

# A BETTER CONNECTED ISLAND

Policies background paper



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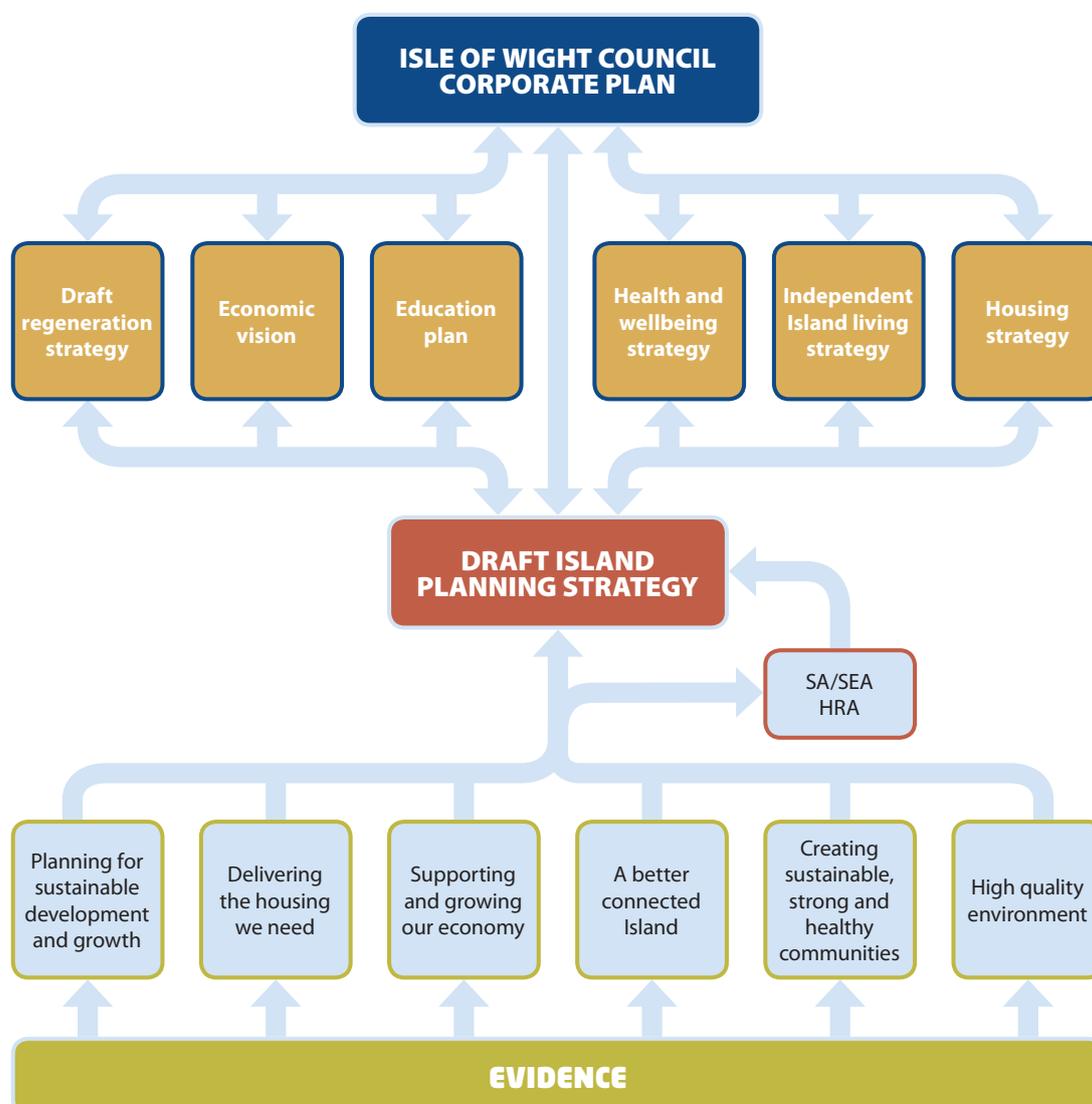
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1.1 The draft Island Planning Strategy has been published for public consultation. The draft strategy sets out the policies the Isle of Wight Council is proposing and how they will be implemented. The policies are grouped into the following 'families':

- Planning for Sustainable Development and Growth
- Delivering the Housing We Need
- Supporting and Growing Our Economy
- A Better Connected Island
- Creating Sustainable, Strong and Healthy Communities
- High Quality Environment

1.2 Background papers have been produced to accompany the draft Island Planning Strategy to summarise the relevant national planning policy framework and practice guidance, explain the issues faced within each policy family, to set out the evidence and how the proposed policy (either by itself or in conjunction with other policies) will contribute to addressing the issue. This background paper explains the approach taken in relation to the **A Better Connected Island** policy family. The following diagram sets out the relationship between the draft Island Planning Strategy and a range of other plans and strategies prepared by the council or it's partners, and the technical documents the sustainability appraisal/ strategic environmental assessment (SA/SEA) and habitat regulations assessment (HRA).



## 2 National Policy and Guidance

- 2.1 The [National Planning Policy Framework](#) (NPPF) was revised July 2018 and sets out the Government's planning policies for England and how these should be applied. It explains that the purpose of the planning system is to contribute to the achievement of sustainable development, and at a very high level the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 2.2 Paragraph 8 of the NPPF identifies that there are three overarching objectives to achieving sustainable development, and these are:
- An economic objective
  - A social objective
  - an environmental objective

- 2.3 Specifically in relation to transport, chapter 9 of the NPPF is entitled Promoting sustainable transport. It states:

*102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

*a) the potential impacts of development on transport networks can be addressed;*

*b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

*c) opportunities to promote walking, cycling and public transport use are identified and pursued;*

*d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

*e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

*103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*

*104. Planning policies should:*

*a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*

*b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*

*c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*

*d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);*

*e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and*

*f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.*

105. *If setting local parking standards for residential and non-residential development, policies should take into account:*

*a) the accessibility of the development;*

*b) the type, mix and use of development;*

*c) the availability of and opportunities for public transport;*

*d) local car ownership levels; and*

*e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

106. *Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.*

2.4 The Government's [planning practice guidance](#) (PPG) then provides further guidance on how it expects its policies to be implemented. The relevant PPG chapters in relation to this policy family are:

- [Transport evidence bases in plan making and decision taking](#)
- [Travel Plans, Transport Assessments and Statements](#)

2.5 Paragraph 003 (reference ID:54-003-20141010) of the PPG states that:

The key issues, which should be considered in developing a transport evidence base, include the need to:

- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms
- assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport
- highlight and promote opportunities to reduce the need for travel where appropriate
- identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate
- consider the cumulative impacts of existing and proposed development on transport networks

## 2 National Policy and Guidance

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- assess the quality and capacity of transport infrastructure and its ability to meet forecast demands
- identify the short, medium and long-term transport proposals across all modes

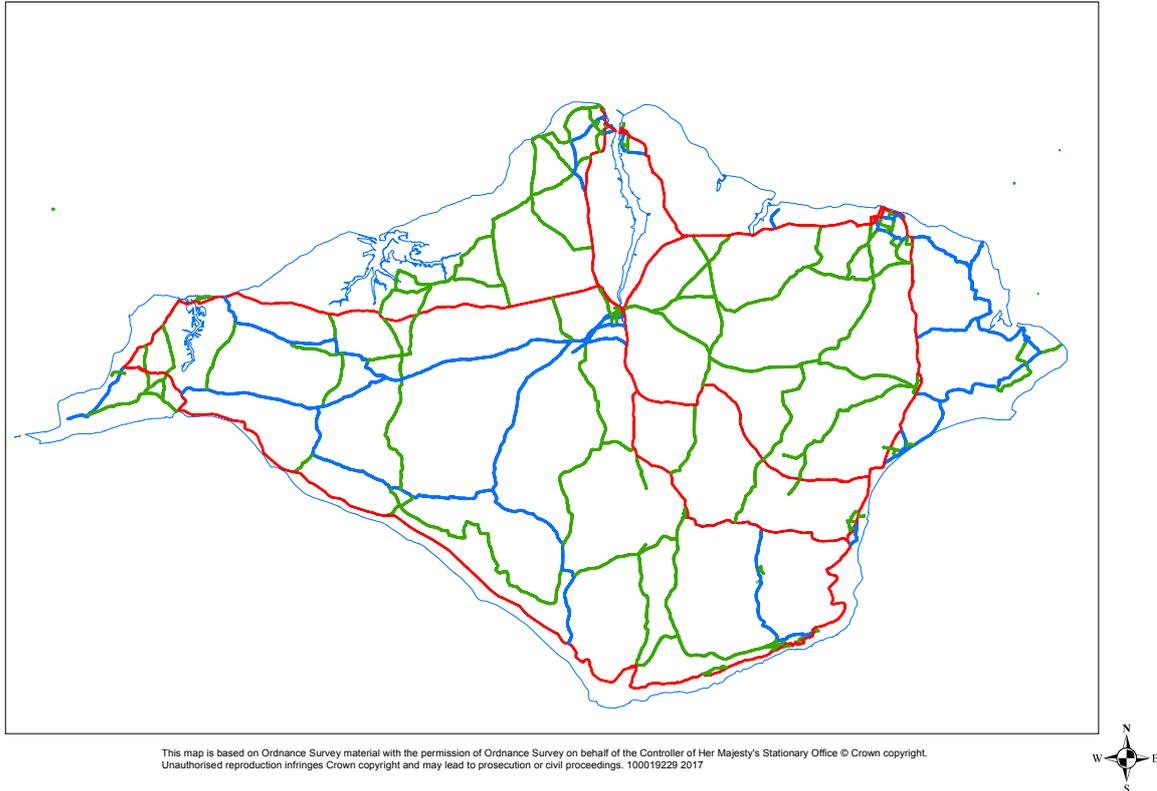
The outcome could include assessing where alternative allocations or mitigation measures would improve the sustainability, viability and deliverability of proposed land allocations (including individual sites) provided these are compliant with national policy as a whole.

**2.6** This document will set out how the council considers that its draft Island Planning Strategy have addressed these issues.

### The issues faced

- 3.1 The Island benefits from a wide range of transport options for both people and goods, and also in terms of getting to the Island and then moving about once on it. It is unique within the UK in having all of its mainland links provided by private sector companies, with no public service obligation and/or no community-based service level agreement. The Island is linked to the mainland by six cross-Solent routes, three of which carry both vehicles and foot passengers and three operate only for foot passengers.
- 3.2 In 2016, approximately 2.4m passengers used ferry services to access the Island, generating an estimated £296m contribution to the local economy. 5.5% of Island residents in employment rely on ferries for daily commuting to the mainland to jobs in London, Portsmouth, Southampton and the surrounds. Conversely only an estimated 3.7% of Island jobs are filled by mainland residents who commute to the Island.
- 3.3 In terms of getting to and from the Island, there is a wide range of choice with foot passenger services running to Cowes and Ryde (including a hovercraft service) and vehicle ferries into Yarmouth, East Cowes and Fishbourne. We are reliant on these services bringing people and goods to the Island. Island residents feel strongly on issues around the cost and regularity of these services, and the Report of the Island Transport Infrastructure Task Force picks up on these issues.
- 3.4 The arrival to the Island through these gateway ports is important, so getting the first impression right, ensuring co-ordinated public transport and managing traffic on the local road networks are crucial.
- 3.5 Another unique issue faced by the Island is that, unlike every other English local authority area, we do not share land boundaries with other authorities and therefore the Island is not driven through as part of a longer, onward journey. This means that we are not influenced or burdened by through traffic. Instead, the Island experiences seasonal variations due to tourism-related traffic, especially in the summer months.
- 3.6 The layout of the Island's highway network is influenced by a number of factors including the shape of the Island, the location of the River Medina and the locations of our towns and settlements. Newport is central to the Island, with Cowes and East Cowes to the north, Ryde to the north-east, Sandown and Shanklin to the south east, Ventnor to the south and Freshwater to the west. The Island's 'A roads' are shown in red, 'B' in blue and 'C' in green on the map below.

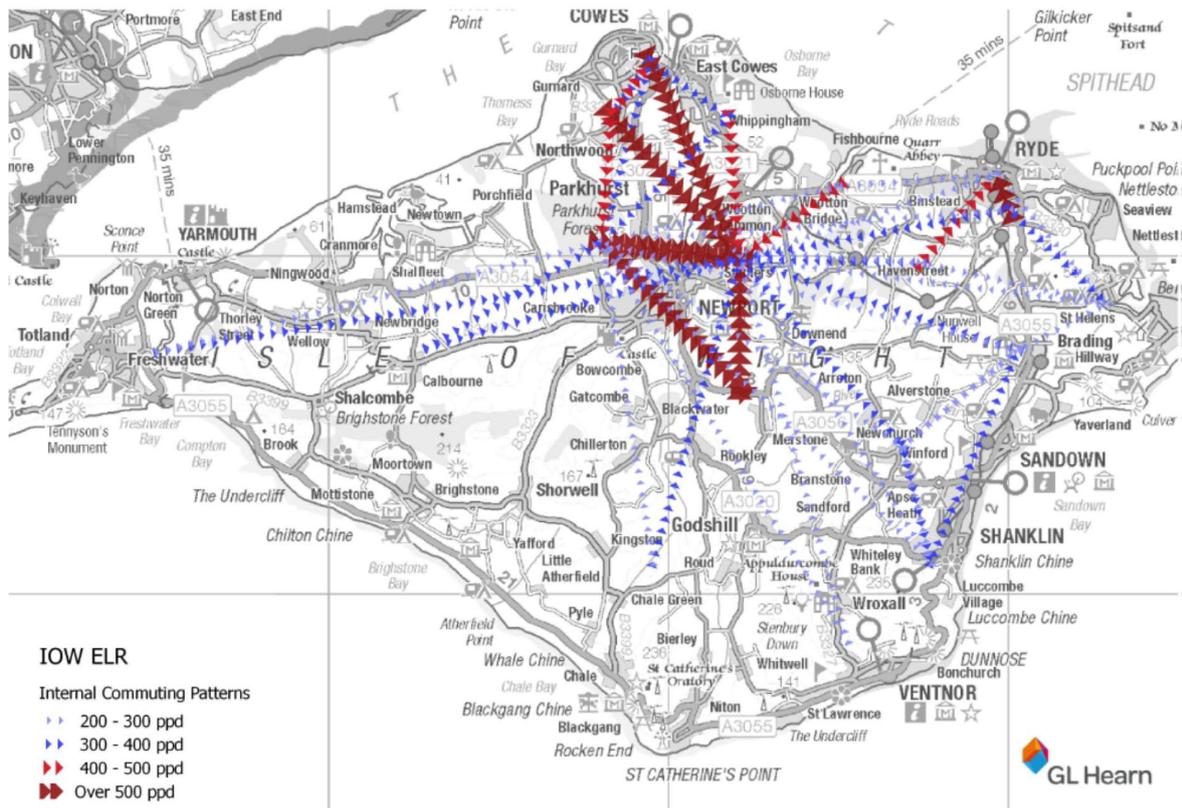
Class A B C



- 3.7 This means that the roads are like the spokes and rim of a wheel, so perhaps it is no surprise that the areas of concern are mostly concentrated in Newport at the "hub" through which many cross-island trips compete for road space with local journeys to/ from/ within Newport, as well as on the "rim" where those roads which radiated out as "spokes" meet the roads near the coast. This is why the possibility of a bridge over the River Medina, to enable traffic moving east/ west to bypass Newport and help alleviate the issues being experienced, is being explored.
- 3.8 In some stretches coastal roads experience their own problems, as some sections of road are under threat from land instability and increasingly from climate change and the resulting rise in sea levels.
- 3.9 The Island experiences a high-level of self-containment - people who live on the Island generally work on the Island. There is also on-Island containment, with people often living reasonably close to where they work.
- 3.10 It is a widely held aspiration across the Island to introduce a Newport to West Wight cycle route, along with the completion of the Newport to East Cowes route, due to anticipated recreational and leisure benefits, positive contributions to the tourism offer and the increase in commuter choices.

### The evidence used

- 3.11 Being an Island also shapes people's choices on where they live in relation to where they work. We know that the Island has a high-level of self containment - only 5% of jobs on the Island are taken up by non-residents, indicating a residence-based self-containment level of 5% (Employment Land Study). Based on the 2011 Census the **Employment Land Study** also tells about on-Island commuting patterns, which focus on people commuting to Newport but also with notable flows from the Bay and Ryde and this is shown in the graphic below.



- 3.12 The Island Infrastructure Investment Plan Final Report, prepared by the Solent Local Enterprise Partnership also identified that Resident commuting on the Isle of Wight is mostly self-contained, 92.2% of the 59,700 residents who were in work during 2011 did so on the Island. The most popular work destinations on the mainland were Portsmouth, Southampton and Test Valley (1.2%, 0.9% and 0.6% respectively). Out of the Island's workforce, 96.3% is composed of residents. The most common local authorities for workers on the main land to commute from are Southampton and Portsmouth (0.5%, 0.3% and 0.3% respectively).
- 3.13 These travel patterns, coupled with the information in the **Isle of Wight 2011 census atlas section 6 Transport** on modes of transport to work, place particular pressures on the road network on the Island and these pressure are often amplified in the summer with an increase in tourism-related traffic.
- 3.14 The Isle of Wight 2011 census atlas section 6 Transport provides key information regarding car ownership, and when compared with England and Wales, the Island has a higher proportion of car ownership (77.5% compared to 74.3%). Households without cars are likely to be located in the urban areas rather than rural areas. This is due to a number of factors including affordability, access to services, availability of public transport and parking.
- 3.15 More than half (57.8%) the working population on the Island and in England and Wales travel to work by car. The next most popular method is travelling to work on foot and the Island shows a considerably higher proportion of people travelling to work by this method than England and Wales. In contrast, public transport users are greater in England and Wales compared to the Island probably due to greater availability and choice of public transport services on the mainland.
- 3.16 The **Island Infrastructure Investment Plan Final Report** identifies that 13.0% of the workforce consists of residents who mainly work at or from home, suggesting a high amount of home working on the Island (source: ONS (2011) / Lichfields analysis).
- 3.17 It is recognised that the infrastructure needs to be fit for purpose, however it is not just about building new junctions or roads. There is a wider perspective of providing alternative sustainable

transport options and therefore changing people's choices and behaviours.

### Improvements to the cycle track network

- 3.18 As well as improving junctions, and steered by its **Island Transport Plan 2011-2038**, the council is also seeking to increase accessibility and improve sustainable transport opportunities. It has long been an aspiration to provide a Newport - West Wight cycletrack; the Island Plan Core Strategy has a generic policy that looks to protect former railway lines to be used for multi-user bridleways.
- 3.19 As well as the widely held aspiration across the Island to introduce a Newport to West Wight route, there is also the desire to complete of the Newport to East Cowes route, due to anticipated recreational and leisure benefits, positive contributions to the tourism offer and the increase in commuter choices.
- 3.20 The council's emerging **Local Cycling and Walking Infrastructure Plan** also advocates the provision of such a route, along with the completion of the Newport - East Cowes cycletrack, as being fundamental to the improvement of the walking and cycling offer on the Island. Such a provision will have a positive impact in terms of our tourism offer, reducing the number of vehicles on the road by providing realistic and safe alternatives to the private motor car and by providing opportunities for leisure and healthy living activities. This information is supplemented by the Cyclewight document **A cycling strategy for the Isle of Wight**.
- 3.21 Improvements to the existing network and extensions are recognised in the Solent Local Enterprise Partnership's **Island Infrastructure Investment Plan** and the council's **Infrastructure Delivery Plan**.

### Understanding the impacts on the highways network from proposed development

- 3.22 The starting point for looking at the on-Island transport issues has been to understand what is currently going on, and a number of transport models have been undertaken over the years.
- 3.23 In 2010 the council commissioned consultant engineers, Mott MacDonald to establish what improvements would be necessary to the strategic road network in and around Newport to accommodate the predicted increase in vehicle movements generated by future housing and commercial development. They reviewed and updated the Newport Traffic Model and tested a number of options ultimately recommending a package of improvements. These were detailed in the [Newport Traffic Model Update Report](#), which was published 2010.
- 3.24 It was intended that these works would be funded through development contributions from the new development and a requirement for such was noted in the [Island Plan background document](#) published in April 2011. Several of those improvements have already been delivered:
- **A3030/B3401, Shide** – Junction signalisation
  - **St Georges Way / St Georges Approach** – Extension of 2 lane southern approach
  - **St Georges Approach / Morrison Exit** – Signals reconfigured to provide pedestrian phase
  - **Hunnyhill / Hunnycross Way** – Provision of 2 lane approaches on approaches to signal controlled junction
- 3.25 The Ministry of Housing, Communities & Local Government has made available £9.62m of transport infrastructure funding to the council to allow the early delivery of strategic junction improvements in and around Newport, which will enable the delivery of new homes and boost economic productivity on the Island. This funding has been partially committed to the delivery of two further improvements in a refined package:

### 3 Draft Policy BCI1 A Better Connected Island

- **St Marys Roundabout:** Replacement with 2 linked signal controlled junctions; cost estimate £5.5m - £6.5m implementation programmed Autumn 2018 – Autumn 2019
  - **Coppins Bridge to St Georges Approach:** Link widening to provide two lanes in each direction from Furlongs junction; cost estimate £1.5m implementation Spring 2020
- 3.26 The [Isle of Wight - 2027 Local Plan Transport Impacts](#), was published in 2015 to support the draft area action plans. Whilst these plans were not taken forward the transport evidence base identified a number of key junctions that would be approaching, at or exceeding capacity. A number of these junctions had already been identified in the Newport Traffic Model, but given the passage of time since the 2010 report, evolution of the potential location of strategic housing allocations and the likely cost increases from 2010 prices further work to understand whether the solutions proposed in the Newport Traffic Model were still feasible and viable.
- 3.27 The modelling work looked at peak AM and PM hours and modelled two scenarios; do minimum (DM), which was based on the level of development with extant permission in 2013, and do something (DS), which was based on the DM information plus the level of development planned for in the core strategy to 2027. The methodology of the modelling is set out in the **Isle of Wight - 2027 Local Plan Transport Impacts**.
- 3.28 The modelling identified capacity hotspots, which were defined in terms of the link Volume to Capacity ratio (V/C). For the V/C plots the performance of the link were identified as being either >80% or >100%. If the V/C is near, or in excess of 90%, then the junction will be subject to queuing and delays; a value of 90% is taken as the practical value for design purposes. A value of >100% means that the link is over capacity and significant queues and delay could occur.
- 3.29 This formed the basis for the approaches towards junction improvements set out in the consultation Area Action Plans (AAPs). It became clear through the consultation on these documents that further work was required to develop costed solutions for these junctions. Due to the cost involved in such works, not all of the junctions identified in the AAPs were taken forward for further work.
- 3.30 White Young Green (WYG) were commissioned in 2016/17 to review the Newport Traffic Model proposed solutions, explore alternatives and provide updated costed solutions where necessary. WYG also looked at a number of junctions outside of Newport (based on the findings of the **Isle of Wight - 2027 Local Plan Transport Impacts**) in order to explore alternatives and make recommendations on costed solutions. These are set out in the **Isle of Wight Junction Assessment and Design Junction Feasibility Study** documents.
- 3.31 The detailed junction assessment, undertaken by White Young Green, established the need for both the two committed schemes and the following table summarises the findings into a red/amber/ green table, based on the scale of the issue and the intervention required (where green indicates no intervention required and grey signifies no intervention can be achieved). Full details can be found in the report.

Junction		Junction	
<b>1 St Marys Roundabout/ Forest Road, Newport</b>		<b>2 Coppins Bridge Gyrotory, Newport</b>	
<b>2a St Georges Way, Newport</b>		<b>2b Fairlee Road, Newport</b>	
<b>2c Medina Way/ Coppins Bridge</b>		<b>3 Hunnyhill/ Hunnycross Way, Newport</b>	

Junction		Junction	
4a Riverway mini, Newport		4b Hunnycross mini, Newport	
5 St Georges Roundabout, Newport		6 Queens Road/ West Street, Ryde	
7 Argyll Street/ West Street, Ryde		8 Binstead Road/ Pellhurst Road, Ryde	
9 Quarr Hill/ Newnham Road, Ryde		10 Marlborough Road/ Great Preston Road, Ryde	
11 High Street/ Victoria Avenue, Shanklin		12, Newport Road/ Industrial Way, Shanklin	
13, Newport Road/ Sandown Road, Shanklin		14, Lake Hill/ The Fairway, Shanklin	
15, Morton Common Road/ Perowne Way, Sandown			

**3.32 Coppins Bridge Gyratory, Newport:** Currently, all southbound traffic on the Medina Way approach is filtered into one line, artificially limiting capacity and impacting on the access from Riverway, when a second lane is available and underused for town centre traffic. Revised carriageway marking is proposed to allow traffic to use two lanes travelling from Medina Way southbound through to St George's Way.

**3.33 Hunnyhill / Hunnycross Way, Newport:** St James Street the only link to the signal controlled junction with a single lane approach. This results in right turning traffic obstructing northbound traffic. An improvement is proposed to provide an additional lane at this approach allowing right turning traffic to be separated from north bound traffic.

**3.34 Hunnycross Way / Riverway, Newport:** Traffic currently queues from the Medina Way south bound slip road back onto the mini roundabouts on Riverway. Signalisation of the slip road access onto Medina Way is proposed allowing traffic from Riverway to enter Medina Way without a detrimental impact on traffic on Medina Way. The queuing would be limited to the slip road and would not cause queues back beyond the roundabout.

**3.35 Queens Road / West Street, Ryde:** Congestion and queuing is particularly evident on the A3054 Queen's Road. An improvement scheme is proposed to extend the signal cycle time to 80 seconds and:

- Relocate the pedestrian island and crossings between West Street and John Street;
- Relocate the stop line on John Street;
- Kerblines realignment between Newport Street and John Street; and
- Pedestrian crossing build-out on the southern corner of Queen's Road and West Street.

- 3.36 Argyll Street / West Street, Ryde:** Congestion and queuing is particularly evident on the Argyll Street and Green Street arms. Physical alterations to the junction are not possible, and it has been determined from the modelling that by increasing the cycle time from 50 seconds to an optimised 120 second cycle, will realise significant improvements in capacity in both the AM and PM peaks.
- 3.37 Binstead Road / Pellhurst Road, Ryde:** The existing junction currently operates with sufficient spare capacity in both peak periods, however, the junction is expected to go over capacity in the future year scenario. No physical changes would improve capacity / efficiency so improvements are limited to increasing the signal cycle time from 90 to 120 seconds.
- 3.38 Quarr Hill / Newnham Road, Ryde:** Significant queuing occurs on both the western and approaches particularly in the pm peak when the mini-roundabout is observed to operate more like a priority junction. Signalisation is the most effective way of increasing capacity at the junction. This gives each arm a designated green time and thus enables a higher amount of traffic to travel through the junction, as a result, allowing the junction to operate more efficiently. Such an arrangement would also provide a more desirable environment for pedestrians and cyclists to cross, with designated pedestrian crossings across each of the arms.
- 3.39 Marlborough Road / Great Preston Road, Ryde:** A scheme of improvement has been secured to mitigate the impact of the Pennyfeathers proposed development although should that not come to fruition there is little that can be done in regards to physical improvements without the acquisition of land along the northern side of Great Preston Road. A design has been developed with this land acquisition which involves the widening of Great Preston Road to two lanes, allowing for a designated lane for right-turners and increasing the cycle time from to 120 seconds which provides a significant capacity improvement.
- 3.40 Small Brook Lane / Great Preston Road, Ryde:** A scheme of improvement has been secured diverting Smallbrook Lane to the south to mitigate the impact of the Pennyfeathers proposed development although should that not come to fruition improving the priority junction, to provide a two-lane approach on Smallbrook Lane, represents the preferred design option. Queues for right turning traffic will reduce slightly, and the increased width allows left-turning vehicles on Smallbrook Lane to bypass the queue, therefore improving the overall performance of the junction.
- 3.41 High Street/ Victoria Avenue, Shanklin:** At present, the junction is known to experience congestion and queuing, which is evident on all three arms being most severe during the PM peak period. Due to space constraints at the junction, there is little that can be done to alter the geometry of layout of the junction although increasing the signal cycle time to 120 seconds provides a significant increase in capacity.
- 3.42 Newport Road / Industrial Way, Lake:** At present, the junction is known to experience congestion and queuing, which is particularly evident on the A3056 Newport Road western arm and the Morrisons access arm. The preferred scheme requires third part land to create a filter lane for left-turners on the western arm into Morrisons. On the northern arm, there is to be a two-lane entry into Morrisons providing a left lane for left-turners into the petrol station and right-turners to use the right lane to turn right into Morrisons. Thus, the eastbound (straight-ahead) traffic and right-turners will have a dedicated lane to merge onto the roundabout.
- 3.43 Newport Road / Sandown Road, Lake:** the junction is known to experience congestion and queuing, which is particularly evident on both arms of Sandown Road. The scheme that has been developed for this three-arm signalised junction includes widening the northern (Sandown Road N) and western (Newport Road) arms. The northern arm is to be widened to two lanes for a distance of 86 metres from the stopline, at present the arm comprises a two-lane approach for a distance of 30 metres. In order to widen the carriageway on this arm, the bus layby is to be incorporated into the carriageway. The western arm is to be widened to two lanes for a distance of 36 metres, at present the

arm comprises a two-lane approach for a distance of 20 metres, this will be achieved via realignment of road markings. Other parts of the scheme include realigning the kerbline on the southern corner of Newport Road and increasing the cycle tie to 120 seconds.

- 3.44 Morton Common Road / Perowne Way, Sandown:** the junction is known to experience some queuing, which is particularly evident on Morton Common and Avenue Road (A3055). The preferred improvement provides for the widening of Perowne Way along the northwestern side of the junction, which allows for a right-turn storage lane to be placed in the centre of the junction, with storage for up to 1 PCU for vehicles turning from Morton Common Road to Perowne Way. As part of this design, staggered pedestrian crossings are to be implemented across each of the arms, whilst the stoplines on Morton Common and Avenue Road are to be moved forward and the cycle time increased to 120 seconds.
- 3.45** These interventions, along with the general quantum and location of proposed development, were then tested through the sub-regional transport model (SRTM) and are set out in the **SRTM Modelling - Isle of Wight Local Plan** and accompanying **Appendices**.
- 3.46** The modelling established a baseline, and three scenarios were tested:
1. 'Do Minimum' - which included committed development, Island Planning Strategy proposed allocations and some committed highways improvements.
  2. 'Do Something 1' - which is the do minimum scenario along with the interventions identified in the **Isle of Wight Junction Assessment and Design Junction Feasibility Study** documents.
  3. 'Do Something 2' - which is the Do Something 1 scenario along with a further intervention of a vehicle bridge over the River Medina.
- 3.47** For the 'Do Something 2' scenario **'A summary of the results of a potential new bridge across the River Medina which was tested utilising the Solent Sub-Regional Transport Model'** has been prepared, based on strategic level modelling. Modelling a bridge between the A3020 Cowes Road and A3054 Fairlee Road indicates that introducing such a link would result in some reductions to traffic delays at various junctions in central Newport. However, it also modelled negative impacts at the junctions where the bridge access routes would connect to the existing highways network.
- 3.48** Because of the many variables involved in a bridge, it is considered that the initial modelling outputs summarised above are not sufficient in themselves to justify either support or reject a bridge over the River Medina. It is clear that further, more detailed, work is required to fully understand the highway network implications of a bridge.
- 3.49** In light of this, the performance of the Do Something 1 scenario against the baseline provides the main focus of the evidence base and this is set out in **'A summary of the results of the 'Do Something 1' scenario which was tested utilising the Solent Sub-Regional Transport Model'**.
- 3.50** This work does highlight that there appears to be some anomalies in modelled junction performance between the **Isle of Wight Junction Assessment and Design Junction Feasibility Study** and the **SRTM Modelling - Isle of Wight Local Plan** for the Queens Road/ West Street/ Newport Road/ John Road junction in Ryde. The council will undertake further work to ensure that the implications are correctly understood.
- 3.51** The modelling indicates that background traffic growth, driven by existing development commitments, population growth and other factors is likely to impact the performance of the network considerably more greatly than the proposals set out in the draft Island Planning Strategy.
- 3.52** The Do Minimum scenario (with minimal highways interventions) results show there would be additional moderate degradation of the highway network performance, with greater impacts in

the AM peak. The total time spent by traffic waiting at junctions is forecast to increase by 16.5% across the network in the AM peak and a 7.1% increase in the PM peak.

- 3.53 When adjustments are made to remove the discrepancies described at Queens Road/ West Street/ Newport Road/ John Road junction in Ryde, the total time spent by traffic waiting at junctions is forecast to increase by 13.5% across the network in the AM peak and by 1% or less increase in the PM peak (compared to a no-development scenario).
- 3.54 It is considered that the evidence shows that all routes are forecast to experience only relatively small increases in delay/ wait time in the Do Something 1 scenario compared to the baseline, with a maximum being a 77 second increase between Ryde and Newport in the AM peak. There are also a number of journeys where significant reductions in journey times are forecast in the Sandown area.
- 3.55 The evidence demonstrates that significant un-mitigated additional delays occur at only a few specific locations, and that a significant amount of the (relatively limited) additional forecast delays and congestion in the Do Something 1 scenario is composed of relatively small increases at multiple junctions, particularly in Newport.
- 3.56 In overall terms the Do Something 1 scenario, which includes highways mitigations, reduces the magnitude of the impacts, particularly in the PM peak although some residual impacts do appear to remain in the AM peak.
- 3.57 Alternative mitigations to providing increased capacity on the network, such as locating development in sustainable locations, supporting alternative transport methods (including enhanced sustainable transport options) and changing commuter behaviours are supported through the draft Island Planning Strategy.
- 3.58 The issues associated with the Military Road are well set out in **Military Road (A3055) - Options (March 2010)** and **Military Road (A3055) - Options (October 2010)** reports that were taken to the council's cabinet.

#### How the policy contributes to addressing the issues

- 3.59 The draft policy sets out the council's commitment to supporting increased travel choice and ensuring that the transport network across the Island is sufficiently robust.
- 3.60 It also identifies the key transport-related infrastructure elements that are required to accommodate the planned for level of growth, and these relate not just to highways improvements. As a strategic policy it recognises the feasibility of a River Medina road bridge can be investigated and that there are potential risks associated with the future of the Military Road.

## 4 Draft Policy BCI2 Supporting Sustainable Transport

### The issues faced

- 4.1 Reducing the need to travel, particularly by private motor car, is an important theme for the council, and is inherent in the aims, objectives and policies of both the adopted Core Strategy and the draft Island Planning Strategy. This is primarily through a spatial strategy that focusses the majority of development in the most sustainable locations and the other strategic policies that dictate the broad locations of certain types of development.
- 4.2 As well as improving junctions the council, steered by its Island Transport Plan 2011-2038, is also seeking to increase accessibility and improve sustainable transport opportunities. Such an approach will help contribute to addressing the issues outlined in relation to the draft policy BC11 A Better Connected Island, and has the potential to bring health and wellbeing benefits, tourism and economy benefits and improve the capacity on the Island's roads by reducing the level of traffic.
- 4.3 An important part of this is reducing the dependency on the private motor car, through improving the provision of pedestrian, cycling, equestrian and public transport.
- 4.4 The Island already has an excellent network of footpaths and bridleways, and the council is always keen to explore opportunities which improve this provision. We have a high quality cycle network which has been recognised by the Lonely Planet travel guides who, in 2010, named the Island as 'one of the top 10 best cycling routes in the world'.
- 4.5 The current 8.5 mile long Island Line and 5.5 miles of track run by the Isle of Wight Steam Railway is all that remains of the former 55.5 mile railway network on the Island. Significant amounts of this former network have been converted to shared surface 'cycle track's, providing a sustainable transport link between Cowes and Newport, Newport and Sandown, Yarmouth and Freshwater, and Newport and Ryde. There is also a partially complete route between Newport and East Cowes.

### The evidence used

- 4.6 The council has an adopted **Local Transport Plan 2011-2038**, which sets out the long-term transport vision for the Island and the following six core goals:
1. Improve and maintain our highway assets.
  2. Increase accessibility.
  3. Improve road safety and health.
  4. Support economic growth.
  5. Improve quality of life.
  6. Maintain and enhance the local environment.
- 4.7 The Local Transport Plan 2011-2038 discusses each of these core goals, identifies the relevant challenges to be addressed and potential high level short and long-term interventions.
- 4.8 In 2017 the Government published its first **Cycling and Walking Investment Strategy**. The strategy sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey. The strategy supports the transformation of local areas: change which will tackle congestion, change which will extend opportunity to improve physical and mental health, and change which will support local economies.
- 4.9 This strategy is supported the Department for Transport's **Local Cycling and Walking Infrastructure Plans Technical Guidance for Local Authorities**. The council has secured technical support to develop an **Isle of Wight Local Cycling and Walking Infrastructure Plan**, and this work has started and completion is anticipated in 2019.
- 4.10 The council has recently published a **draft Rights of Way Improvement Plan 2018-2028**, which fulfils the council's duty to publish and review a Rights of Way Improvement Plan under the

Countryside and Rights of Way Act 2000. This plan will guide the management and improvement of rights of way on the Isle of Wight.

### How the policy contributes to addressing the issues

- 4.11 The proposed policy references the Isle of Wight Local Cycling and Walking Infrastructure Plan and, whilst it is not yet completed, the draft policy will enable the local planning authority to use it once completed in its planning decisions.
- 4.12 Therefore, proposals that create sustainable routes between urban and rural areas that can be adopted as a public footpath or bridleway, will be strongly encouraged and supported. As part of this approach, the utilisation of former railway routes to deliver such provision is also encouraged and the council does not wish to see development occur that may prejudice this.
- 4.13 It has long been an aspiration to provide a Newport - West Wight cycletrack; the Island Plan Core Strategy has a generic policy that looks to protect former railway lines to be used for multi-user bridleways.
- 4.14 The provision of adequate, attractive and safe walking and cycling facilities (including cycle parking) is a prerequisite of a sustainable transport strategy. The council will support improved pedestrian and cycle facilities and will ensure that development proposals help fund the necessary improvements. Any new cycle and pedestrian routes will help add to the existing sustainable transport network and will facilitate non-motorised travel on the Island.

### The issues faced

- 5.1 As an Island, residents, tourists and businesses are heavily reliant on cross-Solent services for the movement of people and good and therefore maintaining and improving cross Solent connections is seen as essential for the economic and overall well-being of the Island.
- 5.2 The Island is in an unusual position in the UK in that all the operators who provide the cross-Solent services are in the private sector and have no public service obligation and no service contract with the local authority or governing body. With a population of nearly 140,000 the Island is by far the largest Island in the UK not connected by a road bridge which currently has no direct influence on the provision of such a critical lifeline services. In many ways the Island gets a good service, but for some the fares are high and in some important respects it does not provide the Island with the service it needs.
- 5.3 Significant improvements, requiring planning permission, to improve the loading and unloading of vehicles have been undertaken at Wightlink's Fishbourne terminal and have been started by Red Funnel at East Cowes since the adoption of the Island Plan Core Strategy.
- 5.4 As well as providing the physical link to the mainland, the towns with ferry ports are the gateways to the Island that create valuable first impressions of the Island for visitors, and many of those attending the hearings expressed concern about the quality of the current gateways. In addition, they provide for the opportunity to improve connectivity and integrated transport options for those travelling both within and to/from the Island.

### The evidence used

- 5.5 The importance of cross-Solent transport is recognised and widely discussed through the current **Island Plan Core Strategy** and the council's **Island Transport Plan**. More up-to-date information on the issue is provided in the **report of the Island Transport Infrastructure Task Force** and the accompanying appendix **Evidence Based Assessment of Cross-Solent Ferry Operations**
- 5.6 The report of the **Island Transport Infrastructure Task Force** noted in particular that the "gateway" experience at Ryde is in need of improvement. IWC has recognised the need for improvements here for some years and continues to explore options for improvements working with the various other partners with interests in the Ryde Pier/ Esplanade site. In 2018, IWC supported a bid from the Portsmouth City Region to central Government's "Transforming Cities Fund" which offered a potential means of funding improvements at Ryde. At time of writing, this bid is now at a stage of further "co development" working with the Department for Transport.
- 5.7 Additionally, there are proposals - some of which have been delivered or are gradually being delivered through the "Solent Gateways" project, part funded by Solent LEP - to improve the arrival gateway experience at East Cowes through a regeneration scheme in the town.

### How the policy contributes to addressing the issues

- 5.8 It is recognised that many of the issues identified relating to cross-Solent travel, such as cost and frequency or maintenance of terminals, are outside of the planning process. Notwithstanding this the draft policy (along with any other relevant policies of the draft Island Planning Strategy) seeks to provide a planning context for any proposals that do require planning permission.

### The issues faced

- 6.1 The Island Line railway operates between Ryde pierhead and Shanklin, serving Smallbrook Junction, Brading, Sandown and Lake stations along the way. The current rolling stock is made up of former London underground electric trains, which gives a unique identity. The Island Line connects to the Isle of Wight Steam Railway at Smallbrook Junction. The heritage steam railway, run by volunteers, serves Smallbrook Junction to Wootton, stopping at Ashley and Havenstreet stations.
- 6.2 Although only comparatively short, the Island's 13.7 km (8.5 mile) railway nevertheless plays an important role by offering a traffic free connection between the fast ferry and hovercraft at Ryde through to Shanklin. The connection at Ryde Pier Head offers a good connection via the catamaran to the mainland rail network with links to London and elsewhere.
- 6.3 Island Line is unique amongst Britain's national railways, not only in its geographical separation from the rest of the network, but also in the way in which it is operated and maintained. Under the current contractual and management structure the infrastructure is from Network Rail (NR) on a 25 year lease till 2019 and operated as what is called a vertically integrated railway. Whilst the franchise holder is in the main responsible for the track itself all other structures are the responsibility of NR.

### The evidence used

- 6.4 The council's **Local Transport Plan Strategy** sets out the high level picture, although it is recognised that this was published in 2011, and events have moved on since then.
- 6.5 The draft policy has been informed by draft policy included in the draft **Ryde Area Action Plan** (and the responses received). Subsequent to that consultation the **Report of the Island Transport Infrastructure Task Force** has been published, which has also been factored in (where it is relevant to land-use planning).

### How the policy contributes to addressing the issues

- 6.6 The council recognises that a number of factors will help secure and improve Island Line and that not all of these will require planning permission. However, the council considers that the draft policy, when read in conjunction with any other relevant draft Island Planning Strategy policies (and alongside any relevant national policies) would be sufficient to determine any applications.

# 7 Draft Policy BCI5 Electric Vehicle Charging Points

## The issues faced

- 7.1 Paragraph 105 of the revised NPPF states that local planning authorities “should take into account... the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles”. Further to this, paragraph 110 also says development should "be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations".
- 7.2 Government policy is to end the sale of all new conventional petrol and diesel cars and vans by 2040, with almost every car and van being a zero emission vehicle by 2050. The Committee on Climate Change states that 60% of new cars must be electric by 2030 in order for the UK to meet greenhouse gas targets.
- 7.3 Air quality is not evidenced as being a significant issue on the Island, in relation to either human health or impacts on European designated sites, and the council does not want for this situation to change for the worse.
- 7.4 There is not currently a high level of electric car ownership on the Island, although it is growing. The size of the Island, and the distances involved in on-Island travel, along with the current battery life of electric vehicles makes the Island ideal for electric vehicles. When these factors are added to the environmental benefits, the council is keen to ensure that the infrastructure is in place to support the growth of electric vehicles on the Island.
- 7.5 Should electric vehicle ownership increase dramatically in a short space of time there will also need to be an understanding of whether the electricity network can accomodate this on the Island.

## The evidence used

- 7.6 In 2017 electric cars represented 0.22% of the cars and vans registered, it is know that there has been an increase in the number of electric vehicles on the Island <sup>(1)</sup>. The number of licensed Ultra Low Emission Vehicles (electric and plug-in hybrid electric vehicles) registered on the Isle of Wight are shown in the table below:

End of 2017	End of 2016	End of 2015	End of 2014
185	126	85	50

- 7.7 Bearing in mind the evidence around journeys, transport behaviours and air quality there is a sound rationale to increase the accessibility to charging points and to facilitate even greater electric vehicle ownership. As well as a 'fast' charging point installed in the car park at Ventnor Botanical Gardens, there are five electric vehicle charging points located in the following council carparks:
  - Newport - Chapel Street Car Park
  - Ryde - Quay Road Car Park
  - Cowes - Cross Street Car Park
  - Sandown - St. John's Road Car Park
  - Freshwater - Moa Place Car Park
- 7.8 The council is engaging with Scottish & Southern Electricity Networks (SSEN) to understand whether there are any infrastructure capacity issues around increasing the number of electric

1 <https://www.iwcp.co.uk/news/16306332.rise-in-number-of-electric-vehicles-registered-on-the-isle-of-wight/>

vehicles on the Islands' roads. At a strategic level SSENs **Supporting a Smarter Electricity System** outlines the issues.

### How the policy contributes to addressing the issues

- 7.9 Private electric vehicle owners are expected to do the majority of vehicle charging at home or at the workplace. Public charging infrastructure will support households which do not have off-street parking and visitors to the Island, as well as giving a greater degree of confidence to those who normally charge at home to allow them to make the journeys they want to make. It is anticipated that the majority of public charging infrastructure will be located in convenient locations such as public car parks, retail parks and supermarket car parks although, with the move to very rapid forms of recharging, existing petrol stations may provide 'on-the-go' charging facilities.

## 8 Draft Policy BCI6 Parking Provision in New Development

### The issues faced

- 8.1 Car ownership on the Island is about the same as the national average, but on the Isle of Wight, where there is widely dispersed population and less regular public transport, for many people the car is very important, especially for those living in rural areas. Households in these areas without access to a car may be at a severe disadvantage.
- 8.2 Due to this reliance on the car there is also the need to consider parking provision. The council recognises that whilst the provision of parking may be a functional, or market-led requirement, the amount, location, arrangement and design of such spaces can have both positive and negative implications with regard to the accessibility and quality of spaces/ places that are created.
- 8.3 It is important for the council to ensure future developments provide sufficient and appropriate parking that will not result in an unacceptable impact on the surrounding road network, particularly given the higher levels of demand on the network which are forecast in future which will require available road capacity to be used as efficiently as possible on some routes in future. In implementing this approach, there has to be a balance so that there is not an over provision of parking that would result in the inefficient use of land.

### The evidence used

- 8.4 The **Isle of Wight 2011 census atlas section 6 Transport** provides key information regarding car ownership, and when compared with England and Wales, the Island has a higher proportion of car ownership (77.5% compared to 74.3%). Households without cars are likely to be located in the urban areas rather than rural areas. This is due to a number of factors including affordability, access to services, availability of public transport and parking.
- 8.5 The council adopted its **Guidelines for Parking Provision as Part of New Developments SPD** in January 2017, which was prepared in partnership with representatives of the Highway Authority. It was then subject to public consultation and alterations made prior to its adoption.

### How the policy contributes to addressing the issues

- 8.6 By providing a 'hook' policy where the approach is set out in an accompanying supplementary planning document, the policy is flexible and easily adaptable to changing circumstances.
- 8.7 The SPD sets out a clear direction on what the council expects to see provided as part of new development, and will be the basis for any negotiations over provision through the planning process. It does not cover issues such as public car parking provision, charges and parking permits; whilst the approach set out in the draft SPD complements these, such issues are addressed through the council's Parking Strategy.
- 8.8 This approach will ensure that appropriate parking is provided within new development, and ensuring that it contributes to high quality design and place making.