

# Section 9: Transport



## A better connected Island

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- 9.1 A better connected Island** policy provides a strategic overview for island transport issues and identifies the key locations for improvements to the network. To support travel choice and provide alternate means of travel to the private car, a policy **supporting sustainable transport** is included. The importance of **cross-Solent transport** is recognised, along with the need for **supporting our railway network**. Ensuring the right infrastructure for electric vehicles is set out in **electric vehicle charging points**, and the council's approach towards **parking provision in new development** is also established in policy.

## **T1**

### **A better connected island**

The council will support proposals that:

- increase travel choice;
- provide alternative means of travel to the car;
- help create high quality places; and
- reduce the impact on air quality and climate change.

Opportunities to avoid or mitigate any environmental impacts should be considered.

Key infrastructure improvements are planned, or will be supported, at the following locations and the council will seek financial contributions to these schemes in appropriate circumstances:

- 1** Provision of a new shared path route between Newport and the West Wight.
- 2** Completion of the shared path between Newport and East Cowes.
- 3** Improvements to the shared path route between Newport and Sandown.
- 4** Provision of new sections of shared path between Newport and Ryde.
- 5** Key road junctions in Newport, Ryde and The Bay (as set out in Table 9.1).
- 6** Further junctions set out in table 9.2.

Proposals that prejudice the implementation of these schemes or the aims of the local transport plan will not be permitted.

The council will work with partners and landowners to understand the impacts of the future loss or truncation of the Military Road on the surrounding transport network, settlements and area, with the principles of a preferred approach to be set out in the local transport plan.

Development proposals that contribute to the ongoing use and future viability of the Island's airports will be supported.

All development proposals must provide safe and suitable access to a site and not cause a significant adverse impact on the local or strategic road network that cannot be managed or mitigated. The creation of new sustainable transport routes will be supported.

- 9.2** The council is preparing a new Local Transport Plan (LTP4). The aim is to develop an overall transportation strategy for the Island that contributes to meeting the council's climate change agenda, the transport requirements of the Island Planning Strategy (IPS), along with an initial five-year implementation plan for delivery of the strategy.

- 9.3** The new LTP will:
- provide a 'pathway' for transport policy, development and delivery on the Isle of Wight;
  - provide clarity on the key outcomes for transport;
  - guide future investment and decision making within the Council in relation to transport;
  - set out key transport policies, principles and approaches in a clear manner, covering all aspects of transport planning, delivery and operation;
  - support the council's wider strategies and plans and align with the council's strategic priorities.
- 9.4** It is envisaged that the new LTP will be reviewed in parallel with the first review of the IPS.
- 9.5** The council is charged with promoting sustainable transport and recognises that high quality connections by road, rail, bus, ferry, walking and cycling and their interconnectivity are all vital to the Island's future economic prosperity and social inclusiveness. These connections provide access to education, employment, business, retail and leisure opportunities. It will work with partners, agencies and developers to ensure that the transport network on the Island supports the level of growth planned for and is sufficiently robust.
- 9.6** Through the strategic approach set out in Policy G1 'Our Approach Towards Sustainable Development and Growth', the council is steering development towards locations that are or can be made sustainable. Furthermore, by widening available transport choices and promoting alternatives to the private motor car, the council can actively and positively influence people's travel behaviours
- 9.7** The council is seeking further expansion of the shared path network on the Island. Key schemes are identified in the policy, and development proposals that meet the tests in relation to developer contributions will be expected to provide a financial contribution towards these shared path routes as appropriate. These schemes have been costed and are included in the council's infrastructure delivery work.
- 9.8** The IPS identifies a number of interventions needed to the existing road network. These interventions have been identified to mitigate the impact of new development and associated levels of traffic and, wherever possible, bring forward improvements to the existing network. This is supported by other council plans and strategies including the existing Island transport plan 2011 to 2038, which sets out the long term transport strategy and implementation plan; the local cycling and walking strategy which focuses on developing local cycling and walking networks; the rights of way improvement plan and the emerging LTP4.
- 9.9** The council secured grant investment from the government towards improving infrastructure in Newport, and by implementing such improvements at the former St Marys Roundabout, has unlocked development potential. This, along with other sources of investment secured by the council, has been put towards delivering some of the improvements identified within and around Newport. By taking such action the council is proactively delivering up-front improvements to the strategic infrastructure network, facilitating the timely delivery of homes and development.

- 9.10** The council will continue to seek funding opportunities to support the upfront delivery of infrastructure for other locations, including for example, the provision of a park and ride scheme on Fairlee Road, Newport.
- 9.11** Where funding has not been secured for the key schemes identified in the policy, and where development proposals meet the tests in relation to developer contributions, they will be expected to provide a financial contribution to improving the strategic road network. These schemes have been costed and are included in the council's infrastructure delivery work. Contributions will be taken and spent in line with legislation. The specific key road junctions in Newport, Ryde and the Bay are set out in the following table.

**Table 9.1 – Key road junctions identified for improvement**

Area	Specific location
<b>Newport</b>	Coppins Bridge Gyratory
	Hunnyhill/Hunnycross Way
	St Georges Way
	Fairlee Road
	Medina Way/Coppins Bridge
	Medina Way/Riverway
	Hunnycross Way/Riverway
	Riverway mini roundabout
	Hunnycross mini roundabout
	Terrace Road/Trafalgar Road
<b>Ryde</b>	Queens Road/West Street
	Argyll Street/West Street
	Quarr Hill/Newnham Road
	Binstead Road/Pelhurst Road
	Marlborough Road/Great Preston Road
	Ashey Road/Carters Road/Smallbrook Lane Roundabout
<b>The Bay</b>	Newport Road/Industrial Way
	Newport Road/Sandown Road
	Morton Common/Perowne Way
	Lake Hill/The Fairway
	High Street/Victoria Avenue

- 9.12** These schemes are important to achieving the vision, objectives and requirements of the IPS and any development proposals that prejudice the implementation of these schemes will not be permitted. The council will enter into discussions with developers where such situations arise, to understand whether an alternative intervention can be taken that would result in better outcome.

**9.13** Modelling shows that the package of interventions proposed for Coppins Bridge would have a positive impact, relative to the additional level of traffic likely to be generated by the planned level of growth.

**9.14** There are a number of further junctions identified where it is indicated that further modelling and assessment would be beneficial, and these are set out in the following table. The council will take this into consideration when determining applications in the vicinity of these junctions

**Table 9.2 – Further junctions where contributions may be sought**

Area	Specific location
<b>Newport</b>	Carisbrooke Road/Recreation Road
<b>Northwood</b>	Newport Road/Nodes Road
<b>Brading</b>	Rowborough Lane/Beaper Shute/Carpenters Road Yarbridge crossroads (New Road/Morton Road/Marshcombe Shute/The Mall)

**9.15** The Military Road runs along the south-west coast of the Island and as well as directly linking the settlements of Freshwater and Niton, it is a popular tourist route. However, the coastline in this area has a history of instability and is constantly changing, with parts of Military Road vulnerable. Parts of the road have already been stabilised and/or realigned, Because of the history, the ongoing instability issues, the Shoreline Management Plan policy, and the aspirations of the National Trust, who own the majority of the land in this area, it is considered appropriate to investigate this issue once again to provide a clear direction.

**9.16** The council is committed to work in partnership to identify the future of the route in the short, medium and long term; alternative routes and a thorough understanding of the social, economic and environmental context. This approach will also engage with local communities. Due to the highway’s implications of any closures or changes to the route, it is considered that the Local Transport Plan will be the appropriate document to cover these issues, though any updates will be referenced in future local plans.

**This is a strategic policy and links to the following IPS objectives and key priorities:**

- The environment and unique island characteristics are celebrated.
- The Isle of Wight is a leading UK visitor destination.
- Businesses have the confidence to invest.
- The community feels safe and the Island is resilient.

## Supporting sustainable transport

### T2

#### Supporting sustainable transport

The council will support proposals that increase travel choice and provide alternative means of travel to the car. Development proposals will be expected to contribute to meeting the aims and objectives of the local transport plan, the local cycling and walking infrastructure plan and the Isle of Wight rights of way improvement plan.

All relevant proposals should provide and improve accessibility for pedestrian, cycling, equestrian and public transport, and should demonstrate that they:

- a** implement the transport hierarchy of 'avoid, shift, improve';
- b** create sustainable routes between urban and rural areas;
- c** retain former railway line routes for future sustainable transport use where relevant;
- d** assist the provision of new cycle routes as part of the national and/or local cycle network, or contribute to the improvement of the existing network; and
- e** provide safer routes to schools and other significant travel destinations.

- 9.17** The policy will help to ensure that there is the widest possible range of sustainable transport choices available to Island residents. In turn this will have positive impacts on health and wellbeing, safety and minimising the number of journeys undertaken in private motor cars.
- 9.18** The local transport plan will provide a series of options to achieve its objectives that will be categorised using the **avoid, shift, improve framework** (**avoid** the need to travel by motorised vehicle, **shift** the journey from more to less polluting modes, **improve** the efficiency of remaining vehicles). Proposals should take a sequential approach to this framework, with a preference for avoiding the need to travel and measures that move away from this to shift or improve providing evidence as to why this is necessary.
- 9.19** The Island already has an excellent network of footpaths including the National Coastal Path and bridleways, but the council is keen to explore opportunities which improve this provision. 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. The local transport plan, local cycling and walking infrastructure plan and rights of way improvement plan provide a framework for investigating the detailed routes.
- 9.20** The Island's network of former railway lines provides an excellent opportunity for multi-user bridleways, and a number of routes have successfully been used for this purpose. Any proposals for land that covers disused former railway lines as a minimum should not prejudice their return to use and will be expected to commit the land to be available for such a use.

**9.21** The council's approach to development is to locate it in the most sustainable locations. This primarily means within or on the edge of existing settlements, where there is generally better access to public transport services. The creation of sustainable routes between urban and rural areas is important, as it will enhance the character of development and enable residents to access the countryside for commuting, recreation and leisure.

**9.22** Residential development proposals should provide information showing how they relate to schools and how the proposal will make it easier for pupils to walk, scooter and cycle to school safely, with positive impacts on health and wellbeing. Showing the positive impact of the proposal on walking and cycling also applies to other significant travel destinations such as shopping or leisure centres.

**This policy links to the following IPS objectives and key priorities:**

- Outstanding digital and transport connectivity.
- The Isle of Wight is a leading UK visitor destination.
- Businesses have the confidence to invest.
- People take responsibility for their own health and wellbeing.

## Cross-Solent transport

### **T3**

#### **Cross-Solent transport**

The council will support proposals that maintain the current choice of routes and methods of crossing the Solent to ensure future flexibility and deliverability of service and improve key interchange areas that link the Island to the mainland.

Development proposals at existing cross-Solent passenger and vehicular terminals will be expected to demonstrate how they will:

- a** lead to optimisation and efficient use of the existing terminals, particularly in relation to peak level demand;
- b** lead to, or contribute towards, mitigating the traffic impact of any increase in vehicle movements.

In assessing proposals, the environmental and economic effects of the proposed development will be considered and, in particular, the scale of proposals will be required to reflect the capacity and sensitivity of the character of the area surrounding the terminal and the wider landscape and biodiversity of the Island.

Should proposals for any new terminals come forward, they will be expected to demonstrate their environmental and economic benefits to the immediate local area and the wider Island.

- 9.23** The importance of the Island's cross-Solent links is recognised, and the policy approach seeks to support the optimal and efficient use of existing cross-Solent passenger and vehicular terminals.
- 9.24** Over the life of the IPS, there may be other proposals to improve these facilities that may involve changes to the current configurations. Whilst the terminal operators already have a number of permitted development rights to enable them to address issues without requiring planning permission within their current boundaries, more significant proposals may require permission.
- 9.25** Any proposals that require planning permission will be expected to demonstrate how they optimise the operator's current facility and how the proposal will ensure the most efficient use of what are generally confined sites. It should be demonstrated how the proposals have considered alternative approaches to increasing the efficiency that would not necessarily have to be land-use related, for example, arrangements for interchanging passengers.
- 9.26** It is recognised that proposals for new terminals may relate to road or rail as well as ferries, and because of this may be part of wider proposals for a tunnel or a bridge. Regardless of the transport mode any new terminal will require clear evidence of their environmental and economic benefits to the immediate local area and the wider Island.

**This policy links to the following IPS objectives and key priorities:**

- The environment and unique island characteristics are celebrated.
- Outstanding digital and transport connectivity.
- The Isle of Wight is a leading UK visitor destination.
- Businesses have the confidence to invest.
- All young people will have the best start in life so that they can fulfil their potential.
- The community feels safe and the Island is resilient.
- Vulnerable people are supported and protected.



## Supporting our railway network

### **T4**

#### **Supporting our railway network**

Recognising the importance of the existing railway infrastructure, and the potential benefits further improvements could bring to residents and visitors, the council will support proposals that contribute to:

- a** maintaining and/or improving the timetabled link between Ryde Pier Head and Shanklin;
- b** improving connections with, and access to and from, existing settlements;
- c** providing a safe, convenient service which is accessible to all users including those with mobility issues;
- d** promoting and encouraging the use of the route;
- e** improving real time transport information for users, locally at stations and via other means;
- f** improving the connections and timetable flexibility by utilising an appropriately located passing loop or other improvements;
- g** improving connections with the Isle of Wight Steam Railway and maximise the opportunity to achieve steam-hauled access into Ryde;
- h** retaining current and former railway routes for future sustainable transport purposes where this would allow for the future extension of the line or support the development of other related transport improvements.

**9.27** The railway line on the Island plays an important role in connecting people and providing an alternative transport option to the private motor car. The council supports the ongoing provision and improvements to the network and is keen to understand whether there are realistic opportunities to expand the network. Existing bus and rail interchange facilities should be retained and enhanced wherever possible. The council supports the Ryde Interchange project that will provide better connectivity and promote active travel, whilst also making the interchange a more pleasant and accessible public space.

**9.28** The council recognises that a number of factors will help secure and improve the Island Line and that not all of these will require planning permission. Whilst it is recognised that some hard infrastructure measures may require approval, there are a range of other non-land use initiatives which could help boost numbers, such as continued improvements to rolling stock, promotion and advertising as well as improved travel information.

**9.29** The council will support moves which will see the utilisation of the new passing loop at Brading that allows trains to pass nearer the middle of the line which in turn allows the operation at 30 minute intervals.

- 9.30** The council recognises the benefits of working closely with the Isle of Wight Steam Railway and, if possible, physically connecting the two lines at Ryde St Johns Station. Such a connection would help support efforts to get steam trains back into Ryde, thereby extending this popular tourist attraction into the town. It is clear however that a considerable amount of work and expense would be required to get steam back to Ryde Esplanade, including lowering the track in the tunnel. A more straight forward and possibly cheaper option would be to modify the track layout and station infrastructure at Ryde St Johns Station.
- 9.31** It is considered that the opportunity may exist to extend the line beyond the current alignment in the future and the council is aware of emerging proposals considering re-introduction of the route between Ryde and Newport. The council will resist the loss of current and disused railway land where this could prejudice the best use of or possible extensions to the active line.

**This policy links to the following IPS objectives and key priorities:**

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- The community feels safe and the Island is resilient.

## Electric vehicle charging points

### **T5**

#### **Electric vehicle charging points**

To support the use of ultra-low emission vehicles the council will facilitate the introduction of charging points in appropriate public places, and proposals for the installation of charging points and associated infrastructure will be supported.

Proposals for major development should ensure an adequate provision of charging infrastructure in active or passive parking spaces.

- 9.32** Electric vehicle ownership and use has increased significantly on the Isle of Wight in recent years, but still only represents a small percentage of the vehicles on the Island's roads. This is likely to change considerably over the plan period. By ensuring that the right infrastructure is in place, the council can help make electric vehicle usage become more widespread and benefit the environment. Should the Government implement proposed changes to the building regulations requiring electric vehicle chargepoints for residential and non-residential buildings prior to the adoption of the local planning strategy, this policy will be deleted.

- 9.33** Where proposals are for the installation of charging points and associated infrastructure particular consideration will be given to their impact on the streetscene, especially in conservation areas. Furthermore, their location should not prevent ease of movement for pedestrians or create 'street clutter'.
- 9.34** The council wishes to see charging infrastructure provided as widely as possible, as it supports the use of electric vehicles. New development should make provision for electric vehicle charging infrastructure. Adequate provision is considered to be one electric vehicle charging point per dwelling with a garage or driveway and one charging point per 10 spaces of communal parking, although this should be seen as a minimum.
- 9.35** To help prepare for increasing future demand, appropriate wiring and cabling should be installed to future proof any parking provision without a dedicated charging point. The council will welcome deliverable proposals that incorporate the highest possible level of provision.
- 9.36** Active spaces that are fully wired and connected, with ready to use points in parking spaces is the council's preferred approach. Passive provision requires the necessary underlying infrastructure (eg, capacity in the connection to the local electricity distribution network and electricity distribution board, as well as cabling to parking spaces) to enable simple installation and activation of a charge point at a future date.
- 9.37** In residential developments, developers should ensure that suitable power supplies are available as near as possible to the parking area, so that any relevant charging equipment can be fitted without requiring large amounts of new wiring.

**This policy links to the following IPS objectives and key priorities:**

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## Parking provision in new development

### **T6**

#### **Parking provision in new development**

All development proposals will be expected to provide well designed, landscaped and integrated parking for vehicles and bicycles, in accordance with the relevant supplementary planning document.

- 9.38** The council recognises the importance of parking provision in new development, as it can affect design, the amenity of occupiers and users, the amenity of neighbours and the efficient and safe use of the highway. The amount of parking provided can influence people's transport choices. The council wishes to avoid unattractive, car dominated environments that are unsafe for non-car users particularly the young, the elderly and those with restricted mobility. Under-provision of car parking can lead to unsuitable or unsafe on-street parking and should be avoided.
- 9.39** A balanced approach to parking provision, when used as part of a package of measures, can promote sustainable transport choices and provide attractive and safe environments whilst ensuring that sufficient parking is provided to meet local needs.
- 9.40** The council has adopted a supplementary planning document to set out its expectations in relation to parking provision in new development. A two zone approach is taken, with developments within town centre boundaries not expected to provide parking as a matter of course. However, cycle parking is expected to be provided in accordance with the SPD.
- 9.41** In other locations, parking guidelines set out the standards for vehicle and cycle parking for both residential and non-residential new development. The supplementary planning document will be the basis for any negotiations on provision but gives the council a flexible approach that can be updated more easily.