largest catchments on the Isle of Wight are Eastern Yar and Medina, both flowing north. There are a number of designated main rivers on the Isle of Wight which are listed in Table C.9 below.

*Table C.9: Environment Agency river quality grades on the Island from 2000 to 2002*

| River name | River stretch | Grade (A-F) |
|---|---|---|
| Rodge Brook | Mouth - Porchfield | C |
| Caul Bourne | Mouth - Fullings Mill Farm | B |
| Caul Bourne | Fulling Mills Farm - Source | A |
| Thorley Brook | Mouth - Source | E |
| Brighstone Stream | Mouth - Source | B |
| Atherfield Stream | Mouth - Source | A |
| Wroxall Stream | Wroxall – Source | C |
| Wroxall Stream | R. Eastern Yar Conf - Wroxall | B |
| R. Eastern Yar | Horringford - Source | A |
| Arreton Stream | R. Eastern Yar Conf - Source | D |
| R. Eastern Yar | Burnt House - Horringford | B |
| Scotchells Brook | R. Eastern Yar Conf - Source | C |
| R. Eastern Yar | Tidal Limit - Burnt House | C |
| Tidal Eastern Yar | Mouth - Tidal Limit | C |
| Monktonmead Brook | Mouth - near Source | C |
| Palmers Brook | Staplers Heath - Source | D |
| R. Medina | Mouth - Chillerton | A |
| Lukely Brook | Mouth - Source | A |
| Palmers Brook | Mouth – Staplers Heath | C |

The total amount of water abstracted on the Isle of Wight is approximately 78million litres per day, 68% from groundwater and 32% from surface water. 78% is licensed for the Public Water Supply. However, Public Water Supplies are also supplemented by underwater pipes from the mainland, supplying about a quarter of the Island's needs. The Environment Agency has stated in April 2005 that all catchments on the Island are over licensed or over-abstracted and the Agency is undertaking a 'Drought Watch' on the Island.

Water supply problems occur on the Isle of Wight due to limited groundwater yields, low flows in the Island's rivers and population increases during the summer due to tourism.

This issue could be exacerbated by the predicted effects of climate change such as shorter aquifer recharge periods and drier summers.

On the Isle of Wight there are 20 surface water sampling points covering a total length of 87.5km of classified water. Regular sampling shows that the surface water quality is generally of average quality with some stretches of water showing poor overall quality. Intensive horticulture and mixed farming practices have resulted in elevated pesticide concentrations and silting being observed in the Eastern Yar catchment. Water abstraction and low river flows can exacerbate these problems.

For water quality the Environment Agency classifies A as being very good down to F for bad. Table 4.5 shows river quality grades for rivers on the Island between 2000 and 2002.

At the three main Environment Agency marine monitoring sites on the Isle of Wight: Newport Harbour, the Folly and at the main pontoon in West Cowes, the Agency has reported that there are no major pollution problems present in the area.

There are few consented discharges to rivers, with the majority of wastewater being discharged to the sea.

Discharges into the Medina Estuary include: Fairlee Sewage Treatment Works, Sea Outfall, discharges from private treatment works, industrial discharges, and storm outfalls.

The main aquifer tends to be overlaid by very porous soils and would do little to protect the aquifer from soil contamination. The Environment Agency provides maps of groundwater vulnerable zones and source protection zones.

Data from the Environment Agency states that no major groundwater contamination incidents have occurred on the Island. However, numerous groundwater pollution incidents have occurred on the island over the past few years. These incidents mostly relate to spillages of oil to ground. There is also an issue where a public water supply has had to install treatment due to contamination of surrounding groundwater by pesticides.

Although not formally classified as a major contamination incident, current contamination bentazone contamination of the Southern Water's potable water supply source at Niton Manor Farm is a significant contamination incident.

Weekly water tests are undertaken by the Environment Agency at beaches on the Island throughout the bathing season. The tests are undertaken to check compliance with the standards set in the Bathing Water Directive. Data for the years 2000 to 2004 is available from the Isle of Wight Council and this shows that water quality at the beaches has improved during this period. In 2000 the water quality on most beaches on the Island failed to meet the mandatory standards but since then almost all beaches have met the Directive's most stringent guideline standards:

- Total coliforms no more than 500 per 100ml of water;
- Faecal coliforms no more than 100 per 100ml of water;
- Faecal Streptococci no more than 100 per 100ml of water.

In 2004 all 13 beaches on the Island met the most stringent standards. In May 2005 all beaches have met the most stringent standards apart from Springvale during one week in May, and at Seagrove during two weeks in May, when the water met only the main mandatory standards.

All beaches on the Island are Seaside Award winners. Seaside Awards are dependent on good water quality and management of the beaches. Beaches at Ryde, Sandown and Shanklin are also Blue Flag award winners. The Blue Flag requirements also include having a lifeguard at the beach.

Consultation with the Beaches and Esplanades Officer at the Isle of Wight Council indicates that there are problems with excessive amounts of seaweed washed up on beaches at Ryde and sometimes at Shanklin. This seaweed is not removed by out-going tides and requires removal due to the odour it gives off. This odour can cause people to avoid the beaches which could damage the local tourism economy at these resorts. Seasonal problems due to seaweed occur at East Cowes.

*Sources of data*


- *The Isle of Wight Catchment Abstraction Management Strategy*, Environment Agency, 2003.
- What's in My Backyard? Environment Agency website: http:// www.environment-agency.gov.uk/.
- *Medina Estuary Management Plan*. Isle of Wight Council, 2000.
- Notes from meeting on 26th April 2005 between the Isle of Wight Council, the Environment Agency and Southern Water.
- Solent Forum website: http://www.solentforum.hants.org.uk/SEMS/homepage.html.
- Consultation with the Beaches and Esplanades Officer, Beaches and Esplanades Department at the Isle of Wight Council on 15/06/05.

- *Water Quality at Local Beaches*: data from the Environment Agency provided by the Isle of Wight Council, June 2005.

*Trends*

- Water quality at the Islands beaches has improved since 2000.
- The population of the Island is growing and this will place a greater demand on water supplies.

*Data Gaps*

- Estuary water quality since 2002 and for years previous to 2000. This information has been requested from the Environment Agency.
- Flood zone maps are required as they are now the primary tool for planning authorities on this matter.

*Issues*

- Water supply problems occur on the Isle of Wight due to limited groundwater yields, low flows in the Island's rivers and population increases during the summer due to tourism. All catchments on the Island are over licensed or over-abstracted. This issue could be exacerbated by the predicted effects of climate change such as shorter aquifer recharge periods and drier summers. This represents the risk of increased reliance on imported water and issues relating to the security of the supply and the sustainable use of water as a resource. A growing population will also place greater demands on water supply.
- Increased pumping in existing aquifers such as Burnt House Weir in the Eastern Yar during periods of peak demand is a significant issue. Both of these aquifers are already over abstracted.
- Surface water quality is generally of average quality with some stretches of water showing poor overall quality. Intensive horticulture and mixed farming practices have resulted in elevated pesticide concentrations and silting occurring in the Eastern Yar catchment. Water abstraction and low river flows can exacerbate these problems.
- Management of Island beaches is required in order to maintain them as a good quality local amenity and tourism resource.
- Transport infrastructure can lead to contamination of groundwater resources both during construction and subsequent operation. This is a particular issue on the island due to its high reliance on groundwater for public water supplies.
- Besides the impacts of construction, the provision of additional highway works may give rise to quantitative increase in run-off. This might detrimentally affect the rate of run-off to receiving watercourses.
- The maintenance and creation of bridges may affect the hydrological processes.

## HUMAN HEALTH AND SAFETY AND PHYSICAL FITNESS

As discussed previously, transport can affect human health by causing localised air pollution and noise nuisance. Safety is related to road safety and accidents which in turn can be associated with condition of roads, junction layout, driver behaviour and traffic calming measures. Poor health can be associated with other indicators of deprivation and it is important that areas of deprivation are identified and considered within transport planning. Transport also has a key role to play in providing access to medical facilities. Physical fitness levels have a major impact on the occurrence of obesity and circulatory diseases. The encouragement of cycling and walking could help improve physical fitness levels within the population.

Data reported in the Community Strategy (2002) includes:

- Levels of dental decay in children are above regional averages;
- Mortality rates from coronary heart disease are lower than the national average but well above the regional average;
- Breast, colorectal and prostate cancer levels are higher than national levels (however, levels in the South East are generally higher). The Island's death rates for these causes are close to the national average; and
- 2.5 people per 1,000 with mental health problems (aged 18-64 are helped to live at home, compared to 2.2 for England; and suicide rates are well above national averages – 15 per 100,000 compared to 9.4 for England and Wales between 1997 and 1999.

Figures C.6 and C.7 show the evolution of life expectancy at birth during the period 1991-2001.

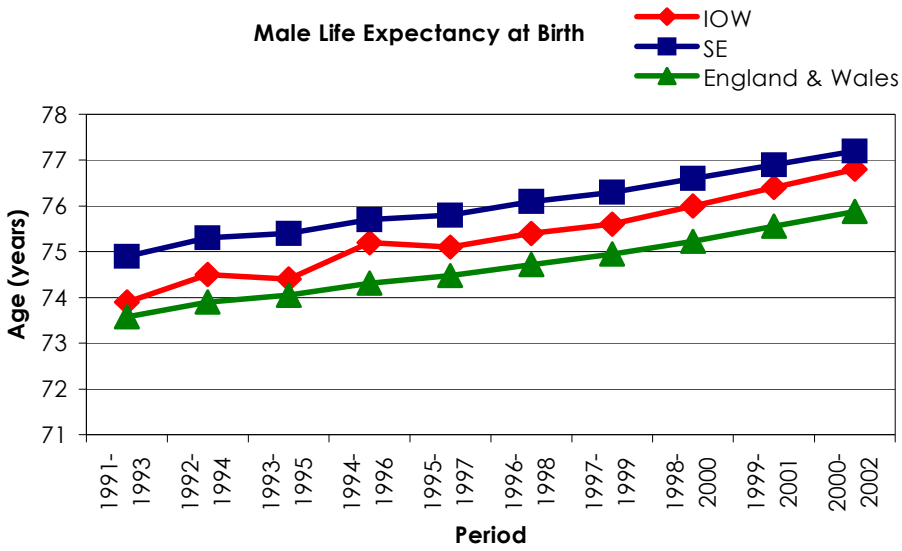



**Figure C.6 Male expectancy at birth**

Source: Census 2001

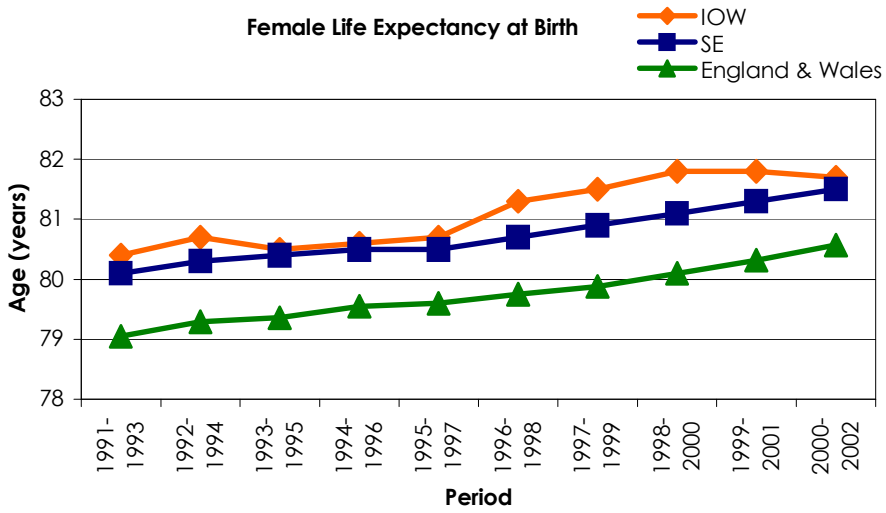



**Figure C.7 Female life expectancy at birth**

Source: Census 2001

The 2001 Census asked people to describe their health, over the preceding 12 months as 'good', 'fairly good' or 'not good'. 65.1% of residents on the Island described their health as ‘good’, compared to 68.6 in England and Wales, with 25.2% of Islanders describing their health as ‘fairly good’ compared to 22.2 in England and Wales. 9.7% of Islanders described their health as ‘not good’ compared with 9.2% in England and Wales.

It also asked questions about any limiting long-term illness, health problem or disability which limited peoples’ daily activities or the work they could do. 22% of Islanders had a long term illness compared with 18.2% in England and Wales and 15.5% in the South East.

The 2001 Census also reports that 10.8% of the resident population on the Island were provided with unpaid care compared with 10% in England and Wales and 9.2% in the South East. Unpaid care is described as care

provided to look after, or give any help or support to family members, friends, neighbours or others because of long term physical or mental ill-health or disability, or problems relating to old age.

The Isle of Wight NHS Trust provided data on life expectancy at birth, mortality and health-related benefits, as follows:

In 2001-03 life expectancy at birth was:

- 77.1 years for males on the Isle of Wight, compared to 76.2 in England and 77.4 in the South East; and
- 81.7 years for females on the Isle of Wight, compared to 80.7 in England and 81.6 in the South East.

Mortality:

- Infant mortality (of infants aged less than 1 year): the IW rate was under 5 deaths per 1,000 live births. This is similar to the national and regional rates and has significantly improved since 1997-99, with the improvement faster than England and the South East.
- Mortality from all causes: the IW rate was 615 deaths per 100,000 population; this is significantly better than the England average (664), but is in the worst two-fifths of Local Authorities in the South East. Since 1997-99 the rate has improved, but more slowly than both England and the South East.
- Mortality from circulatory disease (including heart disease and stroke): the IW rate was 98 deaths per 100,000 population, similar to the England average but significantly worst than the South East average (86) and among the worst 30% of South East authorities. Since 1997-99 the rate has improved significantly, though more slowly than both England and the South East.
- Mortality from all cancers: the IW rate is 115 deaths per 100,000 population; this is better than the England average (124) and similar to the South East average. Since 1997-99 the rate has improved, but more slowly than both England and the South East.
- Mortality from Suicide and Undetermined Injuries: the IW rate is 14.5 deaths per 100,000 population: this is significantly worse that the England (8.7) and the South East (8.4) rates, and the third highest of all the South East Local Authorities. The rate has been broadly constant since 1997-99.

In August 2004, benefits being paid on the Island included:

- Disability Living Allowance: 6,065 people on the island were receiving this benefit, which is paid to people aged under 65 who are disabled and need help with personal care and / or getting around. The claim rate for the island was 4.6%, higher than both England (4.3%) and the South East (2.9%).
- Attendance Allowance: 3,915 people on the island were receiving this benefit, which is paid to people over the age of 65 who are so severely disabled that, physically or mentally, that they need a great deal of help with personal care or supervision. The claim rate for the island was 13.2%, lower than England (14.6%) but higher than the South East (11.4%).

The increasing number of older people living on the Island means there is a growing demand for care, support and health services. Life expectancy at birth for males and females is illustrated in Figure 4.4 (source: 2001 Isle of Wight Census map).

The Island has recently been designated as an Associated Health Action Zone, which recognises the deprivation in some areas.

The Isle of Wight NHS Trust states in its latest annual report that the following are the key constraints facing the Trust:

- Recruiting and retaining specialist and skilled staff;
- Overcoming diseconomies of scale and geographical isolation whilst ensuring safe and efficient services for Island residents;
- Deprived and ageing population requiring higher than average levels of care; and
- Agreeing long term future arrangements for delivery of health care, acceptable to, and safe for Island residents.

There are issues relating to access to health care for Islanders and this is covered under the criterion 'Population'.

The Local Transport Plan presents data relating to road traffic accidents on the Island. It states that, because of the relatively small sample sizes of some of the more detailed analysis, performance year on year can be subject to wide variations and to overcome this trends are identified using five year rolling averages. This approach suggests that the key issues relating to road traffic accidents are:

- Powered two wheeler (e.g. motorcycles and mopeds) casualties for all severities are substantially above the 1994-8 average and are significantly worse than for the whole of England.
- Car user casualties for all severities are significantly worse than for the whole of England.
- Injuries to older drivers represent around 7% of all injuries on the Isle of Wight compared to 4% in the whole of Great Britain.
- The severity rate (KSI injuries as a proportion of all casualties) is worse than for the whole of Great Britain.
- Highway maintenance; trends in recent years have identified an increasing number of crash locations where low skidding resistance may have been a contributory factor (see 'Material Assets' criterion for further data relating to condition of roads).

*Sources of data*

- *Community Strategy for the Isle of Wight.* Isle of Wight Council, 2002.
- Isle of Wight Healthcare NHS Trust Annual Report 2003-2004. Isle of Wight NHS Trust, 2004.
- Office for National Statistics website: http://www.statistics.gov.uk/.
- *Local Transport Plan 2001-2006*, Isle of Wight Council, 2001.
- Scoping consultation response from the Isle of Wight NHS Trust of 30 August 2005.

*Trends*

- Life expectancy (males and females) is improving faster than or comparable England.
- Infant mortality is improving faster than or comparable with England.
- Mortality from all causes is improving slower than England.
- Mortality from circulatory diseases is improving slower than England.
- Mortality from all cancers is improving slower than England.
- The improvement in mortality from suicide and undetermined injury is negligible when compared to improvement in England.

*Data Gaps*

- Facilities that Islanders have to travel to the mainland to access.
- General levels of fitness of Islanders.
- Local information about lifestyle behaviours which impact on health (e.g. diet, physical activity, smoking and sexual health.

*Issues*

- The Island has recently been designed as an Associated Health Action Zone, which recognises the deprivation in some areas.
- The increasing number of older people means a growing demand for care, support and health services.
- Although the 2001 Census data reports that people generally regard their health as good, there are a number of issues relating to the health of the population such as the rate of still births (7.0 per 1,000 in 1999 compared to 5.3 for England and Wales) and levels of dental decay in children are above regional

averages; mortality rates from coronary heart disease are well above the regional average; breast, colorectal and prostate cancer levels are higher than national levels.

- The Isle of Wight NHS Trust states that they have problems recruiting and retaining specialist and skilled staff.
- The continuing health gap between the Isle of Wight and the South East region on a number of indicators.
- The continuing high suicide rate.
- The population projection which show that the Island's population will age significantly faster than either England or the South East over the next 20 years, which will lead to increasing demand for health and social care.

## POPULATION

This criterion covers the structure and distribution of the Island's population; migration to and from the mainland, seasonal fluctuations in the Island's population due to tourism; severance; access to services; and areas of deprivation.

The population of the Isle of Wight has grown steadily since World War II. Information from the census shows that the rate of growth between 1981 and 1991 was almost 6%. According to the 2001 Census data the total population of the Island in 2001 was 132,731. According to the mid-2003 population estimates there were 136,100 people residing in Isle of Wight, of whom 48.2 per cent were male and 51.7 per cent were female. Children under five accounted for approximately 4 per cent of the resident population of Isle of Wight. This compares with almost 6 per cent for England and Wales overall.

The Isle of Wight has an aging population demographic structure, with a high proportion of elderly and retired people. In mid-2003, 25.3 per cent of the resident population in Isle of Wight were of retirement age (65 and over for males or 60 and over for females) compared with 18.5 per cent in England and Wales.

The majority of people are located in the towns of Newport, Ryde, Cowes and East Cowes and also in the eastern coastal areas. Shallfleet and Yarmouth, Brighstone and Calbourne, Central rural as well as Wroxall and Godshill wards have the lowest population density.

Population density for the Isle of Wight is shown in Figure C.8 below.

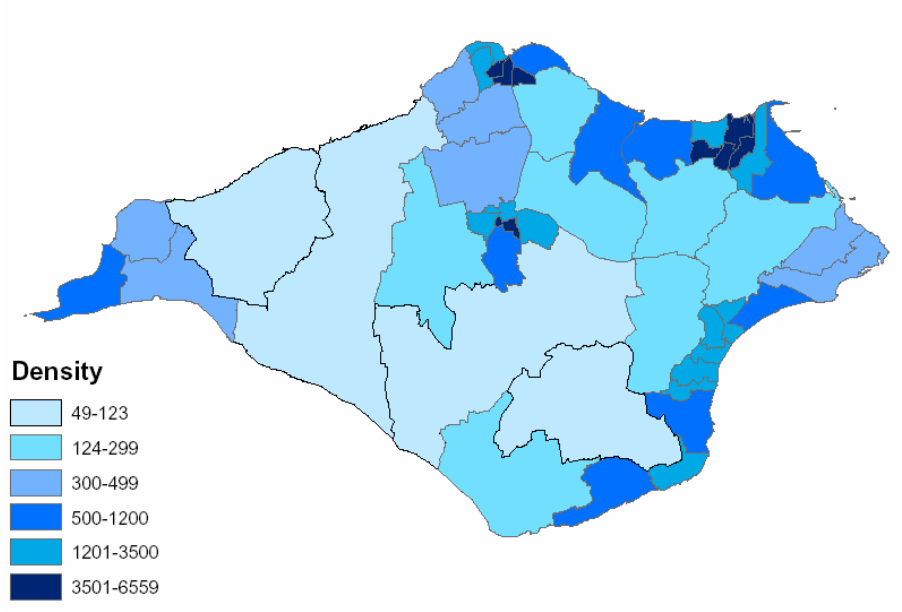



**Figure C.8 Population Density (persons per square kilometre) on the Isle of Wight**
Source: 2001 Census Population Map

Outward migration from the Island is greatest in the 15 to 29 age group and lowest in the 60 to 64 age group, and outward migration has remained fairly consistent over the last five years. Inward migration to the Isle of Wight is greatest from young people, from the 15 to 29 age group and lowest from the 60 to 64 age group. This inward migration of young people may be due to this age-group returning after receiving further education on the mainland. The net effect of the inward and outward migration flows means that the Island is losing people in the 15 to 29 age group, and gaining them in all other groups. Therefore it appears that the out-migration in this age group is so high that even with the relatively high in-migration compared with the other age-groups there is still a significant net out-migration in this age group. Combined with the net in-migration of older age groups an aging population structure has occurred.

The population of the Island greatly increases during the summer season when tourists arrive. Between 2002 and 2003 2.57 million people visited the Island (not including those arriving by yacht).

The 2001 census data shows an increase in the non-white ethnic population of the Isle of Wight to 1,749 persons or 1.3% of the total, compared with 0.7% on the Island in 1991. In England and Wales the non-White ethnic population is 8.7% of the total. The second largest ethnic group on the Island in 2001 was mixed white and black Caribbean, followed by mixed white and Asian. The Island's largest towns, particularly Cowes, Newport, Ryde and Ventnor have the largest minority ethnic group populations. In a few wards the minority ethnic group population is close to 5% of all under 18s.

Census data for country of birth revealed that 127,438 of the Island's population (96%), were born in the United Kingdom, and 5,293 (4%) born elsewhere. The next highest totals for country of birth were West Europe (EU countries – 1,307 or 1%) and Asia (1,104 or 0.8%).

Cross-Solent ferry crossings are generally of a high quality, frequent and convenient. However, the cost of the services are considered by many members of the public to be a deterrent to travelling, particularly for those seeking employment or educational opportunities.

The Community Strategy states that public transport on the Island is seen as expensive. Public transport on the Island is currently subsidised however the community strategy identifies that more needs to be done to secure adequate services, increased use and value for money.

The Island benefits a good range of goods and services from its town centre shops, however local demand can not support as large a choice as is available on the mainland.

Due to the population size a full range of specialist medical and social services cannot be provided on the Island and people have to travel to the mainland for some services.

2004 multiple deprivation data reports that six of the Island's 89 super output areas (SOAs ) (7%) are among the most deprived 20% of SOAs) nationally (Ryde St. Johns, Newport Pan (both SOAs), Ryde North East, Ventnor East and Newport Mountjoy). The Island has no SOAs in the most deprived 10%. This data appears to show a significant improvement in the Island's relative level of deprivation since 2000, although 60 out of the Island's 89 SOAs are still more deprived than the national average.

The Housing Stock Condition Survey in 2002 showed that 7.4% of households (3,281) live in fuel poverty. Of the 45,770 dwellings surveyed in the Housing Stock Condition Survey (a sample survey) in 2002, 92% were in a satisfactory condition and 8% unsatisfactory. Poor housing conditions are usually associated with social and economic disadvantage. Unfit housing is highest in Cowes and Ryde and predominantly in vacant and pre-war terraced housing.

Lone parent households make up 6.1% of all households on the Island, which has doubled from 3.0% in 1991. Single pensioner households account for over 18% of all households on the Island. They are located mainly in coastal wards and in the Newport area. Other single households account for 13% of all Island households with concentrations in the more urban areas. The proportion of owner occupied households has decreased since 1991 but is higher than the England and Wales average.

*Sources of data*

- *Isle of Wight Unitary Development Plan 1996-2011*
- *Isle of Wight Census Atlas and Statistical Handbook 2001*, Isle of Wight Council, 2001.
- *2002/2003 Isle of Wight Tourism Activity Monitor,* Isle of Wight Council
- *The Community Strategy for the Isle of Wight.* Isle of Wight Council, 2004.
- National Statistics website, neighbourhood statistics: http://neighbourhood.statistics.gov.uk/
- *Guide to BME and faith communities on Isle of Wight*, Faith Regen UK for the Isle of Wight Council, 2004
- *The Isle of Wight Housing Strategy 2004-2009*, Isle of Wight Council, 2004
- Public Health Report 2004 (Draft), Isle of Wight Primary Care Trust and Isle of Wight NHS Healthcare Trust, 2005

*Trends*

- The Isle of Wight has an aging population demographic structure.
- The 2001 Census data suggests that the Island has become slightly more ethnically diverse since 1991.

*Data Gaps*

- None identified.

*Issues*

- Outward migration from the Island is greatest in the 15 to 29 age group and lowest in the 60 to 64 age group.
- Despite the fact the highest out-migration is in the 15 to 29 age group, the highest in migration is in the same age group. This suggests that the out-migration in this age group is so high that even with the relatively high in-migration compared with the other age-groups there is still a significant net out-migration.
- The demographic distribution of the population on the Island is 'top-heavy' – i.e. it is an ageing population.
- Despite an increase in ethnic diversity between the 1991 and 2001 Censuses, the Island is much less ethnically diverse than England and Wales as a whole.

- An influx of tourists during summer months plus a large number of second homes on the Island could potentially cause conflict between permanent residents and the temporary residents.
- The cost of the services are considered by many members of the public to be a deterrent to travelling, particularly for those seeking employment or educational opportunities.
- Public transport is also considered to be expensive on the Island.
- Retail demand can not support as large a choice as is available on the mainland.
- Due to the population size a full range of specialist medical and social services cannot be provided on the Island and people have to travel to the mainland for some services.
- There are pockets of deprivation on the Island which need to be considered when planning public transport services: Ryde St. Johns, Newport Pan (both Super Output Areas), Ryde North East, Ventnor East and Newport Mountjoy are among the most deprived 20% of SOAs) nationally. Unfit housing is highest in Cowes and Ryde and predominantly in vacant and pre-war terraced housing. Poor housing conditions are usually associated with social and economic disadvantage. Single pensioner households are located mainly in coastal wards and in the Newport area. Other single households account for 13% of all Island households with concentrations in the more urban areas.

## MATERIAL ASSETS

Material assets can encompass buildings and infrastructure, natural resources and waste. The construction and maintenance of highways infrastructure requires the significant use of aggregates (a non-renewable resource) and in turn can create waste materials. This criterion also covers housing stock, transport infrastructure, the transportation of waste around the Island and to the mainland.

There are 837km of footpaths, byways and bridleways on the Island.

The road network is 791.8km long. Of which 122.3km are principal roads, 269.3km are other classified roads, and 399.9km are unclassified roads. According to a report to the Isle of Wight Council Executive, the Island's road network remains below standard. Routine inspections and various structural condition surveys indicate that urgent and substantial investment is needed to improve and maintain the highway network asset. The Council is exploring funding routes to improve the condition of roads; however, failure to secure the required investment will result in continued and accelerated deterioration of the network.

Restrictions on the use of road space will increase through safety considerations which will be accompanied by reductions in accessibility.

Ports which handle bulk freight are located predominantly at Cowes and Newport. The ports on the Island are very important for transport to and from the mainland. Cross-Solent passenger and vehicle services operate from a number of ports on the Island.

- Ryde: Hovercraft to and from Southsea operated by Hovertravel;
- Yarmouth: Car and foot passenger ferry operated by Wight Link;
- West Cowes: Fast link for foot passengers provided by the 'Red Jet' operated by Red Funnel;
- East Cowes: Car and foot passenger ferry operated by Red Funnel;
- Fishbourne: car and foot passenger ferry operated by Wightlink; and
- Ryde Pierhead – Portsmouth 'Fastcat' foot passenger ferry service

Park and ride facilities are available on the edges of several towns on the island including Cowes, Shanklin, Sandown and Ryde. At Ryde and Cowes these services are aimed at relieving congestions within the towns caused by ferry traffic. The Isle of Wight Council is currently working with SEEDA to improve the East Cowes ferry interchange with improvement also planned in West Cowes by Red Funnel (ferry operating company). Funding has recently been secured by the Council to undertaken major improvement to the Ryde transport interchange which is recognised at the regional level as a transport 'spoke' and a priority for improvement

within the region. This work also includes expansion of the park and ride facility at St John's station on the outskirts of Ryde plus the provision of CCTV and cycle racks to assist in achieving modal shift.

There are a number of recent and proposed coastal defence schemes on the Isle of Wight promoted by the Council for protection against coastal and cliff erosion and flooding. These schemes include:

- Construction of a seawall at Seaview Duver Coast;
- Controlling slope slippage at Seagrove Bay Coast (not started yet);
- Improving coastal defences at Bembridge Frontage (not started yet);
- Management of cliff tops at Shanklin / Sandown Cliff;
- Defence to protect coastal slope (£1.4m) at Monks Bay, Bonchurch;
- Coastal defence against landslides (£1.6m) at Wheeler's Bay, Ventnor;
- Ventnor East Esplanade to Wheeler's Bay coastal protection;
- Protection of the base of cliff from erosion (£1.2m) at Western Cliffs, Ventnor;
- Slope draining and rebuilding of rock revetment at Castle Cove, Steephill;
- Partial upgrading of Victorian sea defence wall, Steephill Cove, Ventnor;
- Major coastal protection and slope stabilisation scheme £6m) at Castlehaven;
- Slope stabilisation and coast protection required at Blackgang; and
- Engineering required to Military Road, South West Coast.

There were 56,131 dwellings in the Isle of Wight in 1991. Of these, 37.0 per cent were detached household spaces, 27.5 per cent semi-detached, and 16.5 per cent terraced housing. 0.3 per cent of dwellings were shared.

Of the 45,770 dwellings surveyed in the Housing Stock Condition Survey (sample survey) in 2002, 92% were in a satisfactory condition and 6% unsatisfactory. Unfitness was highest in Cowes and Ryde and in vacant and pre-war terraced housing. 5.8% of homes failed the Housing Health and Safely rating system, whilst 22.1% failed the Decent Homes standard.

The number of dwellings on the Island has continued to increase more rapidly than the growth in population.

On average (2002 figures) 37,000 tonnes of household waste are collected on the Island per year, this equates to 0.59 tonne per household. Ten collection rounds cover the Island. This comprises eight split bodied refuse collection vehicles, one smaller vehicle for the rural areas (together with a small rural recycling vehicle) and a vehicle servicing domestic wheeled bins and schools. The split-bodied vehicles are designed to enable a weekly collection of general refuse and organic kitchen waste.

All collected waste is taken to the Resource Recovery Facility in Forest Road, Newport. The organic waste and garden waste collected by the vehicles is taken to the composting plant.

Island Waste Services also operate a kerbside recycling service. In 2002, 24,000 boxes had been distributed, a total of 628 tonnes of glass was collected for recycling from the kerbside, and over 2,100 tonnes of paper was collected via the kerbside recycling service and was either used to produce energy at the Resource Recovery Facility or sent to Portsmouth for recycling.

In 2002 the volume of organic waste collected from households for composting increased slightly, totalling 2,071 tonnes during the contract year. In 2002, over 17,500 organics buckets had been distributed to Island households.

Island Waste Services operate 48 public recycling sites across the Island. All have facilities for recycling glass bottles and jars and some have facilities for recycling cans and/or textiles. 1,179 tonnes of glass were collected from public recycling sites and was sent for recycling between November 2001 and October 2002. Nearly 190 tonnes of textiles were collected from textile banks across the Island and sent to Portsmouth for recycling.

All domestic fridges and freezers disposed of on the Island are transported to the mainland for safe disposal. The 2001-2002 annual report by Island Waste Services reported an average of around 600 appliances per month was being disposed of by this method.

All commercial fridges and freezers must be taken to the weighbridge at the main Lynnbottom site where a disposal charge is levied to cover the cost of transporting the unit to the mainland, storage and eventual degassing.

There is no site on the Island for the disposal of hazardous waste, therefore clinical and hazardous material has to be taken to the mainland for disposal. This is the case with the exception of bonded-cement asbestos products. It should be noted that the term 'hazardous waste' as used may not be accurate in view of the new Hazardous Waste Regulations, which re-define what is meant by 'hazardous waste').

*Sources of data*

- Isle of Wight Census Atlas and Statistical Handbook 2001. Isle of Wight Council, 2001.
- Local Transport Plan. Isle of Wight Council, 2001.
- Office for National Statistics website: http://www.statistics.gov.uk/.
- Isle of Wight UDP, 2001.
- Report to the Executive, Highway Asset Management PFI - Report to the Portfolio Holder for Transport, Isle of Wight Council, 20 April 2005.
- Consultation with Isle of Wight Tourism (part of the Isle of Wight Council) dated 30th June 2005.
- *The Community Strategy for the Isle of Wight.* Isle of Wight Council, 2004.

  Island Waste Services Annual Report & Environmental Statement November 2001-October 2002.
- Coastal Protection Schemes. Isle of Wight Council, 2005.
- Consultation with Team Leader, Transport Policy at Isle of Wight Council, dated 22/07/05.

*Trends*

None identified.

*Data Gaps*

- Data regarding the quality of tourism accommodation and attractions is currently uncertain. Isle of Wight Tourism states that there is likely to be accommodation stock on the Island which they do not hold information about. A study commissioned by Isle of Wight Tourism and Tourism South East into hotels on the Island is currently underway but the results of this study will not be available until September 2005.
- Information on how much of the coastline is defended against the sea and the adequacy of current defences and areas where improvement is needed.
- Information on predicted sea level rise.

*Issues*

- There is uncertainty over the quality of tourism accommodation on the Island and its effect on the tourism market.
- Ongoing sea defences and coastal protection work is required to protect the Island's developed coastline and property.
- The condition of the Island's road network is below standard. Urgent and substantial investment is needed to improve and maintain the highway network asset. Investment is required to improve the condition of roads, which has been linked to some road traffic accidents in the past. Failure to secure the required investment will result in continued and accelerated deterioration of the network. Restrictions on the use of road space will increase through safety considerations which will be accompanied by reductions in accessibility.

- Some waste, including clinical and hazardous waste generated on the Island is disposed of on the mainland. Some material collected for recycling has to be sent to the mainland for processing.

# Appendix D SEA Framework

**Key:**

- Text without brackets after it: criteria developed from the IOW LDF SA, on-going Council monitoring, appropriate policies, programmes, plans and strategies adapted by LTP SEA team.
- Text with numbers in brackets: numbers refer to key source document listed within Section 4 of the main body of the report.
- Text with abbreviations in brackets: abbreviations refer to consultation organisation which has suggested amendment e.g. EA= Environment Agency, EH = English Heritage and EN = English Nature.
- Text follows by [LTP 2]: derived from draft LTP 2.

**SEA Framework**

| Headline Appraisal criteria | Issues from baseline | Appraisal Sub-criteria | Indicators | Targets (where they exist) |
|---|---|---|---|---|
| **Air Quality:**<br>**To develop the transport network to maximise access whilst minimising detrimental impacts on air quality.**<br><br>(Key links with Biodiversity, Fauna and Flora and Human Health and Safety) | Traffic congestion in Newport | To reduce congestion in Newport<br><br>To limit traffic growth. | Levels of NOx at specific monitoring points on the Island<br><br>Vehicle delay speeds in Newport.<br><br>Number of Air Quality Management Areas on the Island (related to transport issues only) [69]<br><br>Traffic counts at survey sites monitored for the LTP2. [69]<br><br>Car occupancy surveys [69] | To restrict traffic growth to 3% per annum. [LTP 2]<br><br>Meet Air Quality targets for carbon monoxide, lead, nitrogen dioxide, particles, sulphur dioxide, particles, benzene, and 1,3 butadiene.<br><br>To have no Air Quality Management Areas on the Island. [LTP 2] |

| Headline Appraisal criteria | Issues from baseline | Appraisal Sub-criteria | Indicators | Targets (where they exist) |
|---|---|---|---|---|
| | Modal split (private car use, public transport, cycling and walking) | To increase travel choice and the proportion of people using public transport, cycling and walking<br><br>To reduce number of car trips | Workplace travel plans – change in mode before plan and after plan [69]<br><br>Method of travel to school<br><br>No. of School Travel Plans [69]<br><br>Number of Safe Routes to School schemes introduced [69]<br><br>Number of cars in the Park and Ride car parks at Cowes and Ryde St John's. [69]<br><br>Average number of people who use the Park and Ride bus at Cowes (provided voluntarily by the bus operator) [69]<br><br>Bus passenger journeys [69]<br><br>Public transport user surveys [69]<br><br>Bus patronage [69]<br><br>Number of freight vehicles using RORO ferries<br><br>Number of people satisfied with bus service (Best Value)<br><br>Annual route mileage of buses<br><br>Bus punctuality [69]<br><br>Use of cycle racks in public places<br><br>Use of cycle tracks on the Island<br><br>Number and total length of cycle tracks on the Island [69]<br><br>Number of pedestrians using cycle tracks [69] | By 2020/11, to achieve a 12.1% increase in bus passenger journeys based on 2003/04 levels. [LTP 2]<br><br>By 2010 all schools in England should have active travel plans (EA)<br><br>By 2009/10, to increase to 65% the percentage of people satisfied with local bus services [LTP 2]<br><br>By 2010/11, to achieve a 20% increase in train passenger journeys based on 1999/20000 levels. [LTP 2]<br><br>By 2005/06, to increase cycling trips to 243,000 and maintain at this level [LTP 2]<br><br>To achieve the national cycle target of tripling cycling trips on 2000 base by 2005/06 and maintaining at this level until 2010/11 [69] |
| | Other major sources of air pollution (including ferries and fuel depots) | To improve air quality [69] | Concentration of PM10, benzene and $SO_2$ as recorded particularly in areas where increased ferry movements may cause national thresholds to be exceeded<br><br>Number of Air Quality Management Areas on the Island [69] | To have no Air Quality Management Areas on the Island. [LTP 2] |

| Headline Appraisal criteria | Issues from baseline | Appraisal Sub-criteria | Indicators | Targets (where they exist) |
|---|---|---|---|---|
| **Soil and geology:**<br>**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.**<br><br>(Key links with Water, Landscape and Townscape, Climatic Factors Biodiversity, Fauna and Flora and Material Assets) | Coastal geomorphology, erosion, stability and risk | To reduce the risk to property and people from erosion and instability and avoid damage to the coastline or the loss of amenity as a result of human activity. | Length of road requiring engineering work due to instability on the coastline.<br><br>*Further potential indicator to be developed.* | |
| | Contamination is an issue in some areas | To avoid contamination of land through construction and operation of the highways network (EA) | *Indicator to be developed.* | |
| | Sites designated for geological importance (e.g. RIGGS) | To achieve no loss of areas important for geological processes (EN) | Extent of RIGGS and SSSI important for geological processes (EN) | |
| **Water:**<br>**To maintain and improve the quality of the Island's watercourses, groundwater systems and to prevent an increase in risk from flooding.**<br><br>(Key links with Soils and Geology, Biodiversity, Fauna and Flora, and Climatic Factors) | Flood risk – surface water run-off | To ensure that highways works do not give rise to increases in surface run-off. (EA) | Proportion of priority ranking forms containing a 'tick' in the box relating to minimising property flooding issues.<br><br>Number of highways works including measures to reduce surface run-off | |
| | Water quality (groundwater, surface water, bathing water and estuaries) | To protect the quality of water by controlling transport related development likely to adversely affect groundwater, surface water, bathing water, and estuaries quality | Rivers of Good or Fair chemical and biological water quality (IRF) )or other suitable Environment Agency Indicator if replaced in coming years)<br><br>Compliance with EC Bathing Waters Directive (IRF) | |
| **Landscape and townscape:**<br>**To protect and enhance the Islands landscape and settlement character.**<br><br>(Key kinks with Soils and Geology and Biodiversity, Fauna and Flora) | Landscape and settlement character<br><br>AONB and Heritage Coasts designation<br><br>Tranquillity | 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.<br><br>To positively enhance landscape and settlement character.<br><br>To conserve and enhance the AONB in line with its designated status, purpose and the AONB Management Plan.<br><br>To conserve and enhance the Tennyson and Hamstead Heritage Coasts in line with their status, purpose and AONB management plan. | No. of new or improved roads schemes for which the Isle of Wight Conservation Officer has been consulted.<br><br>No. of new or improved road schemes within the AONB which take account of the Duty of Regard for the AONB designation and the AONB management plan.<br><br>No. of new or improved road schemes within the Heritage Coasts which take account of the need to conserve the Tennyson and Hamstead Heritage Coasts declarations.<br><br>Percentage of new lighting designed to modern "low spill" emitting standards | Ensure that all proposed programmes and schemes respect and seek to enhance the character, appearance and local distinctiveness of urban and rural areas. This should involve conserving distinctive heritage features in situ, reinstating them (including lighting), and promoting the use and, where appropriate, re-use of local natural materials. (EH) |

| Headline Appraisal criteria | Issues from baseline | Appraisal Sub-criteria | Indicators | Targets (where they exist) |
|---|---|---|---|---|
| **Biodiversity, fauna and flora:**<br>**To conserve and enhance the Islands biodiversity, fauna and flora.**<br><br>(Key links with Air Quality, Water, Soils and Geology, Climatic Factors, Noise and Vibration and Landscape and Townscape) | Designated sites for wildlife value (international, national and local)<br><br>Protected species | To avoid net loss (direct and indirect), damage to, or fragmentation of designated wildlife sites and the qualifying habitats and species (Marine, estuarine, terrestrial and freshwater). | Area and condition of sites of international, national, regional and sub-regional nature conservation significance<br><br>Habitat severance attributable to transport projects<br><br>Population levels of internationally, nationally, regionally and locally important species (EN) | No reduction in number of protected species or loss in area or condition of statutory and local nature conservation designations as a result of transport schemes |
| | Biodiversity - Biodiversity Action Plan habitats and species | To maintain and enhance biodiversity and the variety of habitats on the Island | Net loss and condition of key habitats for which BAPS have been established (IRF and Defra High Level Targets) | Ensure no net loss to habitats covered by BAPs and seek opportunities for environmental enhancements (Defra High Level Targets) |
| **Archaeology and cultural heritage:**<br>**To protect the Islands historic environment and cultural resource**<br><br>(Key links with Noise and Vibration and Climatic Factors) | Designated and non-designated archaeological sites, monuments and historic parks and gardens, maritime heritage, listed buildings and conservation areas | To protect the fabric and setting of designated and non-designated archaeological sites, monuments, historic parks and gardens, maritime heritage, listed buildings, locally important historic buildings (EH) and conservation areas | Area, number and condition of archaeological sites and monuments, historic parks and gardens, maritime heritage and listed buildings and conservation areas.<br><br>No. of new or improved road schemes for which the Isle of Wight Conservation Officer has been consulted. | To ensure no loss of or damage to the fabric and setting of archaeological sites and monuments, historic parks and gardens, maritime heritage and listed buildings and conservation areas through highways schemes. |
| **Climatic factors:**<br>**To reduce the Islands contribution to climate change and to limit transport development at risk from flooding and the effects of climate change.**<br><br>(Key links with Air Quality, Soils and Geology, Water, Landscape and townscape, Biodiversity, Fauna and Flora, Archaeology and cultural heritage) | Greenhouse gas emissions | To reduce the amount of greenhouse gas emissions on the Island<br><br>To increase the amount of renewable fuels / technology used to power vehicles | Contribution of transport related $CO_2$ emissions to total emissions *(indicator to be confirmed in March 2006)*<br><br>Average age of vehicles on the Island (where data is available from the DA) | Reduce greenhouse gas emissions to 12.5% below 1990 levels and move towards a 20% reduction in CO2 emissions below 1990 levels by 2010 through measures including energy efficiency and renewables. |
| | Vulnerability to flooding and the effects of a changing environment | To limit development at risk from flooding and the effects of climate change | Proportion of major new transport infrastructure developments designed to take account of potential effects of climate change and flood risk | |

| Headline Appraisal criteria | Issues from baseline | Appraisal Sub-criteria | Indicators | Targets (where they exist) |
|---|---|---|---|---|
| **Human health and safety:**<br>**To protect and improve the safety and health of the population.**<br><br>(Key links with Air Quality, and Noise and Vibration) | Road safety | To make the Island's roads safer and reduce accidents [69] | Monitor the number of deaths, seriously injured and slight casualties from road accidents [69] (PSA differentiates between total and children; as an average for the last 5 years)<br><br>Percentage of pedestrian crossings with facilities for disabled [LTP 2]<br><br>Number of slight casualties on Island roads. [69]<br><br>Levels of CCTV coverage - at rail stations and in other transport related locations [69]<br><br>Number of Safe Routes to Schools schemes Implemented [69] | By 2010, to achieve 100% of pedestrian crossings with facilities for disabled. [LTP 2]<br><br>By 2010, to achieve a 40% reduction in people killed or seriously injured on Island roads based on the 1994-98 average. [LTP 2]<br><br>By 2010, to achieve a 50% in children killed or seriously injured on Island roads based on the 1994-98 average. [LTP 2]<br><br>By 2010, to achieve a 5% reduction in slight causalities on Island roads based on the 2001-04 average. [LTP 2] |
| | Physical fitness | To increase opportunities for walking and cycling | Number of cycling trips per annum on major cycle tracks<br><br>Number of cycling training initiatives implemented per annum<br><br>Number of new cycle routes or sections of strategic routes per annum<br><br>Number of Air Quality Management Areas on the Island | By 2010/11, to increase the percentage of children participating in cycle training. [LTP 2]<br><br>To have no Air Quality Management Areas on the Island [LTP 2] |
| **Noise and Vibration:**<br>**To limit the risk of adverse noise and vibration effects and protect tranquil areas.**<br><br>(key links with Human Health and Safety and Biodiversity, Fauna and Flora) | Ferry port activity | To limit / reduce the risk of the adverse noise and vibration effects of vehicle movements at the ferry ports | Vehicle counts on ferries<br><br>Number of complaints to the Environmental Health Officer regarding ferry related noise. | |
| | Concentration of high activity in urban centres at specific times | To limit / reduce the risk of the adverse noise and vibration effects of transport movement in the urban centres | Number of complaints to the Environmental Health Officer regarding traffic noise (relating to traffic volume). | |
| | Tranquillity | To protect tranquil areas on the Island and avoid risk to them from light and noise pollution due to increases in traffic | Length of new roads in rural areas with noise reduction measures if deemed necessary. | |

| Headline Appraisal criteria | Issues from baseline | Appraisal Sub-criteria | Indicators | Targets (where they exist) |
|---|---|---|---|---|
| **Population:**<br>**To improve accessibility for all sectors of the community, and minimise severance by sea.**<br><br>(Key links with Human Health and safety and Air Quality) | Community severance<br><br>Access to transport (public transport, cycle tracks) including cross-Solent links | To minimise the impact of severance by sea<br><br>To ensure transport is accessible for all sectors of the community regardless of age, income and mobility | Percentage of crossings with facilities for the mobility impaired [69]<br><br>Level of complaints about footway defects [69]<br><br>Number of low floor buses in operation [69]<br><br>Number of passenger journeys on ferries, trains and buses [69]<br><br>Number of cycles parked at interchanges and town centres in dedicated cycle racks [69] | To have no overall deterioration in footway condition. [LTP 2]<br><br>By 2010, to achieve a 10.6% increase in ferry foot passenger journeys based on 2004 levels. [LTP 2] |

| Headline Appraisal criteria | Issues from baseline | Appraisal Sub-criteria | Indicators | Targets (where they exist) |
|---|---|---|---|---|
| | Access to services via public transport | To improve access to services and facilities (e.g. retail, education, leisure, sporting, cultural, etc) | Percentage of:<br>a) pupils of compulsory school age;<br>b) compulsory school age in receipt of free school meals<br>within 15 and 30 minutes of a primary school and 20 and 40 minutes of a middle or high school by public transport. [69]<br><br>Percentage of 16-19 year olds within 30 and 60 minutes of a further education establishment by public transport. [69]<br><br>Percentage of:<br>a) people of working age;<br>b) people in receipt of Jobseekers allowance<br>within 20 and 40 minutes of work by public transport. [69]<br><br>Percentage of:<br>a) households;<br>b) households without access to a car<br>within 30 and 60 minutes of a hospital by public transport. [69]<br><br>Percentage of:<br>a) households;<br>b) households without access to a car<br>within 15 and 30 minutes of a GP by public transport. [69]<br><br>Percentage of:<br>a) households;<br>b) households without access to a car within 15 and 30 minutes of a major centre by public transport. [69]<br><br>Number of new developments where Section 106 money is secured to ensure priority is given to access by cycle, foot and public transport [69]<br><br>Bus punctuality [69]<br><br>Punctuality of trains<br><br>Reliability of trains | To ensure that transport is a prime consideration for land use allocation.<br><br>To achieve 90% bus punctuality by 2014/15<br><br>To maintain train punctuality at 96.5% or better.<br><br>To maintain train reliability at 99% or better |
| | Access to the countryside (EN) | To increase access to the countryside | Length of opened and signed public rights of way | To maintain the length of opened and signed public rights of way |

| Headline Appraisal criteria | Issues from baseline | Appraisal Sub-criteria | Indicators | Targets (where they exist) |
|---|---|---|---|---|
| **Material assets:**<br>**To improve and maintain the physical quality of the Island's transport infrastructure network.**<br><br>(Key links with Human Health and Safety and Soils and Geology) | Aggregates for road repair and construction | To ensure the use of recycled materials for road repair and construction. | Amount of recycled material used in road repair and construction per annum | To increase the amount of recycled materials used for road repair and construction. |
| | Transport infrastructure (road, rail, ferry, pedestrian and cycle including quays, ports and piers) | To improve the physical quality of the Island's transport infrastructure network through appropriate investment | Amount of investment per annum in upgrading existing transport infrastructure and provision of new sustainable transport infrastructure.<br><br>Percentage of principal road network where structural maintenance should be considered.<br><br>Percentage of unclassified road network where structural maintenance should be considered. | By 2007/08 to reduce to 60% the local authority principal road network where structural maintenance should be considered and to maintain at this level until 2010/11.<br><br>By 2005/06, to reduce the percentage of the unclassified network where structural maintenance should be considered and to maintain at this level until 2010/11. |

# Appendix E Matrices and Worksheets

## COMPATIBILITY MATRICES

## ASSESSMENT WORKSHEETS

# ASSESSMENT MATRICES

**Summary of assessment of individual schemes**

The potential negative and positive effects of the schemes within each area with respect to the headline SEA criteria are presented individually within the following summary tables. If no effect has been identified for some SEA criteria, they have not been included within the tables.

*Schemes within the Cowes / Newport / Pan area (Cowes Waterfront and Pan)*

| SEA criteria | Scheme: **Improvements to Somerton Park & Ride** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to increase travel choice, limit traffic growth, reduce car trips and improve air quality. |
| Water | - | Potential to affect surface water run-off and water quality through construction and operation. |
| Biodiversity, fauna and flora | - | Potential to affect non-designated habitat e.g. hedges through construction |
| Climatic factors | + | Potential to encourage people to use public transport instead of using cars, reducing greenhouse gas emissions |
| Population | + | Should improve access to public transport and access to services and facilities. |
| Material assets | + | Should improve condition of transport infrastructure. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Residents Parking Zones & Traffic Management** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Should encourage people to walk or cycle by restricting parking. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Footway Baring Road** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Should encourage people to walk instead of using cars. |
| Human health & safety | + + | Improves safety and provides opportunities for walking. |
| Material assets | + | Should improve the quality of the Island's transport infrastructure. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **6'6'' Width restriction Baring Road** | |
|---|---|---|
| | Potential effects* | Reason |
| Human health & safety | + | Improves safety on road and therefore increases opportunities for walking and cycling. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Cycle Routes 23 link – Town Centre** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to increase travel choice, limit traffic growth, reduce car trips and improve air quality. |
| Climatic factors | + | Potential to encourage people to cycle instead of using cars, reducing greenhouse gas emissions |
| Human health & safety | + + | Increases opportunities for cycling. |
| Population | + | Should increase access to facilities and services by bicycle and access to the countryside. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **High Street Access for Cyclists** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to increase travel choice, limit traffic growth, reduce car trips and improve air quality. |
| Climatic factors | + | Potential to encourage people to cycle instead of using cars, reducing greenhouse gas emissions |
| Human health & safety | + + | Increases opportunities for cycling. |
| Population | + | Should increase access to facilities and services by bicycle and access to the countryside. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Pedestrian Improvements Bath Road** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Should encourage people to walk instead of using cars. |
| Landscape & townscape | + | Should enhance townscape through extending pedestrianised area. |
| Archaeology and cultural heritage | + | Potential to enhance the setting of built heritage. |
| Climatic factors | + | Potential to encourage people to walk instead of using cars, reducing greenhouse gas emissions |
| Human health & safety | + | Should improve safety and improves opportunities for walking. |
| Population | + | Improves access to services and facilities within the town centre on foot. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Traffic Calming & Safety Improvements Bath Road** | |
|---|---|---|
| | Potential effects* | Reason |
| Human health & safety | + + | Improves safety |
| Population | + | Improves access |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Bus Gate Newport Road – Nodes Road** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to increase travel choice, limit traffic growth, reduce car trips and improve air quality. |
| Climatic factors | + | Potential to encourage people to use public transport instead of using cars, reducing greenhouse gas emissions |
| Population | + | Should improve access to services and facilities by bus. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Pedestrian Improvements Floating Bridge** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to encourage people to walk instead of using cars. |
| Human health & safety | + + | Improves safety and increases opportunity for walking. |
| Population | + | Should improve access to transport |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Cycle Parking Cowes Town Centre** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to increase travel choice, limit traffic growth, reduce car trips and improve air quality. |
| Human health & safety | + | Improves opportunities to cycle. |
| Climatic factors | + | Potential to reduce car trips and therefore greenhouse gas emissions. |
| Population | + | Should improve access to services and facilities |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Traffic Calming Sylvan Drive** | |
|---|---|---|
| | Potential effects* | Reason |
| Landscape & townscape | ⇆ | Potential to enhance or adversely affect townscape through appearance of traffic calming |
| Biodiversity, fauna and flora | - | Potential to affect habitats such as hedges |
| Human health & safety | + | Should improve safety and therefore provide greater opportunities for walking and cycling. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Junction Improvements Sylvan Drive – Foxes Road** | |
|---|---|---|
| | Potential effects* | Reason |
| Biodiversity, fauna and flora | - | Potential to affect habitats such as hedges |
| Human health & safety | + | Should improve safety |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Cycle way signing** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to increase travel choice, limit traffic growth, reduce car trips and improve air quality. |
| Human health & safety | + | Improves opportunities to cycle. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Strategic Freight Route Implementation** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to reduce congestion in Newport. |
| Landscape & townscape | + | Potential to enhance landscape and townscape by routing HGVs to avoid more sensitive landscape areas. |
| Archaeology and cultural heritage | + | Potential to enhance built heritage, e.g. conservation areas, by routing HGVs to avoid |

| | | |
|---|---|---|
| | | more sensitive areas. |
| Human health & safety | + | Should make Island's road safer |
| Noise & vibration | ⇆ | Potential to reduce noise and vibration in town centres but could increase noise and vibration in more tranquil areas. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Cycle Way Construction east Side Medina River** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to increase travel choice, limit traffic growth, reduce car trips and improve air quality. |
| Water | - | Potential to adversely affect surface water run-off and water quality through construction works. |
| Biodiversity, fauna and flora | - - | Potential to adversely affect the SAC and SSSI designations on River Medina. Appropriate Assessment may be required. |
| Climatic factors | + | Potential to encourage people to use cycle instead of using cars, reducing greenhouse gas emissions |
| Human health & safety | + + | Increases opportunities for walking and cycling |
| Population | + | Should increase access to facilities, services and the countryside by foot and cycle. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Transport Interchange Improvements** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to increase travel choice |
| Landscape & townscape | + | Potential to enhance townscape |
| Archaeology and cultural heritage | ⇆ | Potential to enhance or adversely affect the historic environment. |
| Climatic factors | + | Potential to reduce greenhouse gas emissions through increase travel choice. |
| Population | + | Improves access to transport , to services and facilities |
| Material assets | + | Should improve physical condition of transport infrastructure. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

*Schemes within the Ryde area*

| SEA criteria | Scheme: **Cycle Routes** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to increase travel choice, limit traffic growth, reduce car trips and improve air quality. |
| Biodiversity, fauna and flora | - | Potential to negatively affect designated SINC near Wootton and Newport but works likely to be minor in nature and therefore risk is low. |
| Archaeology and cultural heritage | - | Potential to negatively affect unknown archaeology but works likely to be minor in nature and therefore risk is low. |
| Climatic factors | + | Potential to encourage people to cycle instead of using cars, reducing greenhouse gas emissions. |
| Human health & safety | + + | Should increase opportunities for walking and cycling. |
| Population | + | Should increase access to facilities and services by bicycle and access to the countryside. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Traffic management & safety improvements** | |
|---|---|---|
| | Potential effects* | Reason |
| Landscape & townscape | - | Potential for traffic management measures to be visually intrusive. |
| Archaeology and cultural heritage | ⇅ | Potential for adverse affects to or enhancement of built heritage and conservation areas. |
| Human health & safety | + + | Should make Island's roads safer, reduce accidents and has the potential to increase opportunities for walking and cycling. |
| Population | + | Potential to increase access by improving movement around Ryde. |
| Material assets | + | Potential to improve the quality of the Island' |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇅ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Urban Traffic Calming** | |
|---|---|---|
| | Potential effects* | Reason |
| Landscape & townscape | - | Potential for traffic calming measures to be visually intrusive. |
| Archaeology and cultural heritage | ⇅ | Potential for adverse affects to or enhancement of built heritage and conservation areas. |
| Human health & safety | + + | Should make Island's roads safer, reduce accidents and has the potential to increase opportunities for walking and cycling. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇅ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Pedestrian Improvements & Links to Smallbrook Stadium** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to increase travel choice, limit traffic growth, reduce car trips and improve air quality. |
| Landscape & townscape | - | Potential for works to be visually intrusive. |
| Biodiversity, fauna and flora | - | Potential to negatively affect nearby SINC and wider countryside. |
| Archaeology and cultural heritage | ⇅ | Potential for adverse affects to or enhancement of built heritage and conservation areas. |
| Climatic factors | + | Potential to encourage people to walk instead of using cars, reducing greenhouse gas emissions |
| Human health & safety | + + | Should increase opportunities for walking and cycling. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇅ could be positive or negative depending on how scheme is implemented

*Schemes within the Bay area*

| SEA criteria | Scheme: **Public Transport Improvements Buses** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to increase travel choice, limit traffic growth, reduce car trips and improve air quality. |
| Climatic factors | + | Potential to encourage people to use public transport instead of using cars, reducing greenhouse gas emissions |
| Human health & safety | + | Potential to improve safety through providing shelter for bus users. |
| Population | + | Should increase access to transport, services and facilities. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇅ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Improve Bus links to Rail Stations** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to increase travel choice, limit traffic growth, reduce car trips and improve air quality. |
| Climatic factors | + | Potential to encourage people to use public transport instead of using cars, reducing greenhouse gas emissions |
| Population | + | Should increase access to transport, services and facilities and the countryside. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Cycleway Improvements** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to increase travel choice, limit traffic growth, reduce car trips and improve air quality. |
| Climatic factors | + | Potential to encourage people to cycle instead of using cars, reducing greenhouse gas emissions |
| Human health & safety | + | Should increase opportunities for cycling. |
| Population | + | Should increase access to transport, services and facilities and the countryside. |
| Material assets | + | Potential to improve physical condition of transport infrastructure |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Traffic Management & Safety Improvements** | |
|---|---|---|
| | Potential effects* | Reason |
| Water | - | Potential to affect water quality through construction works. |
| Landscape & townscape | - | Potential for works to be visually intrusive. |
| Biodiversity, fauna and flora | - | Location of works unknown and therefore potential for adverse affects on designated sites and other habitats such as hedges. |
| Archaeology and cultural heritage | ⇆ | Locations of works unknown and therefore potential for adverse affects on heritage sites and unknown archaeology although works likely to be only minor. Traffic management could enhance conservation areas. |
| Human health & safety | + + | Improves safety |
| Material assets | + | Improves condition of Island roads. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Urban Traffic Calming** | |
|---|---|---|
| | Potential effects* | Reason |
| Landscape & townscape | - | Potential for traffic calming measures to be visually intrusive. |
| Archaeology and cultural heritage | ⇆ | Potential for adverse affects to or enhancement of built heritage and conservation areas. |
| Human health & safety | + | Should make Island's roads safer, reduce accidents and has the potential to increase opportunities for walking and cycling. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Coach and Car Park improvements** | |
|---|---|---|
| | Potential effects* | Reason |
| Human health & safety | + | Improves safety |

| | | |
|---|---|---|
| Population | + | Potential to improve access to services and facilities through improving access. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Pedestrian Footway Cliff Bridge** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to increase proportion of people walking. |
| Biodiversity, fauna and flora | - | Potential to affect habitats and species near bridge through works. |
| Climatic factors | + | Potential to encourage people to walk instead of using cars, reducing greenhouse gas emissions |
| Human health & safety | + | Makes Island roads safer and increases opportunities for walking. |
| Population | + | Should improve access to services and facilities on foot. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

*Schemes within the rural areas*

| **SEA criteria** | Scheme: **Highway Safety Improvements** | |
|---|---|---|
| | Potential effects* | Reason |
| Landscape & townscape | - | Potential for design and layout of crossings / footways to cause visual intrusion |
| Human health & safety | + | Should make roads safer, reduce accidents and increase opportunities for walking and cycling |
| Population | + | Potential to improve access |
| Material assets | + | Potential to improve physical quality of Island's transport network |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Route 22 cycle way** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to increase travel choice, reduce congestion, limit traffic growth, reduce car trips and improve air quality. |
| Biodiversity, fauna and flora | - - | Route unknown and therefore potential for adverse affects on designated sites and biodiversity. |
| Archaeology and cultural heritage | - - | Route unknown and therefore potential for adverse affects on designated and non-designated heritage sites and unknown archaeology. |
| Climatic factors | + | Potential to reduce greenhouse gas emissions through encouraging modal shift. |
| Human health & safety | + + | Should increase opportunities for walking and cycling. |
| Population | + + | Should increase access to the countryside. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Partnership/Vehicles/Driver Training/Cycle parking at Stops** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to increase travel choice, reduce car trips and improve air quality. |
| Human health & safety | + | Should make Island's roads safer and reduce accidents and increase opportunities for cycling. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Park Road – Briddlesford Road Upgrade** |
|---|---|

| | Potential effects* | Reason |
|---|---|---|
| Air quality | - | Potential that it will not limit traffic growth, will not reduce car trips, and will not improve air quality. |
| Soil & Geology | - | Potential to contaminate land and affect soil structure through construction. |
| Water | - | Potential to affect surface water run-off and water quality through construction works. |
| Landscape and townscape | - | Potential to affect tranquil areas and in general landscape through widening road and increasing HGV traffic along the road. |
| Biodiversity, fauna and flora | - | Potential for designated sites adjacent to the road and non-designated habitats e.g. hedgerows to be adversely affected. |
| Noise & vibration | - - | Potential to affect tranquil areas through facilitating increase in HGV traffic on road. |
| Material assets | + | Potential to use recycled materials in construction and to improve road conditions |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **PRoW network Extension** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Should increase proportion of people walking. |
| Soil & Geology | ⇆ | Footpaths could either enhance landscape and increase people's enjoyment of the landscape or paths and furniture (e.g. gates) could cause visual intrusion. |
| Landscape and townscape | ⇆ | Could either enhance or adversely affect the landscape depending on how it is implemented, e.g. materials used for paths, design of gates etc. |
| Biodiversity, fauna and flora | - - | Potential to negatively affect designated and non designated sites and species depending on where path extensions take place. |
| Archaeology and cultural heritage | - - | Potential to negatively affect designated and non designated heritage sites and unknown archaeology depending on where path extensions take place. |
| Climatic factors | + | Potential to encourage people to walk instead of using cars, reducing greenhouse gas emissions |
| Human health & safety | + | Should increase opportunities for walking |
| Population | + + | Should increase access to the countryside |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

*Other schemes Island-wide*

| SEA criteria | Scheme: **Bus Shelters** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to increase travel choice, limit traffic growth, reduce car trips and improve air quality. |
| Climatic factors | + | Potential to encourage people to walk instead of using cars, reducing greenhouse gas emissions |
| Human health & safety | + | Potential to increase safety by providing shelter for bus users. |
| Population | + | Potential to increase accessibility to public transport. |
| Material assets | + | Improves transport infrastructure. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Car Park Improvements** (CCTV) |
|---|---|

| | Potential effects* | Reason |
|---|---|---|
| Human health & safety | + | Increases safety |
| Population | + | Potential to improve access to facilities and services by improving safety within the public realm. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Pedestrian Crossings** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to increase travel choice, limit traffic growth, reduce car trips and improve air quality. |
| Landscape & townscape | ⇆ | Potential for visual affects to landscape, AONB and Heritage Coasts depending on design of crossings. |
| Archaeology and cultural heritage | ⇆ | Potential for adverse affects to or enhancement of built heritage and conservation areas due to design of crossings. |
| Climatic factors | + | Potential to encourage people to walk instead of using cars, reducing greenhouse gas emissions |
| Human health & safety | + | Should increase safety on Island roads and increases opportunities for walking. |
| Population | + | Should improve access to services and facilities |
| Material assets | + | Improves transport infrastructure. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Walking Schemes** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Should increase proportion of people walking. |
| Landscape & townscape | ⇆ | Potential for visual affects to landscape and townscape depending on design of works i.e. changes to road layout. |
| Archaeology and cultural heritage | ⇆ | Potential for adverse affects to or enhancement of built heritage and conservation areas depending on design of works i.e. changes to road layout. |
| Climatic factors | + | Potential to encourage people to walk instead of using cars, reducing greenhouse gas emissions |
| Human health & safety | + | Should increase safety on Island roads and increases opportunities for walking. |
| Population | + | Potential to improve access to services and facilities on foot. |
| Material assets | + | Potential to Improve transport infrastructure. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Improve Peak Hour Public transport on Key Routes** | |
|---|---|---|
| | Potential effects* | Reason |
| Air quality | + | Potential to reduce congestion in Newport, increase travel choice, limit traffic growth, reduce car trips and improve air quality. |
| Landscape & townscape | ⇆ | Potential for visual affects to landscape and townscape depending on design of works i.e. bus gates, junction layouts. |
| Archaeology and cultural heritage | ⇆ | Potential for adverse affects to or enhancement of built heritage and conservation areas depending on design of works i.e. bus gates, junction layouts. |
| Climatic factors | + | Potential to encourage people to use public transport instead of using cars, reducing greenhouse gas emissions |
| Population | + + | Should increase access to public transport, and has potential to increase access to services and |

| | | |
|---|---|---|
| | | facilities and to the countryside. |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Safety Surfacing** | |
|---|---|---|
| | Potential effects* | Reason |
| Biodiversity, fauna and flora | - | Potential to affect non-designated habitats e.g. hedgerows through resurfacing works |
| Archaeology and cultural heritage | - | Potential to affect conservation areas due to colour of surfacing. |
| Human health & safety | + + | Should make Island roads safer |
| Material assets | + + | Improves condition of Island's roads |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

| SEA criteria | Scheme: **Traffic management & Safety Improvements** | |
|---|---|---|
| | Potential effects* | Reason |
| Landscape & townscape | - | Potential for visual affects to landscape and townscape depending on design of works i.e. junction layouts. |
| Biodiversity, fauna and flora | - | Potential to affect designated and non-designated habitats e.g. hedgerows depending on location of works. |
| Archaeology and cultural heritage | - | Potential to affect conservation areas due to colour of surfacing. |
| Human health & safety | + + | Improves safety on Island roads |
| Material assets | + + | Improves condition of Island roads |

+ key: - - major negative, – slight negative, 0 no effects likely, + slight positive, ++ major positive, ? Uncertainty, ⇆ could be positive or negative depending on how scheme is implemented

# Appendix F Glossary

**Area of Outstanding Natural Beauty (AONB):** The primary purpose of the AONB designation is to conserve natural beauty – which by statute includes wildlife, physiographic features and cultural heritage as well as the more conventional concepts f landscape and scenery. AONBs are designated under the National Parks and Access to the Countryside Act 1949, amended in the Environment Act 1995. (Joint Nature Conservation Committee www.jncc.gov.uk/).

**Brownfield land**: previously developed land.

**Core Strategy**: This sets out the long term vision of an area.

**Consultation Body**: An authority which because of its environmental responsibilities is likely to be concerned by the effects of implementing plans and programmes and must be consulted under the SEA Directive. The consultation bodies, designated in the SEA Regulations are the Countryside Agency, English Heritage, and the Environment Agency.

**Cumulative effect**: The impact on the environment that results from the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions.

**Environmental Report**: A document required by the SEA Directive as part of an environmental assessment, which identifies, describes and appraises the likely significant effects on the environment of implementing a plan or programme.

**Heritage Coast:** a section of coast exceeding one mile in length that is of exceptionally fine scenic quality, substantially undeveloped and containing features of special significance and interest. The designation is agreed between local authorities and the Countryside Agency as an aid to local authorities in planning and managing their coastlines. (Joint Nature Conservation Committee www.jncc.gov.uk/).

**Indicator**: A measure of variables over time, often used to measure achievement of objectives**.**

**Local Development Framework (LDF)**: a portfolio of local development documents which provide the framework for delivering the spatial planning strategy for the area.

**Local Transport Plan (LTP)**: A statutory document produced by the Council setting out its five year transport strategy and twenty year vision and includes targets for delivery. Annual Progress Reports (APRs) are produced which monitor performance against LTP targets.

**NATA (New Approach to Appraisal) -** provides a framework within which impacts under the headings of environment, safety, economy, accessibility and integration can be taken into account by the decision-maker. In reaching a decision about a proposal, it is intended that account is also taken of the distribution and fairness of the impacts, the affordability and financial sustainability of the proposal, and its practicality and acceptability to the public. (http://www.cfit.gov.uk/research/10year/second/ad.htm)

**National Nature Reserve (NNR):** Nationally important sites containing examples of some of the most natural and semi-natural terrestrial and coastal ecosystems in Great Britain. They are managed to conserve their habitats or to provide special opportunities for scientific study of the habitats and communities represented within them. Declared by the National Parks and Access to the Countryside Act 1949 and the Wildlife and Countryside Act 1981 (Joint Nature Conservation Committee www.jncc.gov.uk/).

**Nature Conservation**: The preservation, management and enhancement of natural plant and animal communities and occasionally modified vegetation, as representative samples of their own kind.

**Objective** something to be achieved i.e. to improve air quality.

**Office of the Deputy Prime Minister (ODPM)**: The government department which has responsibility for planning and local government.

**Ramsar site:** designated under the Convention on Wetlands of International Importance, agreed in Ramsar, agreed in Ramsar, Iran, in 1971. Originally intended to protect sites of importance as waterfowl habitat, the Convention has broadened its scope to cover all aspects of wetland conservation and wise use, recognising

wetlands as ecosystems that are extremely important for biodiversity conservation in general ad for the well-being of human communities (Joint Nature Conservation Committee www.jncc.gov.uk/).

**Regionally Important Geological and Geomorphological Sites (RIGGS)**: Areas of land of local importance for their conservation of geological and geomorphological features worthy of protection for their educational, research, historical or aesthetic importance. They are not of sufficient significance to warrant recognition as an SSSI.

**Renewable Energy**: Power from naturally re-occurring resources such as the sun, wind and water.

**Right of Way Network (RoW)** On the Isle of Wight this is 500 miles of bridleways and footpaths proving public access to all parts of the Island and enable a network or walks and trails including a round the Island network.

**Special Area of Conservation (SAC):** Internationally important sites designated under the EC Habitats Directive. SACs are areas which have been identified as best representing the range and variety within the European Union of habitats and (non-bird) species listed in Annexes I and II to the Directive. SACs, together with SPAs, form the Natura 2000 network (Joint Nature Conservation Committee www.jncc.gov.uk/).

**Scoping:** The process of deciding the scope and level of detail of a sustainability appraisal (SA), including the sustainability effects and options which need to be considered, the assessment methods to be used, and the structure and contents of the SA report.

**Site of Nature Conservation Interest (SINC):** Areas of land and wetland of local importance for the conservation of semi-natural habitats including mosaics of heathland, unimproved grassland, scrubland and plantation and/or habitats which support rare local wildlife species. They may not be of sufficient extent or quality to qualify for national recognition as a SSSI.

**Special Protection Area (SPA):** classified by the Government under the EC Birds Directive. SPAs are areas of the most important habitat for rare (listed on Annex I to the Directive) and migratory birds within the European Union. SPAs, together with SACs, form the Natura 2000 network (Joint Nature Conservation Committee www.jncc.gov.uk/).

**Strategic Environmental Assessment (SEA**): A term used internationally to describe an environmental assessment applied to policies, plans and programmes. In this document SEA is used to refer to the type of environmental assessment required under the SEA directive which assesses the effects of certain plans on the environment.

**Sustainability Appraisal (SA):** A term used to describe the form of assessment that considers social, environmental and economic effects, which incorporate the requirements of the SEA Directive.

**Sustainable Development:** A term given to the development that is environmentally responsible; the most common definition is from the Brundtland Commission (1987) – "Development which meets the needs of the present generation without compromising the ability of future generations to meet their own needs".

**Site of Special Scientific Interest (SSSI):** A national suite of sites providing statutory protection for the best examples of the UKs flora, fauna or geological or physiographical features. They are also used to underpin other national and international nature conservation designations. Originally notified under the National Parks and Access to the Countryside Act 1949, SSSIs have been re-notified under the Wildlife and Countryside Act 1981. Improved provisions for the protection and management of SSSIs were introduced by the Countryside and Rights of Way Act 2000 (in England and Wales) (Joint Nature Conservation Committee www.jncc.gov.uk/).

**Unitary Development Plan** (**UDP):** A development plan providing a strategic detailed framework to encourage and guide development. The current Isle of Wight UDP was adopted in 2001 and will be replaced by the LDF.