

Assessment of F.1.8 Summary of Possible Initiatives Increasing Accessibility

Plan Option/ Measure	F.1.8 Summary of Possible Initiatives Increasing Accessibility			Worksheet completed by:	WSP Environmental		
SEA Headline Criteria	Performance against SEA Criteria	Description of the value and vulnerability of the area likely to be affected	Description of the magnitude of the effect including timing, duration, & potential cumulative effects	Level of certainty (H/M/L), and assumptions	Mitigation measure(s) proposed	Significance of the residual effect (ie after mitigation)	
<p>Air Quality To develop the transport network to maximise access whilst minimising detrimental impacts on air quality.</p> <ul style="list-style-type: none"> - To reduce congestion in Newport - To limit traffic growth. - To increase travel choice and the proportion of people using public transport, cycling and walking - To reduce number of car trips - To improve air quality <p>Overall significance after mitigation: Slight positive</p>	Will reduce congestion through making public transport, walking and cycling more attractive.	<p>Congestion currently experienced within Newport at peak times</p> <p>The LDF current LDF spatial development options for the Island are likely to result in population growth and therefore could result in traffic growth.</p> <p>Currently no AQMA on the Island but Environmental Health Department advise that air quality thresholds could be exceeded in the future if major development takes place on the Island increasing population and if ferry sizes and/or activity increases.</p>	<p>Reversible effects</p> <p>Not enough detail regarding number of measures or locations to make a judgement regarding magnitude. Key benefits of measures will be experienced at peak times.</p> <p>Increased use of public transport has the potential to achieve modal shift and reduce levels of roadside local air pollution in urban areas</p>	Low – little detail regarding actual measures, timing, location etc (but covered in implementation section)	<p>Link to more detailed measures to reduce congestion under the 'Tackling Congestion' objective within the Five Year Strategy.</p> <p>Ensure as many measures as possible are put in place, ensuring the most effective action to improve air quality.</p>	Slight positive	
	Will limit traffic growth through encouraging modal shift, and making public transport, walking and cycling more attractive and reducing produce miles.					Slight positive	
	Will increase travel choice by making public transport, walking and cycling more attractive and, improving fares schemes, through ticketing and improving interchanges.					Moderate positive	
	Will reduce the number of car trips by encouraging modal shift.					Moderate positive	
	Improves air quality by encouraging more people to use public transport, walking and cycling and reducing produce miles.					Slight positive	
<p>Soil and geology To ensure the transport network does not adversely impact upon geology and soils, and which reduces the risk of erosion and instability due to human activity.</p> <ul style="list-style-type: none"> - To reduce the risk to property and people from erosion and instability - Avoid damage to the coastline or the loss of amenity as a result of human activity. - To avoid contamination of land - To protect areas important for geological processes <p>Overall significance after mitigation: No effect</p>	Initiatives could involve transport developments and therefore there is potential to affect the risk of people and property from erosion and instability.	Areas of instability on the Island particularly on parts of the coast.	<p>Large geographical extent of potentially affected areas.</p> <p>Permanent effects, although most of the possible solutions have limited land take or infrastructure development</p>	Low – locations and probability of development taking place unknown	Ensure that the initiatives do not put property or people at risk from instability and erosion.	No effect	
	Initiatives could involve transport developments, potentially on the coast and therefore there is potential to affect the coastline and amenity.	Transport infrastructure and activity along the coastline includes ferry activity, ports including landing and storage areas, transport of goods by boat, sailing, roads, piers, jetties, and car parks. Most parts of the Island are not far from the coast. Parts of the coastline are defended to protect people and property but this can be in conflict with nature conservation because some habitats and species depend on natural coastal processes.	<p>Large geographical extent of potentially affected areas.</p> <p>Permanent effects of damage to coastline.</p>			Ensure that the initiatives do not damage the coastline or amenity at the coast through transport developments.	No effect
	Initiatives could involve transport developments and therefore through construction and surface water run-off could give rise to the contamination of land.	Parts of the Island likely to be affected by land contamination due to past activity, transport related particularly where fuel is stored, where vehicles are washed down and from surface water run-off from roads and car parks. There are a number of groundwater protection zones on the Island.	Permanent effects, although most of the possible solutions have limited land take or infrastructure development			Ensure that actions do not give rise to contamination of land from fuel storage, vehicle wash down areas and surface run-off.	No effect
	Initiatives could give rise to damage to areas important for geology or to inhibit geological processes through transport infrastructure developments.	A number of sites across the Island are important for geology. However, it is assumed that the measures proposed to tackle congestion will predominantly occur in town centres (with the possible exception of proposals to extend walking and cycling routes). The areas important for geology and geomorphology on the Island mainly occur on the coast and at quarries. The exception is Sandown and Shanklin where a RIGG is located on the beach, at the boundary of the defined town centre. Geological processes occur particularly at the coast.	Permanent effects, although most of the possible solutions have limited land take or infrastructure development			Ensure that any transport development does not damage sites important for geology or inhibit geological processes.	No effect

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<p>Water To maintain and improve the quality of the Island's watercourses, groundwater systems and to prevent an increase in risk from flooding.</p> <ul style="list-style-type: none"> - To ensure that highways works do not give rise to increases in surface run-off. - To protect the quality of water by controlling transport related development likely to adversely affect groundwater, surface water, bathing water, and estuaries quality. <p>Overall significance after mitigation: No effect</p>	<p>Initiatives could involve engineering works which could give rise to an increase in surface water run-off.</p>	<p>Watercourses and groundwater particularly vulnerable to surface water run-off from roads and car parks.</p>	<p>Reversible effects, though potential for cumulative effects from run off from areas of hardstanding (eg park and ride schemes)</p>	<p>Low – locations and probability of development taking place unknown</p>	<p>Ensure any transport developments do not increase surface run-off and make use of sustainable urban drainage systems.</p>	<p>No effect</p>
	<p>Initiatives could negatively affect water quality through construction and surface water run-off.</p>	<p>Watercourses, groundwater, bathing water and surface water vulnerable to pollution from transport such as via surface water run-off from roads and car parks, from ferry and other boat activity and development adjacent to watercourses, the coast and estuaries such as bridges, port developments, roads etc. Several groundwater protection zones on the Island mainly in southern half of Island.</p>	<p>Permanent effects of pollution.</p> <p>Timing – temporary pollution due to construction (e.g. siltation of watercourse). Continuous pollution possible when schemes complete.</p>	<p>Low – locations and probability of development taking place unknown</p>	<p>Ensure any transport developments do not give rise to contamination of water courses or groundwater due to construction works or during operation. Make use of sustainable urban drainage systems and use interceptors to prevent pollution to watercourses.</p>	<p>No effect</p>
<p>Landscape and townscape To protect and enhance the Island's landscape and settlement character.</p> <ul style="list-style-type: none"> - To protect the landscape and settlement character of the Island and ensure that transport and its associated infrastructure does not negatively impact on the existing character of the area. - Positively enhance landscape and settlement character. - Conserve and enhance the AONB in line with its designated status, purpose and the AONB Management Plan. - Conserve and enhance the Tennyson and Hamstead Heritage Coasts in line with their status, purpose and AONB management plan. <p>Overall significance after mitigation: No effect</p>	<p>The initiatives could positively or negatively affect townscapes and settlement characters across the Island through improvements to interchanges, new cycle and walking routes, and safety schemes. The initiatives should also limit traffic growth which would help protect landscapes and townscapes by alleviating congestion in urban areas, and by reducing the numbers of journeys across the Island.</p> <p>Enhancement of the landscape and settlement character would be possible through good design of transport development and through reducing traffic particularly in urban areas.</p>	<p>Conservation areas across the Island</p> <p>AONB and Heritage Coasts important for landscape value.</p>	<p>Permanent effects on townscape through physical changes from e.g. new paths, bays, interchanges.</p>	<p>Low – potential to increase traffic, cycling and walking in AONB and Heritage Coasts not known.</p>	<p>Ensure that any new signage is carefully considered with respect to visual intrusion. Consult with the Council Conservation Officer.</p> <p>Ensure any new transport development is integrated into the landscape or townscape and enhances settlement character.</p> <p>Ensure that increasing access into the AONB and/or Heritage Coasts for walkers and cyclists is carefully considered with respect to impacts on the AONB and Heritage Coasts. Work with AONB office to manage access.</p>	<p>Slight positive</p>
	<p>Although initiatives would limit traffic growth which would have a positive effect on the AONB and Heritage Coast, improving access (through improvements to public transport, improving cycling and walking routes and increasing road access for the elderly and disabled) could increase movements across the Island made by mode other than the car and negatively impact upon the AONB.</p> <p>The Heritage Coasts could also be negatively impacted through an increase in movement across the Island.</p>	<p>AONB covers almost half of the Island and Tennyson and Hamstead Heritage coasts on north and south coasts.</p>	<p>Reversible effects on AONB and Heritage Coasts due to increased movement across the Island e.g. walking, cycling, although access could be managed with existing initiatives (i.e. signs, restricting access to certain areas) and therefore effects likely to be minor.</p>	<p>No effect</p>		
<p>Biodiversity, fauna and flora To conserve and enhance the Islands biodiversity, fauna and flora.</p> <ul style="list-style-type: none"> - To avoid net loss (direct and indirect), damage to, or fragmentation of designated wildlife sites and the qualifying habitats and species on which they depend (Marine, estuarine, 	<p>Initiatives involve some development and therefore there is a potential to negatively affect designated sites.</p>	<p>The Island contains a wealth of designated sites for nature conservation.</p>	<p>Potentially permanent and cumulative effects to sites depending on development proposed.</p>	<p>Low – do not know locations of paths, interchanges and other transport developments.</p>	<p>Ensure that designated sites are not adversely affected by transport development such as destruction, fragmentation of sites or through pollution such as surface run-off from roads. Ensure that the Ecology Officer is consulted on transport schemes to reduce impacts on designated sites.</p>	<p>Slight negative - uncertainty</p>

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<p>terrestrial and freshwater).</p> <ul style="list-style-type: none"> - To maintain and / or increase biodiversity and the variety of habitats on the Island <p>Overall significance after mitigation: Moderate negative</p>	<p>Initiatives involve some development and therefore there is a potential to negatively affect habitats which are not necessarily designated for wildlife value.</p>	<p>The Island contains a variety of BAP priority habitats and species.</p>	<p>Potentially permanent and cumulative effects to habitats depending on development proposed i.e. location of new town cycle / pedestrian routes, where and how park and ride sites and extended.</p>	<p>Low – do not know locations or likelihood of developments</p>	<p>Ensure that priority BAP habitats are not adversely affected by transport development or pollution such as surface run-off from roads. Ensure that the Ecology Officer is consulted on transport schemes to reduce impacts on priority BAP habitats.</p>	<p>Slight negative - uncertainty</p>
<p>Archaeology and cultural heritage To protect the Islands historic environment and cultural resource</p> <ul style="list-style-type: none"> - To protect the fabric and setting of designated and non-designated archaeological sites, monuments, historic parks and gardens, maritime heritage and listed buildings locally important historic buildings and conservation areas <p>Overall significance after mitigation: Slight negative</p>	<p>Development could occur as a part of the initiatives which may pose a risk to the fabric and setting of some heritage sites. In general reducing traffic through modal shift should have a positive effect on conservation areas.</p> <p>Increasing access would result in more movement around the Island which might pose a risk to heritage sites.</p>	<p>There are numerous archaeological sites, historic parks and gardens, conservation areas, listed buildings and other important heritage buildings etc across the Island.</p>	<p>Cumulative impact of more movement around Island as a result of increasing access to public transport, walking and cycling routes?</p> <p>Permanent effects of developments within town centres and near conservation areas.</p> <p>Potential permanent effects on heritage sites through increased access.</p>	<p>Low – no detail regarding locations of new transport development, such as new walking and cycling routes etc.</p>	<p>Ensure the setting and fabric of historic sites are not negatively affected by new transport development such as the extension of footpaths etc. Ensure developments, such as interchanges are sympathetic to conservation areas and other important built heritage. If proposals include land take potential impacts on unrecorded archaeological sites or remains should be assessed. Where possible ensure traffic is diverted away from conservation areas. Ensure work with Council Conservation Officer to avoid impacts to heritage sites and develop mitigation (e.g. routes, design) if necessary.</p>	<p>Slight negative</p>
<p>Climatic factors To reduce the Islands contribution to climate change and to limit transport development at risk from flooding and the effects of climate change</p> <ul style="list-style-type: none"> - To reduce the amount of greenhouse gas emissions on the Island - To increase the amount of renewable fuels / technology used to power vehicles - To limit development at risk from flooding and the effects of climate change <p>Overall significance after mitigation: Slight negative / slight positive</p>	<p>Will reduce the amount of greenhouse gas emissions on the Island through encouraging modal shift, and reducing product miles.</p>	<p>Global issue</p>	<p>Not enough detail regarding scale of measures and how this would manifest in limits or reductions of greenhouse gas emissions. Potential for positive cumulative effects?</p>	<p>Low – little detail regarding probability of initiatives being put in place.</p>	<p>Ensure work with town planning to locate new development to minimise the need to travel. Ensure maximising initiatives to increase modal shift and encourage walking and cycling. Trial alternative fuels in PT fleet</p>	<p>Slight positive</p>
	<p>No effect – measures do not include fuels</p>			<p>High</p>	<p>None</p>	<p>No effect</p>
	<p>Some transport development is proposed which could be in areas at risk from flooding and the other effects of climate change such as increased storm events and increased wave action (vulnerable at the coast).</p>	<p>Flooding is an issue in some parts of the Island, particularly in Newport and Cowes and at some inland locations and others along the coast. Environment Agency flood risk maps show areas potentially at risk from flooding in and around Yarmouth, the River Yar, Ryde, Brading, Sandown and Shanklin and extending inland from Sandown and Shanklin.</p>	<p>Reversible effects because flooding and storm events would be temporary. Some transport development may be appropriate within the floodplain e.g. permeable car parks. Vulnerability to climate change would be permanent.</p>	<p>Low – Do not know where developments might occur and the probability of initiatives being put in place.</p>	<p>Undertake flood risk assessments for any developments within the floodplain. Work with the Environment Agency to identify appropriate types of development to take place within areas at risk from flooding and vulnerable to the effects of climate change.</p>	<p>Slight negative</p>
<p>Human health and safety To protect and improve the safety and health of the population.</p> <ul style="list-style-type: none"> - To make the Island's roads safer and reduce accidents - To increase opportunities for walking and cycling <p>Overall significance after mitigation: Slight positive</p>	<p>Potential to make the Island safer through helping to improve training of riders of powered-two wheeled vehicles, and through increased policing, improvements to CCTV, design, street lighting and education.</p>	<p>Powered two-wheeler and car casualties are substantially higher than for the whole of England. The Island has an aging population and as a result injuries to older drivers are more than in the whole of Great Britain. Severity rate is worse on Island than whole of Great Britain and highway maintenance trends on recent years identified increasing number of crash locations where low skidding resistance may have been a contributory</p>	<p>Permanent effects introducing CCTV, design measures, street lighting etc.</p>	<p>Moderate</p>	<p>Ensure accessibility of education and training to powered two-wheeler vehicles is high across the Island.</p>	<p>Slight positive</p>

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		factor.				
	Will increase opportunities for walking and cycling through improving routes and facilities, and introducing new town routes.	-	Permanent effects – measures will increase opportunities for walking and cycling.	Moderate – although location and extent of improvements unknown.	Ensure improvements to existing footpaths and cycleways which maximise access and use. Ensure paths are safe and facilities such as cycle parking are provided in appropriate locations.	Moderate positive
Noise and Vibration To limit the risk of adverse noise and vibration effects and protect tranquil areas. <ul style="list-style-type: none"> - To limit / reduce the risk of the adverse noise and vibration effects of vehicle movements at the ferry ports - To limit / reduce the risk of the adverse noise and vibration effects of transport movement in the urban centres - To protect tranquil areas on the Island and avoid risk to them from light and noise pollution due to increases in traffic Overall significance after mitigation: No effect	Potential to reduce traffic and therefore noise and vibration from transport at ports.	Exact locations of sensitive receptors and their vulnerability to transport noise and vibration in town centres vary from location to location (i.e. schools, hospitals, residential areas).	Reversible effects – slight potential to reduce noise and vibration effects through reduction in traffic but could increase due to a large scale development in a certain area. Noise levels could also change due to technology – reducing noise from slow moving vehicles (e.g. electric vehicles)	Low – potential to reduce noise through traffic reduction is very small. Assume that decreasing congestion will not increase traffic speeds significantly to affect noise levels from roads across the Island. Potential to decrease traffic in rural and therefore more tranquil areas likely to be less significant than in areas of major PT services.	Work with planning to ensure that new development (such as residential, hospitals, schools) are located away from existing noisy activities such as ports. Ensure that traffic is not directed through the AONB or Heritage Coasts and work to direct heavy goods vehicles away from more sensitive residential areas.	No effect
	Potential to reduce traffic on the Island through increasing access to public transport and therefore potential to reduce noise and vibration from transport in urban areas.	Tranquil areas likely to be located within the AONB and Heritage Coasts and will therefore be more vulnerable to impacts from noise and vibration from transport.				No effect
	Potential to decrease traffic through increasing accessibility to public transport which should benefit tranquil areas.					No effect
Population To improve accessibility for all sectors of the community, and minimise severance by sea. <ul style="list-style-type: none"> - To minimise the impact of severance by sea - To ensure transport is accessible for all sectors of the community regardless of age, income and mobility - To improve access to services and facilities (e.g. retail, education, employment, health, leisure, sporting, cultural etc) - To increase access to the countryside Overall significance after mitigation: Moderate positive	Will not affect impact of severance by sea.	Severance by sea mainly a result of cost of ferries. Affects most people on the Island and those wishing to visit from the mainland.	No effect	Low – no initiatives to address costs and sea links. Little information about what improvements could be achieved	Uncertain mitigation	No effect
	Will improve access to public transport by increasing frequency and reliability, expanding concessionary fare scheme and reducing perception of high fares, increasing network coverage, improved signage and routes to stops, through ticketing, safer and improved interchanges, new cycleway and footpath town routes etc.	-	Not enough information regarding specific measures to make a judgement regarding magnitude although should benefit most people on the Island.	Moderate – uncertainty regarding which initiatives will be put in place and which will not.	Ensure initiatives are put in place to improve access to public transport.	Moderate positive
	Will improve access to services and facilities through improvements to public transport (stops, reliability, coverage, information etc) improving walking and cycling routes and facilities, improved crossings and disabled bays and facilities, increased safety and reducing fear of crime and promoting the use of powered two-wheelers.	-	Not enough information regarding specific measures to make a judgement regarding magnitude although should benefit most people on the Island.	Moderate – uncertainty regarding which initiatives will be put in place and which will not.	Ensure all measures are put in place to improve access to services.	Moderate positive
	Should increase access to the countryside by improving signing and introducing new town routes for foot and cycle paths.	The Isle of Wight Council has achieved 100% rights of way opened and signed.	Not enough information regarding specific measures to make a judgement regarding magnitude.	Moderate – although location and extent of improvements unknown.	Maximise improvements to existing footpaths and cycleways which connect urban areas where people live to the countryside	Slight positive
Material assets To improve and maintain the physical quality of the Island's transport infrastructure network <ul style="list-style-type: none"> - To ensure the use of recycled materials for road repair and construction. 	No effect – initiatives do not specifically include any proposals to include recycled materials within any developments.	-	No effect	Low – uncertain potential to use recycled materials within highways works proposed (i.e. extending park and ride etc)	Maximise the use of recycled materials in the highways works. Adopt a target in LTP2 to use recycled material in transport developments.	No effect

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- To improve the physical quality of the island's transport infrastructure network through appropriate investment Overall significance after mitigation: Slight Positive	Will improve the physical quality of transport infrastructure through improving footpaths and cycleways, introducing new town routes for footpaths and cycleways, new interchanges and improved routes to major public transport stops.	Highways infrastructure on Island in need of significant investment to improve condition	Long term permanent effects depending on wear and tear.	Moderate – assume other initiatives will not improve highways infrastructure as a secondary affect	Maximise improvements to highways infrastructure as part of improvements to access	Slight positive

Notes

This Worksheet has been adapted from the worksheet template suggested in TAG guidance on SEA of LTPs. It has been amended to reflect the specifics of the SEA of the proposed Isle of Wight LTP2 SEA. The worksheet has been developed to provide a useful mechanism for assessing and recording the environmental effects of different options for measures/actions in the LTP2 and has therefore been structured to allow recording of effects against all SEA criteria on one worksheet. Separate worksheets have been completed for each alternative measure/option.

To aid consistency of appraisals and ease of comparison of alternatives, standardised scales of impact magnitude and impact significance have been used. These are based on the following:

Major negative – moderate negative – slight negative – no effect – slight positive – moderate positive – major positive