

I. Improving Air Quality & The Environment

Objective

04 To improve local air quality and the environment

Key Targets (see Performance Indicator Section for full details)

T15 To have no designated Air Quality Management Areas (AQMA).

T18 To restrict traffic growth to 2.3% per annum.

Other Targets (see Performance Indicator Section for full details)

T1 To achieve a 12.1% increase in bus passenger journeys.

T2 To achieve 76.3% bus punctuality.

T3 To increase bus satisfaction to 65%.

T4 To achieve a 20% increase in train passenger journeys.

T5 To maintain train punctuality at 97.2% or better.

T6 To maintain train reliability at 99.5% or better.

T7 To achieve a 10.6% increase in ferry passenger journeys.

T8 To triple the number of cycling trips.

T10 To increase by 5% the number of households able to access Newport within 30 minutes by walking, cycling or public transport.

T14 To increase to 24% the percentage of children participating in cycle training.

T16 Modal share of journeys to school – target to be confirmed later in the plan process.

T17 To restrict traffic growth to 2.3% per annum.

T18 To have no overall deterioration in condition of the principal road network.

T19 Non-principal road condition target - to be confirmed later in the plan process.

T20 To have no overall deterioration in condition of the unclassified road network.

T21 To have no overall deterioration in footway condition.

I.1 Introduction

Everything we do has an impact on our environment. Every element of our lives, from how we source our food, buy our clothing; to our homes, how we heat them, light them and travel all contribute to the global impact that we make.

It is recognised that transport can be a significant cause of air and noise pollution. Our local air quality monitoring has indicated that although pollutant levels associated with transport are currently generally acceptable on the Island, monitoring at key points has indicated a rise in some areas and it is important that we continue our monitoring regime and ensure that these levels do not rise further.

The bigger picture

Current predictions on climate change would suggest that our activities are now having a real impact on our planet and its weather. It is considered that rising average temperatures with the resulting loss of polar ice, changes to global sea patterns, and increased rainfall, will result in sea level rise, increased wave height, flooding and more frequent storm events. Experts agree that we are already

experiencing the implications of increasingly extreme weather patterns and the collapse of Undercliff Drive and accelerated erosion of our coastline can be attributed in some part to these climatic changes.

Potential conflict can occur at the coast when attempting to integrate human activities, such as travel and recreation, and natural processes and ecosystems. Coastal habitats on the Island are very sensitive but the coast is important for transport infrastructure and many people live and work at the coast. The effects of climate change could mean that we have to work harder to integrate all of these land uses and activities.

Local impact

An "ecological footprint" carried out for the Council in 2005, has indicated that although the demands we place on the world's resources are below the national figure, the demands of the Island are higher than some other areas and have increased over the last four years. Transport is a major contributor to CO₂ (the main greenhouse gas) emissions and even on the Island car journeys contribute in excess of 200,000 tonnes of CO₂ per year.

The Island has two small airstrips, one grass the other concrete. It is not anticipated that the Island will see major expansion of air travel and any plans to increase travel by this means will have to balance the desire to increase travel choice and encourage car free travel against any possible environmental consequences.

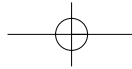
Protection and enhancement

The Council places a strong premium on the responsible protection and use of our natural resources, particularly the use of non-renewable energy and the consumption of water. The Island has seen increasing demands placed on all its natural resources and with significant development and future growth planned, it is essential that adequate measures for protection and where possible reduction in natural resources consumption are put in place.

The Isle of Wight is a special place and a microcosm of the South East of England. The quality and attractiveness of its built, natural and historic environment is a major factor when considering why people chose to live and stay here. It is also one of the prime reasons why people visit the Island and as such directly contributes to our local economy and employment.

Consultation carried out as part of the production of the first LTP, our LA21 strategy the Community Plan "Island Futures", the Provisional LTP, emerging LDF and SEA of both Plans have indicated that those questioned considered the local environment to be one of the Island's most important assets. [See www.iwight.com].





I.1.1 Embracing the SEA process

The Strategic Environmental Assessments (SEA) undertaken during the development of this Plan and the emerging "Island Plan," are an essential part of the plan process and will help to ensure that effective environmental protection is given when considering proposals in the Plan and in any future development proposals. We will now monitor both plans as part of the SEA process, so as to ensure that any significant environmental effects can be identified and appropriate remedial action taken early on.

I.2 Reducing the global impact

In common with all other LAs, the Council has developed its own local Agenda 21 Strategy for the Island. The purpose of which is to bring social, environmental and economic well-being whilst at the same time ensuring that we leave the world at least as good a place as we found it.

The LA21 Strategy used a series of road shows to ask people what they liked and disliked about the Island's environment, transport, resources, economy, and quality of life and what they wished to change. The consultation showed that the majority of respondents liked the Island's environment and lifestyle; the biggest area of dislike was transport – cost of ferries and public transport. The LA21 Strategy established a framework for change and this has in turn influenced the Community Plan "Island Futures" and informed this LTP process.

I.2.1 Our ecological footprint

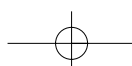
As part of the LA21 process, in 2003 the Council commissioned the first ecological footprint analysis to be carried out for the Island. This award winning study investigated a broad range of environmental trends and indicators between 1999 and 2003. By taking into consideration the local and global biocapacity of the Island it measured the amount of resources consumed by residents and visitors and the size of the resulting mark, or "footprint" this leaves on our global environment.

A repeat study was carried out in 2005 to show any changes in this area. This study also looked at:

- **Direct energy.**
- **Materials and waste.**
- **Food.**
- **Land use.**
- **Personal transport.**

The study showed that although the demands local residents and visitors place on the world's resources are below the national figure, our demands are high and have increased over the last four years. (See www.bestfootforward.com)

The future regeneration of the Island should be mindful of the need to stabilise our ecological footprint and it is important that transport contributes to this goal.



I.3 Our landscape, natural, built and historic environment

The Isle of Wight is roughly diamond in shape, with 92 km (57 miles) of coastline and a land area of 38014 hectares (147 square miles). The Island is divided into two distinct areas by a large chalk ridge running approximately east to west.

The underlying geology is an important feature of the Island and has a direct impact on the condition and therefore the maintenance requirements of our roads, buildings and other infrastructure. The land to the north of the chalk ridge is largely made up of clay with heavily wooded areas and a number of inlets and harbours. The area to the south of the ridge is generally flatter in nature, with the underlying geology predominately greensand with small areas of clay in the south-eastern tip with Ventnor (map ref M9) located on the periphery of the clay beds. Some areas of the Island are particularly sensitive to climatic change and the occurrence of wet and dry weather can result in subsidence or cracking.

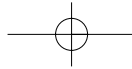
The Island exhibits a great diversity of geology within a comparatively small area and is considered to be of outstanding geological significance. This factor is reflected that the Island has 15 Sites of Special Scientific Interest, which have nationally important geological and / or geomorphological features of interest, and the Council is currently considering making an application for EU "Geopark" Status or as a World Heritage Site, because of the international importance of the Islands geology.

The chalk grasslands, maritime cliffs, estuaries, heathland, semi natural habitats, shingle habitats, coastal grazing marsh, saline lagoons, saltmarshes, intertidal and subtidal reefs and sea caves, intertidal mudflats and sandflats are particularly important, not only in a regional context, but on a national and international scale. The complex diversity of the landscape supports a wide range of species, including at least 54 national priority species. In the absence of grey squirrels, the Island is one of the country's most significant areas for red squirrels.

This Plan must relate to and take account of a number of key overarching documents, these include:

- **Unitary Development Plan (UDP) - current statutory plan.**
- **Emerging "Island Plan" (LDF).**
- **Isle of Wight Area of Outstanding Natural Beauty Management Plan.**
- **Shoreline Management Plan.**
- **Coastal / Fluvial Defence Strategies.**
- **Biodiversity Action Plan and Species Action Plans.**
- **Relevant Estuary Plans.**
- **Historic Environment Action Plan (currently being prepared).**

Humans have shaped the Island's historic environment over the last 450,000 years. Every landscape and townscape, which we see today, has been formed by the actions of our ancestors. The value and importance of our historic environment remains are enormous and help contribute to our sense of place and local identity, as well as acting as attractions for visitors.



I.3.1 Natural environment and landscape

Much of the Island is covered by nature conservation and landscape designations. These include a number, which are of national and international significance.

- The Island has five SACs (Special Areas of Conservation). Only parts of some SACs i.e. Solent Maritime and Solent and Isle of Wight Lagoons SACs are within the IOW.
- A SPA (Special Protection Area), which covers part of the Island.
- A Ramsar site which covers part of the Island.

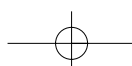
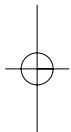
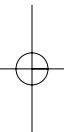
Taken collectively the above cover 6.2% of the land mass and much of the intertidal and inshore waters. Some 97.3% of the inshore waters are covered by SPA, SAC and Ramsar designations.

- Over half of the Island is designated as an Area of outstanding Natural beauty (AONB) (191km²) Recognition of the national importance of the quality of its landscape.
- 11% of the Island is designated as a Site of Special Scientific Interest (SSSI).
- 10% has been designated as Sites of Importance for Nature Conservation (SINC).
- Half of the Island's coastline has been defined as Heritage Coast, with the Tennyson Heritage Coast running for 34km and the Hamstead Heritage Coast for 11km.
- The Island has more than 10% of the South East region's chalk grassland.
- The Island has some of the best examples of undeveloped estuaries in the South East region.
- The Island has some of the best examples of intertidal and offshore reefs in the South East region.
- The Island is the national stronghold for species such as red squirrel and is of national significance for dormouse, water vole and barn owl and the butterfly, Glanville Fritillary. It is also of international importance for species such as the rare plant early gentian and Bechstein and Barbastelle bats.

I.3.2 The built environment

The Island contains over 2,000 buildings, which are listed of architectural or historic interest, most of which are designated grade II - "buildings of special interest, which warrant every effort being made to preserve them". The Island has 27 Conservation Areas - an "area of special architectural or historic interest of which it is desirable to preserve or enhance".

Many of our Conservation Areas include villages and settlements, which are rural in character and the predominately rural character of our highway network adds to the charm of the Island. The physical remnants of our past are valued by locals and visitors as an essential part of our culture and heritage and contribute to our sense of identity. The presence of historic buildings, historic areas, ancient street patterns and rural roads no doubt adds to the local quality of life and attractiveness of the Island.



I.3.3 The historic environment

The Isle of Wight's historic environment consists of a much greater range of archaeological remains, sites and structures than many places on the mainland. Human activity on the Island dates back to 450,000 years ago and the landscapes of ceremonial monuments such as Bronze Age barrows and humps and bumps of Saxon and Medieval villages survive within the fabric of the existing landscapes. Historic structures such as churches and wartime defences survive, as well as landscaped parks and gardens or historic woodlands. Even our modern towns and buildings lie on top of structures and deposits that can reveal unique and valuable information about our past.

- 221 sites are of national importance by being designated as Scheduled Monuments.
- 4293 sites are designated as being of archaeological importance by being recorded on the Isle of Wight Historic Environment Record.
- Several sites are designated as protected wrecks in IW Coastal waters.
- 8 sites are designated as being of historic importance by being included on English Heritage's Register of Historic Parks and Gardens and a further 29 are included in the Local Register as part of the Council's Unitary Development Plan.
- Six areas are designated as being of Archaeological Importance by English Heritage's Extensive Urban Survey.

I.4 Management & protection

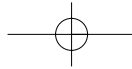
Our roads and transport routes can help play an important role in nature conservation and have acted as communication routes for thousands of years. The Island's roads are a very significant public landholding, which need to be managed in the long-term.

Whilst roads may be seen on one hand simply as a route or connection between people and a method of getting from A to B, the entire land holding, supplemented by over 827 km (500 miles) of public rights of way, should also be recognised as an enormously environmentally diverse network of links and wildlife corridors as well as historic and natural landscapes in their own right. The Council is taking a proactive approach to landscape management and countryside activities and is seeking to ensure that transport and the use and management of transport routes are, as far as possible, in harmony with one another.

The Isle of Wight Council has prepared a number of management plans and studies to assist and guide the preservation and management of the Island's many environmentally sensitive and protected areas. These include Biodiversity Action Plans and Species Action Plans, Isle of Wight Area of Outstanding Natural Beauty Management Plan, Shoreline Management Plan, Coastal Defence Strategies and Historic Environment Action Plan - currently under preparation.

I.4.1 Biodiversity Action Plan

The Isle of Wight Biodiversity Action Plan has been produced by the Council in collaboration with key statutory bodies and non-governmental organisations to assess the biodiversity resource of the



Island within a national framework and to agree ways of conserving and enhancing the key habitats and species. This Plan will be used to inform any future transport projects and proposals.

I.4.2 Isle of Wight AONB Management Plan

The statutory Isle of Wight Area of Natural Beauty Management Plan (www.wightaonb.org.uk) identifies the special characteristics of the designated landscape, lists the threats and challenges facing its future management and provides policies and policy objectives for its conservation and enhancement. The Plan is based upon an analysis of the AONB's landscape provided by a Landscape Character assessment, which identifies 11 distinct Landscape Character Types and suggests actions for their long-term management, protection and enhancement of their key features. The Isle of Wight AONB Management Plan is also a guide for public bodies who now have a duty of regard to the process of the AONB designation.

As such a public body the Council has a statutory duty to have regard to the purposes of the AONB designation in respect of all its activities and we have established a process under which we consult with the AONB Unit as part of the development of any planned engineering works. This has included the design of new road and bridge schemes, location and design of bus shelters, changes to the Rights of Way Network and requests for brown tourist signs. Other issues include:

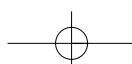
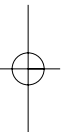
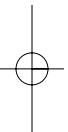
- **Proactive signage / furniture rationalisation. (Brown signs and others).**
- **Proactive traditional highway furniture/ signage restoration.**
- **Highway design guidance.**
- **Consideration of noise and light pollution.**

This process provides for a check and balance on the potential highway impacts on the landscape, natural, historic and built environment.

I.4.3 Shoreline Management Plan

The Isle of Wight Coast Shoreline Management Plan (www.iwight.com) provides the framework for managing risks around the Isle of Wight coastline. It sets out policy for coastal defence in those areas where coastal defence is appropriate and identifies areas where defences may no longer be required now or in the future.

The Shoreline Management Plan provides the risk framework for management of the coast and a number of associated strategy studies provide a more detailed assessment of particular frontages in order to identify the most suitable type of coastal defence schemes that may be required, or other coastal defence options along the particular frontage concerned.



These detailed studies are:

- **North East Coastal Defence Strategy Study.**
- **Sandown Bay and Undercliff Coastal Defence Strategy Study.**
- **West Wight Coastal Defence strategy Study.**
- **Eastern Yar Coastal / Fluvial Strategy Study (underway Feb 2006)**

(Further information on these studies can be found at www.coastalwight.gov.uk)

It is important to ensure that transport engineering works take account of and are undertaken in accordance with the Shoreline Management Plan and the associated studies. These documents will therefore be used to guide our approach to the maintenance and improvement of any affected highways and routes.

1.4.4 Historic Environment Action Plan

The Isle of Wight Council's Archaeology and Historic Environment Service hopes to launch a Historic Environment Action Plan (HEAP) Project in April 2006. This will be based on the newly completed Isle of Wight Historic Landscape Characterisation Report and Historic Landscape Character Map. This work will help identify areas of archaeological interest and historic landscapes and develop local management strategies.

A HEAP Steering Group will be established to manage the two-year project. Discussions will include a range of partners including conservation, planning, engineering, environmental and countryside bodies. The aim of the group will be to promote collaborative working in managing the historic environment, including those historic routeways, which may also form part of the modern highway network.

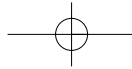
1.4.5 Rights of Way Improvement Plan

We have continued our strategic approach to rights of way development and in 1994 following a complete survey of the rights of way network, published a "Milestone Statement" aimed at achieving the National Target for Rights of Way within four years.

In 1998 the Isle of Wight Council was the first and remains the only, local authority to achieve this national target and we have continued this strategic approach by drawing up a Rights of Way Improvement Plan (ROWIP), a copy of which is included as an Annex to this document.

Prepared under sections 60-62 of the Countryside and Rights of Way Act 2000 (CRoW), the ROWIP includes an assessment of how well the current network can meet the present and future needs of the public in terms of transport accessibility and the ability to help link communities and give easy access into and from rural areas.





I.4.6 Preserving our listed structures

The Council attaches the utmost importance to the preservation and protection of the listed structures and as well as planning approval, Listed Building Consent is required in respect of any works, including alterations, both internal and external or demolition of a listed building or within the curtilage or setting of a listed building.

The Council recognises the importance of protecting and managing designated and non-designated sites of archaeological and historic environment importance. Scheduled Monument Consent is required for any works to the structure or setting of a Scheduled Monument and the impact of all transport works on sites and structures recorded as being of Importance on the Historic Environment Record will be avoided or mitigated where appropriate.

I.5 Adopting a proactive approach to the management of our natural, historic, built environment and landscape

I.5.1 Working together

The effects of climate change and sea level rise and resulting changes to wave pattern and flooding could have dramatic effects on the Island, in particular its coast and areas liable to flood. The Council will therefore be working with a broad range of internal and external partners, including English Nature and other appropriate statutory organisations, to address the long-term strategic implications for our coastal road system, much of which passes through land of high ecological value.

Excellent communication already exists between officers in Engineering Services and Planning and our two joint liaison groups meet regularly to discuss a broad range of topics. A strategic group includes officers from Planning Policy, Conservation and Design, Rights of Way, Countryside, Ecology, AONB, Archaeology, Transport Policy and Design, whilst the other development group includes predominately operational and engineering staff from our Traffic Section and Development Control.

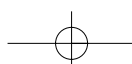
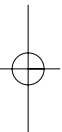
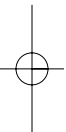
We will continue to use this collaborative approach to ensure that any highway or developments take full account of the historic, built and natural landscape and that every effort is made to remove or reduce as far as possible any harmful impact.

I.5.2 Improvement by design

The Council is working with partners across the authority and elsewhere to develop guidance to assist engineers, developers, the general public and others to achieve the best possible standards when carrying out work on our highways and in the public realm. This guidance is currently in an early draft form and will be subject to further consultation and revision as part of its development.

I.5.3 Protecting and enhancing the Island's special character and interest

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



As well as the above our Conservation and Design Team are also in the process of developing Conservation Area appraisals and other guidance including Development Briefs and guidance for specific areas or sites, which could be relevant and consideration will be given to this work once adopted.

This will feed into our own design guidance and help with issues such as:

- **Coordinating the approach to street furniture, bus stops etc.**
- **Signing and lighting – retention of historically interesting features.**
- **Reducing clutter to improve the visual environment.**
- **Improvements for those with mobility / sight issues.**
- **Link to guidance regarding design within the AONB, designated nature conservation sites and Conservation areas.**

I.5.4 Taking an innovative approach

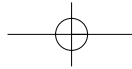
The Island has seen changes to its countryside, towns and villages. Increasing human activity, such as changes in agricultural practices and increasing pressure for countryside access, development and building, has in some cases had a detrimental impact on what is a very special natural, historic and built environment.

Initiatives contained in this Plan will help reduce the impact on the environment and the way in which we design and construct our roads and other transport infrastructure can all play a part in reducing any adverse impacts. The Island does not have many of the natural materials required for highway construction and our contractors have to import much of the material required for work on the Island. This has an impact in terms of cost, transport and environmental impact.

I.5.5 Applying modern maintenance techniques

The Council is aware of this issue and is already specifying the use of modern road construction techniques that involve the insitu recycling of road materials. We are also looking to use other recycling techniques and are currently considering using other structural materials for reinstatement, by which trench soil can be reused by adding a stabiliser, which then transforms the spoil into a material that can be used for the reconstruction of the road base. It may also be possible to reuse soil associated with the highway scheme rather than importing soil from elsewhere. This method is beneficial to the local environment and also saves money. It reduces landfill and tipping charge, plus the costs of removing the spoil and the transport and environmental costs of bringing in new materials to the site.

The Council will be looking at the possibility of using soil stabiliser and other recycling methods as a method of reducing environmental impact and highway costs and may consider setting a target for using recycled materials later in the plan period. This issue is one of a number of other indicators being considered and is discussed further in Section N - "Performance Indicators".



I.5.6 Highway maintenance

The Council is committed to maintaining and enhancing biodiversity on the Island and we realise that some areas, in particular verges, can be important for wildlife. Where possible we manage the cutting regime of such areas to encourage wildflower growth, however in some areas, safety must take precedence.

In conjunction with the Council's Countryside Section, 25 stretches of verge have been identified as being of special biological interest. The cutting regime in these specific areas is tailored to suit the species and the contractor is instructed to avoid patches of flowers where possible, whilst cutting a verge. The areas are regularly reviewed and new areas can be added as they become established. Some survey work may be desirable to monitor the effectiveness of this approach and identify other verges that should be managed so as to maintain / enhance biodiversity.

I.5.7 Transport, tourism access and the economy

The Council recognises the importance of maintaining and improving access to the countryside, both in term of transport, but also for recreation, health and leisure and as part of the Island's attraction as a tourist destination.

The opportunity exists to reinforce the attraction of the Island as a car free tourist destination and the LTP investment programme seeks to support the Tourism Development Plan by targeting investment in the Bay Area, which is easily accessed by our rail route which links Ryde (map ref O2) to Brading (map ref O5) and the coastal resorts of Sandown (map ref O6) and Shanklin (map ref N8) and via dedicated bus, to Ventnor (map ref M9). Such improvements will be supported by our Community Rail Partnership and through our own Green Island Awards.

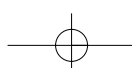
I.5.8 Developing our Rights of Way network

The ROWIP seeks to make the best use of this important asset. It suggests methods by which we can further promote the correct use of the byway network, increase its accessibility for blind and partially sighted people and others with mobility problems, as well as maximising the opportunities for healthy exercise and other forms of open-air recreation.

The use of the network by motorised vehicles has increased over recent years. The recent problems associated with instances of anti social use of 4x4 vehicles, has highlighted the need to ensure that we work with the users, police, landowners and others to ensure those who use the routes have due regard for the Countryside Code, including the need to protect the landscape and livestock.

I.5.9 Improving management

During this assessment the authority has also looked at its own management systems, including the maintenance of paths and the potential benefits that the creation of new routes could have on users. The Plan also seeks to promote the use of the rights of way network to current "non-users". This may include people who are currently not aware of the rights of way network, or those who have little knowledge of where they may walk or cycle. Increasing accessibility and information and promoting, walking and cycling for transport, health and leisure are major parts of the improvement plan.



The principal elements of the ROWIP are therefore as follows:

- Promote the network as an option for sustainable journeys.
- Strengthen links between communities and rural and urban areas.
- Identify a programme of achievable improvements.
- Recognise the importance of the network in terms of health, employment and leisure.
- Improve access for those with mobility problems.

A copy of the Rights of Way Improvement Plan is included as an Annex to this Plan.

1.6 Transport and air quality

Transport can be a significant cause of air and noise pollution. The Environment Act 1995 required local authorities to assess air quality problems in accordance with a clearly defined set of government standards and to produce Air Quality Action Plans where problems are identified. Transport is closely linked to the environment and the LTP must take account of any identified problems areas and where appropriate include measures to address any problems raised.

1.6.1 Monitoring

The Council is continuing its programme of monitoring air pollution at points across the Island. This updating and screening assessment has concluded that:

Carbon monoxide

There are no roads on the Island, which can be classified as "very busy" with receptors within 20m. The Island does not have any Air Quality Management Areas and this Plan includes a target to ensure none are required.

Benzene

There are no roads on the Island, which can be classified as "very busy" with receptors within 20m. There are no petrol stations with a throughput greater than 2 million litres however the final report identified two sources of such local pollution these are the BP Oils depot in East Cowes, which has a throughput of 50 million litres of petrol per annum, and ferries operating in East Cowes, Yarmouth and Fishbourne ports. We have been required to carry out a detailed assessment for benzene. These levels may rise if car ownership and use continues to increase over the period of the Plan.

1,3 - Butadiene

There are no industrial processes, current or proposed on the Island, which have the potential to emit 1,3 - Butadiene and we are as a result not required to carry out a detailed assessment for this pollutant.

Lead

Emissions of lead from industrial process are not likely to exceed the objectives for lead and we are not required to carry out a detailed assessment for lead.

Nitrogen dioxide

The DMRB screening model indicates that the 2005 annual mean objective for NO₂ is unlikely to be exceeded at receptors near roads on the Island and we are currently not required to carry out a detailed assessment for nitrogen oxide on the Island.

Sulphur dioxide

Whilst there are no significant industrial sources of Sulphur Dioxide on the Island it is recognised that cross Solent ferries are a significant source of this pollutant. There are currently more than 5000 ferry movements and with this figure liable to grow there are concerns regarding this issue particularly at the ferry ports of Cowes, Fishbourne and Ryde.

PM₁₀

The DMRB screening model indicates that the annual mean objective will be met and unlikely to be exceeded at locations near roads on the Island. We are not required to carry out a detailed assessment for PM₁₀ on the Island.

I.6.2 Air quality - future trends, monitoring and actions

Although pollutant levels associated with transport are currently acceptable on the Island, monitoring at key points has indicated a rise in some areas and we are looking to ensure that these levels do not rise further.

I.6.3 Increasing travel choice

Our transport strategy seeks to make the best possible use of existing transport infrastructure and increase travel choice by working in partnership with the operators, seeking value for money options, increasing options to walk and cycle and the development of school and workplace travel plans.

I.7 Our Five Year Strategy**Using the SEA**

The Council will use the outcome of the development of the Strategic Environmental Assessment (SEA) to guide the implementation and monitoring of this Plan. Where possible this will be done in partnership with the "Island Plan"

The following table indicates issues and range of options, which will now form our five-year strategy. Specific improvements and interventions are included in Section M - "Investment Programme". Our targets are included in Section N - "Performance Indicators".

I.7.1 Summary of key actions

Issue	Method
Air Quality	
Reducing the impact on the global environment.	<p><i>Traffic growth</i> - taking into account the agreed aim to regenerate the Island, restrict our traffic growth to 2.3% per annum.</p> <p><i>CO₂ emission</i> - stabilise CO₂ emissions from transport by promoting alternative fuels.</p> <p><i>Improve travel choice</i> - increase travel options through the development of workplace and school travel plans.</p> <p><i>Public transport</i> - embrace pricing options that will help make travelling by public transport more attractive.</p> <p><i>Walking and cycling</i> - put in place measures that will help make walking and cycling safer and more attractive and taking into account the SEA. Extend cycle routes, including Newport to Yarmouth, East Cowes to Newport, East Cowes to Wootton and Shanklin to Ventnor.</p>
Local air quality	
Air pollution.	<p><i>Need to establish AQMAs</i> - the Plan includes a target not to have an AQMA and we will continue our programme of monitoring and evaluation and will report on the situation in subsequent APRs.</p>
Help reduce traffic related pollution at Coppins Bridge.	<p><i>Improved traffic management</i> - using traffic management techniques to help keep traffic moving and reduce congestion. (SCOOT)</p> <p><i>Alternatives</i> - increase travel options through the development of workplace and school travel plans.</p> <p><i>Public transport</i> - embrace pricing options that will help make travelling by public transport more attractive.</p> <p><i>Walking and cycling</i> - put in place measures that will help make walking and cycling safer and more attractive.</p>
Help reduce traffic related problems at Lake.	<p><i>Public transport</i> - work in partnership with transport operators to put in place funding options that will help make travelling by public transport, bus and rail cheaper and more attractive.</p> <p><i>Rail</i> - work with operator to ensure that this traffic free option remains a popular alternative to car use. (Community Rail Partnership. Park and ride)</p>
General traffic related problems.	<p><i>Help increase travel choice</i> - through the introduction of workplace and school travel plans.</p> <p><i>Partnerships and communication</i> - continue working in partnership with town and Parish Councils.</p> <p><i>Alternative fuel</i> - where possible support and encourage the use of alternative fuels. LPG, electric power, biomass, fuel cells etc.</p>

Issue	Method
	<p><i>Fleet use</i> - working with the Hospital and others actively pursue the purchase and use of vehicles powered by more environmentally friendly fuels (low sulphur diesel, Liquid Petroleum Gas (LPG), electric vehicles, bikes and electric bikes and powered two wheelers (PTWs) etc.</p> <p><i>As part of construction</i> - consider night working where this will reduce congestion and pollution.</p>
Oil depot.	<i>Monitoring</i> - continue monitoring levels and consider options as required.
Other Environmental issues	
Maintain and enhance the quality of the built, historic and natural environment.	<p><i>SEA</i> - take full account of the SEA as part of the delivery of the Plan and its proposals and by working with colleagues in planning and elsewhere establish and use a detailed and robust SEA monitoring regime.</p> <p><i>Partnerships and communication</i> - work with English Nature, and its successor organisation Natural England, the Environment Agency, AONB and all other relevant agencies and partners to ensure that schemes and proposals have due regard to all existing plans, policies and relevant designations.</p> <p><i>Have due regard</i> - ensure that the proposals and actions within the AONB have due regard to the purpose of the AONB designation in line with the AONB Management Plan.</p> <p><i>Strategic Partnerships and communication</i> - work with English Heritage and other external partners to ensure that schemes are sustainable and proposals mitigate and where possible avoid any possible effects on the built environment.</p> <p><i>Internal partnerships and communication</i> - ensure joint working with the IOW Planning Liaison Group Council colleagues and others.</p> <p><i>Ensure synergy with the LDF</i> - ensure that the design and location of new buildings and spaces helps reduce noise and air pollution.</p> <p><i>Minimise use of natural resources</i> - this will be done by the insitu recycling of road materials.</p> <p><i>Biodiversity enhancements</i> - ensure measures to integrate biodiversity enhancements into final scheme designs e.g. trees and hedges are replaced and maintained as part of highway works (Using appropriate native species of local provenance).</p> <p><i>Flooding and pollution</i> - investigate the use of sustainable urban drainage systems to limit surface water runoff and pollution from roads and other transport infrastructure such as car parks. Road schemes and proposals should avoid as far as possible areas, which are at risk from coastal and fluvial flooding.</p> <p><i>Instability</i> - avoid instable areas for new infrastructure as far as possible, however if avoidance is not possible, work with partners to avoid associated environmental impacts at an early stage in the scheme and to work towards achieving a sustainable transport network on the Island.</p>

Issue	Method
Ferry related issues.	<i>Partnership working</i> - continue working with ferry operators and others to help reduce possible noise and air pollution caused by cross Solent ferries.
Reducing traffic-related noise.	<i>Engineering solutions</i> - Use noise reducing surfaces and design as part of highway and planning process. <i>Reduce noise as part of construction</i> - consider routes and diversion as part of maintenance process.
Lighting.	<i>Night skies</i> - ensure new and replacement lighting technology limits overspill to protect the darkness of night skies and be sensitive to species such as bats.
Social issues	
Rights of Way.	<i>Making the best use of the network</i> - increase opportunities to walk and cycle as part of ROWIP - signing information, promotion and management. Any new signs should take into account any potential impacts on sites of designated nature conservation, the landscape AONB and historic sites.