

## 14 TRANSPORT

### List of policies:

- TR1 An Integrated Transport Network
- TR2 Criteria for the Development of a Fixed Link
- TR3 Locating Development to Minimise the Need to Travel
- TR4 Transport Statement Requirements for Major Development
- TR6 Cycling and Walking
- TR7 **Highway Considerations for New Development**
- TR8 The Environmental Impact of New Infrastructure Schemes
- TR9 To Encourage the Provision of Improved Transport Facilities
- TR10 Cross-Solent Ferry Links
- TR11 Traffic Management Schemes for Ferry Terminals
- TR12 The Strategic Road Network
- TR13 Highway Improvements
- TR14 Town Centre Traffic Management
- TR15 Bulk Freight Handling and Distribution Facilities
- TR16 **Parking Policies and Guidelines**
- TR17 **Public Rights of Way**
- TR18 **Railway Line and Former Railway Network**
- TR19 **Airports**
- TR20 Helicopter Landing Facilities

### Transport Facts

- o The Island has 243 miles (391 km) of classified roads.
- o There are approximately 50,000 Island registered private cars and vans.
- o The cross-Solent ferries carried approximately 7,500,000 passenger and nearly 1,400,000 vehicles in 1994.
- o There are 516 (830 km) of bridleways, footpaths, green lanes and cycleways on the Island.
- o 3.6% of people in employment on the Island travel to work by bicycle.

### Introduction

14.1 The Cross Solent ferries are the essential link to the mainland. Apart from the shipping of some bulk items such as grain and aggregates, nearly all goods, vehicles and passengers are carried to the Island by a range of fast craft and ferries. Whilst it is often argued that much of the Island's charm is due to its isolation, it is acknowledged that the cost and availability of cross-Solent travel can be a major factor when examining impacts on the socio-economic development of the Island. Often considered to be part of the relatively prosperous South East, the development of the island is seen to be

disadvantaged by its physical and economic separation from the rest of the region. Travel demands have increased substantially in recent years. Nationally, it is estimated that traffic volume will double in the next 10-15 years. The Government recognises that the national forecast levels of traffic growth, especially in urban areas, cannot be met in full, and that new road building or rebuilding of existing highways may, in some cases, be environmentally unacceptable. It is already government policy not to build roads simply to facilitate commuting by car into congested urban centres.

14.2 With a largely dispersed population, transport is inevitably an important issue on

the Island. The majority of households rely on the car as the main method of transport, and it has fundamentally changed lifestyles allowing for example, far greater flexibility over where people live and work, shop and play. The car has led to a major change in land use patterns and it is now difficult to see a future without access to private vehicles. The reliance on the car is, however, not without its costs. Pollution and damage to the environment, growing energy consumption, increased congestion, delays and accidents are all factors fuelling the debate both nationally and globally about the future role of the car. Despite these concerns, traffic volumes are expected to rise on the Island. The actual level of vehicular traffic growth will, however, depend on a number of factors including development and growth pressures and the success or otherwise of the Council's policies to reduce the need to travel by car. The decision on whether to develop a greater capacity on the existing road system has been one of the most important issues addressed by this plan.

14.3 For many people, however, the private car is just not available. Nearly 30% of households do not own a car and many more people within car-owning households do not have access to that car. Public transport provides an essential service not only to many of these people, particularly those living in outlying areas but also to tourists who come to the Island without a car.

14.4 Apart from a number of well-known bottlenecks, Island roads can hardly be regarded as congested. Even at peak times in the summer, much of the 500 miles of highway network is, by comparison to the mainland, only lightly used. The physical extent of the network and the requirements for maintenance mean that available resources for new development are limited. In general, it is considered that significantly upgrading the capacity of parts of the road system could simply transfer pressure to

other areas. The environmental effect of major upgrading could also be significant.

14.5 The combination of a number of recent changes in Government thinking and a growing environmental concern has resulted in a shift away from a long established national roads building programme, towards a more sustainable transport policy. Recently issued Planning Policy Guidance notes on Transport and Retailing (PPG13 and PPG6), together with a global awareness that road building alone cannot solve transport problems, has further encouraged the Council's move towards the integration of their land use and transport policies, a reduction of its road building programme and increase the money spent on cycleways, traffic reduction and traffic calming initiatives.

14.6 The Council welcomes the principles set out in the Road Traffic Reduction Act although recognising that at present its ability to have a major impact is constrained. Whilst it should be acknowledged that the ability of Local Highways Authorities to meet targets will be greatly influenced by central Government, The Council has already accepted the principle of target based policies as set out in the National Cycling Strategy and has through its Quality Transport Partnership stated that the objective is not to allow car usage to increase over the next ten years. New development should now only be built within or near to existing population centres where they can easily be accessed by public transport, bicycle or on foot - not just by private car. Recent moves by the Council to reduce the amount of money it spends on new road construction, means that future road schemes will be limited to priority, schemes for which the Council has funds available, or those roads constructed by the developer, normally as part of a development scheme.

14.7 This plan therefore now includes only those road proposals and highway

### **The Isle of Wight Local Transport Plan (LTP)**

The Isle of Wight Local Transport Plan (LTP) sets out a sustainable transport strategy for the Island. The Plan was approved by the Council in July 2000 and submitted to Government for consideration and funding allocation. The five year document (2001-2006) is based upon the framework laid down in the Provisional Local Transport Plan (2000 - 2001), the transport strategy and policies outlined in the Unitary Development Plan - Deposit Draft and relevant government guidance. The content of the final plan was refined in the light of consultation carried out with the public, Town and Parish Councils, transport operators and a wide range of other public and private sector partners and agencies. The Plan takes into consideration a

broad range of strategic transport themes including, the Island's environment, road safety, transport accessibility, social exclusion, population, health, tourism, education, economy and employment, freight, air quality and noise. It establishes an integrated transport strategy for the Island, explains how the strategy will be delivered and includes a bid for the funding required to deliver it.

improvements schemes for which funding has been agreed, or for which there is a realistic likelihood of construction during the plan period. Proposals for schemes such as relief roads for Wootton, Brading, Sandown/Shanklin, Shalfleet, Godshell and Fishbourne, are considered to be unrealistic when considered against the Council's transport policies, and have been omitted from this plan.

14.8 The overall strategy outlined in this plan is therefore to make only a small number of additions to the strategic road network, whilst providing for improvements to the

network where environmental considerations allow. This plan seeks to promote alternative methods of transport, and reduce travel needs. To maintain the future effectiveness of the transport system, more weight will be given to policies to manage demand, through adopting a comprehensive transport strategy covering all forms of transport, and by promoting development, particularly within urban areas at locations accessible by means other than the private car.

14.9 The term transport network is used to describe the infrastructure and services which provide transport for residents and

### **Objectives:**

The objectives for this section are:

- to try and reduce the need to travel, especially by car;
- to promote alternatives to car use;
- to remove road schemes no longer considered desirable or realistic from the plan;
- to encourage the provision of improved public transport facilities;
- to make the best use of the existing highway network;
- to increase the opportunities for cycling and walking;
- to limit the undesirable impact of car use;
- to encourage the improvement of cross-Solent ferry links;
- to encourage the retention of the Island railway network and safeguard disused lines for future transport use.

### **An Integrated Transport Network**

*TR1 The Council will seek to encourage and develop an integrated and effective transport network. Development schemes in conformity with this proposal will be acceptable in principle.*

visitors. It includes roads, railways, ferries, footpaths and cycleways as well as public transport routes and services. The Council aims to sustain the local economy, while minimising the impact of traffic on the environment, by trying to reduce the growth in the length and number of journeys,

particularly by private car, for everyday needs. To do this it is important that full and best use is made of the existing public transport system, and that improvements to bus and rail services be supported in order to improve the effectiveness of the public transport network. The Council believes that

an integrated transport network, where there is easy access between the various modes of transport, will help reduce reliance on the private car and provide for the reasonable travel needs of all members of the community, including those who do not have

ready access to a private motor vehicle.

14.20 There can be little doubt that transport links are the key to the Island's problems and further prosperity. The Council would wish to see improvements to cross-

#### Criteria for the Development of a Fixed Link

*TR2 Any planning application for the construction of a bridge or tunnel to the Island must be accompanied by a detailed impact analysis. This impact analysis must include, not only any Environmental Statement required under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999, but also a full assessment of all relevant factors including the socio-economic consequences, traffic impact and an evaluation in terms of sustainability and the consequences for the special character and way of life of the Isle of Wight as an Island. Any planning application for a fixed link will be resisted if the proposal is regarded as having a detrimental effect on the Island's character and environment as a whole.*

Solent links both for social and economic reasons. Whilst the consideration of a fixed transport link has been regarded by some as the solution to many of the Island's problems, it is thought that a link of this type would have a radical impact not only upon the Island and its lifestyle but also the environment on both sides of the Solent. It is considered that such a link would require a substantial amount of investment and any proposals should be subject to the fullest possible consideration and discussion both in Hampshire and on the Island. The plan therefore assumes that in view of the likely timescale, the scheme is unlikely to become a reality within the plan period. Firm proposals would require a

complete re-evaluation of the planning policies and proposals contained in this plan. However, since it appears likely that a planning application may be submitted during the Plan period, this policy sets out the requirements for the information which must be provided with any such proposal and establishes that it will be resisted unless it can be shown that, on balance, the essential qualities which make the island so special are not adversely affected.

14.21 Planning policies can help reduce the need to travel and the reliance on the motor car, by encouraging a mix of land uses which provide jobs and services close to where

#### Locating Development to Minimise the Need to Travel

*TR3 Planning proposals for development which minimise the need to travel, especially by car, will be acceptable in principle. The Council will therefore seek to locate new developments which will create significant travel demand, within existing defined settlements which are easily accessible by public transport, bicycle and on foot.*

people live, and by locating development close to where it can be effectively serviced by public transport. The Council's aim is to move towards a more sustainable balance of land uses not only within existing urban areas but also in rural communities where the Council acknowledge the need to encourage rural enterprise and diversification. This aim will be achieved by focussing suitable development of an appropriate scale within or close to those existing settlements which are

already well served, or can be easily served, by modes of transport other than just the car. The Council believes that by encouraging the provision of a wide range of facilities within local areas, the need for people to use cars will be reduced.

14.22 Major developments can have a considerable impact on the immediate and wider highway network. It is therefore important that developers of schemes or

## Transport Statement Requirements for Major Development

*TR4 Planning applications for developments which, by their nature, attract a significant number of persons, such as large retail uses, tourist attractions, residential developments or places of employment, must include a supporting statement which shows how the proposal has addressed the need to reduce travel to and from the development by car. The Council will require to be satisfied that adequate measures have been taken to provide for Public Transport, bicycle and foot travel, before approving any application.*

organisers of events which are likely to generate significant travel demand, consider the transport impacts of their scheme and include with their application a statement of intent and practices which will include measures which will reduce the reliance on people arriving by car and explain the

methods and provisions by which users of the site will be encouraged to arrive by other means.

14.23 The Council recognise that both cycling and walking are healthy and pollution free ways of getting about and will

### Cycling and Walking

*TR6 Planning applications for development, which include the opportunity for cycling and walking as alternatives to the car will be approved. The Council will expect the following to be included at the earliest design stage:*

- a residential developments should, where appropriate and the size of the scheme allows, include cycleways and footpaths linking into the existing highway network. Joint footpath/cycle use may be appropriate in some circumstances, where this is safe and practical;*
- b non-residential development should in addition to (a) above, include cycle parking facilities of an appropriate design and capacity to serve the development. Particular consideration should be given to places of work and buildings visited, or used, by the public.*

encourage, where possible, schemes which will help make these methods of transport safer, easier and more pleasant. It may not be possible or practical to incorporate all the measures suggested in some new developments, particularly those of a small scale, single plots, infill or a road frontage type.

14.24 The 1991 census showed that nearly 30% of Island households have no car and the number of Island people who travelled to work by bicycle and on foot to be slightly higher than the equivalent national figures. The census showed that on the Island, 3.6% travelled to work by bicycle compared with 3.0% for Great Britain, whilst 17.8% walked to work, compared with 11.8% nationally. The overall cycle use figure is, however, not so encouraging when considering the national cycling figures. Cycling nationally accounts for less than 2% of all trips compared with 10% in Sweden, 11% in Germany, 15% in

Switzerland and 18% in Denmark. The number of cycles purchased in the UK for leisure use has risen in recent years, and there is an enormous potential to convert this upsurge of interest into increasing the level of cycle use as an everyday form of transport. The Council is actively investigating the creation of new footpaths and cycleways and will be seeking funding through the Local Transport Plan (LTP) and other funding processes for appropriate schemes. The Council will where possible support Safe Routes to Schools Projects and will refer to the Department of Transport's National Cycling Strategy and other relevant guidance when considering other possible methods of encouraging cycle use in the future. A guide to cycle parking requirements is included in Appendix G.

14.25 The Council believes that the safety of all road users is of paramount importance, and is committed to a road safety policy

## Highway Considerations for New Development

*TR7 Planning applications for new development will be approved where they take account of the following matters, for highway safety:*

- a that the proper provision of facilities within the development has been made so as to ensure the safe movement and separation of vehicular traffic, buses, bicycles and pedestrians;*
- b that any new road layout, including vehicular access, road junctions, and crossing points are constructed to provide safe conditions for all road users, particularly the needs of the more vulnerable, such as cyclists, pedestrians, and the disabled.*

designed to see a reduction in road casualties of one third by the year 2000. It is important that due consideration is given to the safety of all road users, including the more vulnerable and the less mobile, when

examining new road proposals and junction arrangements

14.26 New or upgraded roads or other transport routes, may be desirable in some

## The Environmental Impact of New Infrastructure Schemes

*TR8 Planning applications for new developments which will result in changes to the infrastructure, will only be approved where it can clearly be demonstrated that the impact on both the natural and built environment has been reduced to a minimum.*

cases where they can help alleviate congestion, reduce pollution or remove identified danger spots. However, transport proposals should be subject to the same constraints as other major development proposals, particularly in areas of protection. Consideration should be given to the environmental consequences of such work, and if these outweigh the transport or the highway benefits, alternatives may have to be considered. Infrastructure schemes should avoid or minimise the impact on sites, or features of recognised nature conservation or archaeological importance. Care should be taken to retain trees and hedgerows which

grow alongside roads and other transport routes and particular attention should be taken to ensure that any trees which are unavoidably lost due to construction or development are replaced with an appropriate species at the earliest planting opportunity. The line of any new transport route should be drawn to make the best use of the existing landscape contours and include in the design, elements to reduce the level of noise and visual impact of the route.

14.27 It is not always appropriate to give priority to the motor car and the Council will, in the interest of the environment and

## To Encourage the Provision of Improved Transport Facilities

*TR9 Planning proposals for the development of modern public transport facilities, including the upgrading of existing, or development of new boat, bus or rail interchanges will be acceptable in principle where they meet the following criteria:*

- a they involve the upgrading and/or the creation of facilities for pedestrians, cyclists and those people with mobility problems;*
- b they allow for easy transfer between different modes of transport;*
- c they would not prejudice the future improvement to or upgrading of the transport interchange;*
- d the scheme will not have an undue environmental impact.*

*Proposals which would result in the loss of transport interchange facilities must ensure that improved alternative provision is provided elsewhere, prior to the development taking place.*

improved road safety, promote improvements between different transport modes and routes, so as to increase the use of public transport for all. The Council considers that potential exists for the development of new transport infrastructure schemes which would help reduce demand for road use, as well as help the development of the tourist industry. The Council have, for example, previously examined the feasibility of a number of high speed public transport links, and this plan should be able to address a proposal should one be forthcoming. New developments

should be designed so as to encourage more people to use the public transport system, by creating a safe and well-lit environment, with easy access for all users including pedestrians, cyclists, and those with mobility problems. Proposals could include sheltered waiting areas, seating, toilets and secure, well located and lit cycle parking facilities.

14.28 The Council recognise the key role that the ferries play in influencing the economic and social life of the community and will support the appropriate development

#### Cross-Solent Ferry Links

*TR10 Planning applications for development which will improve cross-Solent ferry links will be approved subject to the following criteria:*

- a the development is in an appropriate location;*
- b the development is of a scale and design in keeping with the area;*
- c the Council are satisfied that the scheme will not have an adverse effect on the local environment;*
- d adequate access can be achieved to the existing transport network, including pedestrian, cycle and public transport links.*

and upgrading of cross-Solent ferry services. The Council are, however, aware of the environmental and traffic impact such schemes can have and would wish to be assured that the fullest possible consideration and discussion of these issues is afforded to the appropriate statutory and interested bodies on both sides of the Solent, as well as the Isle of Wight and relevant

Hampshire Councils. The Council is keen to promote green tourism and sustainable transport and will support measures which will encourage a greater number of people to travel in a more sustainable manner.

14.29 The Council recognises the impact that cross-Solent ferry terminals and their operation can have on both the immediate

#### Traffic Management Schemes for Ferry Terminals

*TR11 The Council will approve appropriate land use proposals or traffic management schemes which would help to address the traffic and marshalling problems associated with the Island's cross-Solent ferry terminals, subject to the following criteria:*

- a the suggested scheme is in keeping with the surroundings;*
- b it is appropriate in scale and operation for the location proposed;*
- c it would not have an unacceptable detrimental or adverse environmental impact on the wider area in general.*

surrounding area and the Island road network. The Council will support measures which reduce the growth of motorised travel on the Island and will support initiatives which will encourage more people to travel to the Island without a car. The Council have themselves introduced initiatives to encourage off road cycling and have also established a round the Island road route which can be accessed from the ferry terminals. The Council welcomes the idea of carrying bicycles on Island trains and would support investigations into carrying bicycles

by bus and other appropriate initiatives.

14.30 The Council will support measures which reduce the effects experienced at the Island's cross-Solent terminals, particularly those experienced at the roll-on roll-off terminals during summer months, insofar as this is compatible both the character and amenities of the area.

14.31 The term strategic road network is used to describe those important Island roads which in the main, connect the main Island

## The Strategic Road Network

*TR12 The Council will approve proposals which maintain the effectiveness of the strategic road network which is presently defined as follows:*

- a all existing "A" class roads;*
- b the existing B3331 Fishbourne Lane;*
- c Park Road, Briddlesford Road, Downend Road route between Palmers Brook and Arreton Cross;*
- d the Floating Bridge at Cowes.*

towns, its ferry terminals, railways and airports. The floating bridge provides a vital link across the River Medina at Cowes and is therefore included within this network. The Council no longer has any large scale road construction proposals and whilst it will continue its programme of maintaining and improving all of the Island's roads, priority will be given to maintaining the strategic road network to acceptable standards. It is, however, anticipated that a number of privately funded roads might be constructed during the plan period in conjunction with proposed land development. The main locations where roads to serve proposed development need to be integrated into the wider road network are at East Cowes, Gunville/Carisbrooke and Pan.

14.32 Whilst the final road alignment within a development will be determined in conjunction with detailed layout and design of the development, it is considered important to establish the principal points from the existing road network and where important links can be established for the wider benefit of the area. The main access points to a development and the provision of links are detailed in the explanation and description of individual developments and where considered critical to achieving wider benefit, are illustrated on the proposals map.

14.33 The Island's roads were generally not designed to carry the traffic levels now experienced and the construction of many roads are built upon their original base which have subsequently been overlaid with modern surfacing materials. A number of problem areas exist on the Island, where roads pass either close to areas of coastal erosion or through land where unstable geological conditions exist. The resulting

instability and land slippage continues to cause problems in terms of carriageway maintenance and in some extreme instances, the actual long term future of some lengths of roads. One such problem area is at the western end of the A3055 Military Road, where a combination of coastal erosion and geological instability threatens to sever the roadway in several places, particularly the high level section where it runs extremely close to the cliff edge.

14.34 The Council were at one time examining the possibility of re-aligning the carriageway further inland, this option has, however, been discounted following the outcome of a Public Inquiry which felt that the new road would irreparably harm an area where nature conservation was of overriding importance. The Council is now concentrating its efforts on maintaining the existing road for as long as possible. The existing road passes through an area recognised to be of high nature conservation interest and it will be necessary for any remedial work to take account of this issue. It is thought that the level of funding required to keep the road open in the longer term would be beyond the Council's budget and whilst some funding is available for road schemes and coastal sea defence work, this is normally only in those circumstances where a road is heavily used or where residential properties are under threat. The council are continuing to monitor this situation and will examine all options available, including the closure of the road and re-routing traffic.

14.35 Some small-scale road widening, minor construction work and improvements may be necessary in the future to serve new development sites and improve the road network, particularly in safety terms. Although

## Highway Improvements

*TR13 The Council will, when considering planning applications for development, refer to the approved programme of improvement works, to ensure that existing road, cycleway, footpath and other transport proposals are safeguarded. Proposals which would adversely affect a planned highway improvement will not be permitted.*

these road improvements do not normally require consent, they can affect development proposals. It is therefore important to ensure that consideration is given to planned highway improvement schemes at an early stage in development.

14.36 The Council will continue the policy of improving, where possible, the Island's town centre and shopping streets. The creation of areas which are safe for pedestrians and cyclists can help to promote a safer shopping environment, whilst reducing the risk of

## Town Centre Traffic Management

*TR14 The Council will approve planning applications which support or enhance, the provision of traffic-quiet areas in town centres and shopping areas, subject to the following criteria:*

- a that the proposed scheme is in keeping with the street scene and is appropriate in terms of layout, operation and design;*
- b that it has due regard to the needs of pedestrians, cyclists and bus users;*
- c that it makes suitable alternative provision for displaced road users;*

accidental injury. Such schemes are likely to take the form of a service/access precinct similar to that proposed for Newport's Upper High Street, where the Council will, through the provision of traffic calming measures, surface treatment, paving, planting and seating, create an area where pedestrians may, during the busiest shopping hours, enjoy a traffic quiet environment.

are acceptable and the Council have agreed that the details of any schemes they may propose will be made available for public inspection and discussion during a wide ranging consultation exercise, to include members of the public, traders and any other interested groups or individuals.

14.37 The Council will support proposals for development which will assist in promoting a traffic quiet or pedestrianised town centre in Newport. It is important to ensure that the scheme and any compensating changes to be made to the traffic flows around the town

## Bulk Freight Handling and Distribution Facilities

*TR15 Planning proposals for developments which will upgrade or improve facilities for bulk freight handling and distribution and which reduce road haulage mileage will be acceptable in principle provided the use is acceptable in highway terms, will not result in increased disturbance or visual intrusion.*

*The following sites shown on the proposals map have been identified as being suitable for improvement and upgrading as bulk freight facilities:*

- a PD Fuels Depot, Medina Wharf, Arctic Road, Cowes;*
- b Kingston, East Cowes;*
- c Stag Lane, Newport.*

14.38 The bulk transportation of produce, including grain and aggregates, to and from the Island is considered to contribute to the

Island's economy and reduce the level of heavy traffic using roads and ferry routes. Existing wharfage facilities, primarily in

Cowes harbour, will need to be maintained and upgraded if these are to continue to serve the Island and be able to accommodate modern vessels and cargo handling techniques. Although Blackhouse Quay is an existing facility, it is not considered appropriate for extension to increase its capacity, due to its location. It is understood that the Kingston site (b above) falls within

the power station site and is currently in operational use as part of that concern. It is, however, felt that this area would be appropriate for general bulk freight handling use if, either the facility could be operated in conjunction with the present site use, or for any reason became surplus to the operational requirements of the site.

### Parking Policies and Guidelines

**TR16 Planning applications which seek to reduce car parking requirements to an operational minimum and are in accordance with the Council's Parking Guidelines will be approved.**

**In those situations where the Council does not wish to encourage on-site parking, for example some "core" town centre locations where there is good access to public transport and close proximity to a full range of services, the location type and scale of development will determine the level of contribution to be sought towards alternative measures which will encourage travel by means other than private car.**

14.39 The Council recognises that unrestrained traffic growth cannot be reasonably matched by new roads, extra car park spaces and highway improvement schemes. The Council's main transport objectives are to reduce the need to travel by car, promote public transport and encourage opportunities for cycling and walking. The transport policies of this plan are designed to reduce the environmental impact of the motor vehicle, and encourage public transport use as part of an integrated transport system. Parking control is an important element in supporting this overall transport policy. Whilst a certain level of off-street parking provision may be necessary to enable a development to take place without causing traffic problems, the Council acknowledge that the provision of

spaces can in itself encourage car use. It is important therefore that the car parking requirements are reduced to a minimum in locations which have good access by means other than by private car, and encouragement given to travel by public transport, on foot or bicycle instead. The Council's revised parking guidelines are included in Appendix G to this Plan and have taken account of the type, design and use of development proposed; availability of public transport within the area; proximity to public off-street parking; proximity and linkages to shopping, traffic quiet and pedestrian areas; and the location of development in relation to historic core areas .

14.40 The countryside and landscape of the

### Public Rights Of Way

**TR17 Planning proposals to maintain, improve or extend the existing network of public footpaths, bridleways, cycleways, ancient highways and in particular coastal paths, will be acceptable in principle where the impact on the environment is acceptable. Applications which will lead to the closure or inappropriate diversion of any of these routes will not be approved.**

**The following routes have been identified on the proposals map:**

- a Newport Quay to East Cowes - footpath/cycleway;**
- b Medham link - cycleway link into Newport-Cowes route from Northwood;**
- c Pan Mill link - footpath/cycleway link into Sandown-Newport route;**
- d Fairlee link - cycleway upgrade link Newport Quay to disused railway line;**
- e East Cowes - coastal footpath extension, Osborne;**
- f Newport to Sandown (disused railway line) - footpath/cycleway sections linking former railway.**

Island are important assets for tourism, recreation and leisure. The Council recognises that public rights of way are required for many leisure pursuits and can provide an important function when linking the towns and villages to the countryside, by enabling people to walk or cycle from home to their school, place of employment or out of town to areas of enjoyment and informal leisure pursuits, thereby minimising the need for car use. Although the Island has an extensive and well-maintained public rights of way network, there are still areas within which public access is limited and signage could be improved.

14.41 The Countryside Commission is encouraging and supporting local authorities and landowners in improving accessibility to the countryside and rights of way network by the year 2000. In accordance with this, the Council wishes to see an extension to the existing rights of way network, the provision of new footpaths and cycleways and the

continuation of work towards achieving public access to those areas presently not accessible. One such area is between Fishbourne and East Cowes. The idea of creating a cycleway linking Sandown and Shanklin is also under consideration. The definitive map produced by the Council under the Wildlife and Countryside Act 1981 shows all existing public rights of way. Proposed new footpath and cycleway routes are shown on the proposals map and the relationship with the existing parts of the strategic cycleway network routes are illustrated in Appendix L. The Council would wish to be assured that account is taken of the environmental sensitivities of areas through which new routes are proposed and fullest possible consultation is undertaken with landowners, statutory bodies and all interested parties and organisations, prior to the creation of new rights of way.

14.42 The Island railway provides an important service for Island residents and has

#### Railway Line and Former Railway Network

**TR18 The Council will support and encourage the retention and extension of the Island's railway lines, and will ensure that disused railway lines, as identified on the proposals map, are safeguarded from development to allow their use for sustainable transport purposes. This use could include rail schemes, cycle routes, pedestrian paths and bridleways.**

an essential role in the development of the tourist industry. The recent expansion of the Havenstreet Steam Railway to Smallbrook has demonstrated the opportunities for the future growth of the railway system and the Council supports the principle of further expansion of the network to Ventnor, Newport and Cowes and the safeguarding of these routes.

14.43 Much of the track bed once used by the Island's steam railway network remains undeveloped. Although some stretches have been sold and are now in private ownership, the Council has retained many key sections, much of which is accessible to the public as parts of the Island's rights of way network. Work is currently underway constructing a cycleway along the line of the disused Newport to Sandown railway line and other similar opportunities could be examined in the future. The Council is supporting the idea of re-opening the Shanklin to Ventnor line for rail use and will, subject to the necessary approvals and certain legal safeguards make that area of disused track bed its own in this area, available for such a use. The Council is keen to support the best use of transport links

and will, where it is technically possible and the land ownership allows, encourage the parallel running of footpath/cycleways alongside existing and proposed routes. Where a route is re-opened for transport purposes, the Council would wish to ensure that the necessary survey and consultation work has been undertaken with landowners, statutory bodies, groups and individuals and that account is taken of the environmental sensitivities of the area through which it passes. If re-opened for a rail or other sustainable transport use, the Council would wish to see that where a route is already used for footpath or cycle use, suitable alternative provision is made available alongside the existing route. It may be possible in some circumstances to create or link rail routes by the street running of trains. Although used successfully elsewhere, the Council would wish to be assured that any proposed scheme would not have a detrimental effect on properties, road traffic and the environment.

14.44 Air transport has a potential contribution to make to the tourist, recreation and economic development of the Island. The

## Airports

**TR19 The Council will support and encourage the retention and improvement of:**

- a Sandown Airport for leisure flying activities;**
- b Bembridge Airport for commercial air services and leisure flying.**

**Planning applications for the improvement of facilities will be approved only where there is no significant adverse effects upon the environment, in particular noise, which may affect neighbouring properties.**

Council wishes to encourage the improvement of the existing air links to the Island and feels that the improvements of facilities appropriate to each airport could provide a boost for the Island's economy and tourism. Sandown Airport has a long history of providing for recreational flying and teaching and has also potential for air related employment uses within the site. It is felt that Sandown Airport is more appropriate for recreational flying activities as opposed to Bembridge which although attracting gliding and associated uses is considered to be a

commercial airport. This split in provision of services is likely to continue as Sandown has a grass runway, more suited to gliders and light aircraft, whereas Bembridge has a concrete runway, more desirable for commercial users. It is hoped that the upgrading of Bembridge Airport could lead to the development of links to the continent as well as other British airports

14.45 Helicopter transport may offer an alternative means of travel to and from the Island and it is often used during Cowes

## Helicopter Landing Facilities

**TR20 Planning applications for helicopter landing facilities will only be approved where they are providing an essential service and the operation would have a minimal effect on the environment. If a single facility to serve the Island is proposed, it should be by its siting and operation easily able to integrate with the existing transport network. Operators will be required to adopt operational practices which reduce to a minimum the adverse effect of their activities, in particular, noise on neighbouring uses.**

Week and other such occasions and for emergency service requirements. Although requiring less runway construction than a fixed wing plane, helicopter operation can be intrusive and adversely affect the environment. The Council will therefore, when considering planning applications for helicopter landing sites, need to be satisfied

that the location is acceptable in terms of access and the noise standards and safety requirements of the Civil Aviation Authority are fully met.