Integrated Sustainability Assessment of Isle of Wight Local Transport Plan 4

ISA Report

Isle of Wight Council

August 2025

5207537

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Glossary

Term	Explanation
Air Quality Management Area (AQMA)	An area where the air quality has been assessed and the levels of nitrogen dioxide, a pollutant that occurs from vehicle exhaust emissions, exceed the National Air Quality Objective.
Biodiversity Net Gain (BNG)	Biodiversity Net Gain recognises that there may be some loss of biodiversity due to the development but describes a situation where the loss is more than offset against an increase in biodiversity on the development site (or perhaps if appropriate elsewhere) and as such there is an overall gain.
Carbon Impact Assessment (CIA)	An assessment which aim to quantify emissions of carbon.
Carbon Sequestration/ Carbon Removal	Carbon sequestration or carbon dioxide removal is the long-term removal, capture or sequestration of carbon dioxide from the atmosphere to slow or reverse atmospheric CO_2 pollution and to mitigate or reverse global warming.
Circular Economy	This concept refers to an economy (or part of an economy) that produces no waste and pollution, by design or intention. It keeps products, parts and materials at their highest use and value at all times. It offers a sustainable alternative to our current linear economy. This is one in which we make, use and then dispose of products, parts and materials. A circular economy also uses fewer new resources and energy. That means there is less cost to the environment. A Circular Economy can be at many scales, from the individual, through local, regional, national to international.
Community Safety Assessment (CSA)	The purpose of the CSA is to ensure that a scheme, strategy or policy does not have a detrimental impact on community safety and, where possible, improves the existing situation.
Decision Aiding Questions (DAQ)	Questions guiding the choice of a multicriteria decision aiding method.
Drinking Water Safeguarding Zones (DWSZ)	Designated areas in which the use of certain substances must be carefully managed to prevent the pollution of raw water sources that are used to provide drinking water.
Ecosystem Services	Ecosystem Services are the wide range of benefits to humans and the environment that can be derived from a development e.g. improvements in air quality, reducing flood risk, increasing food provision, pollination and CO_2 storage.
Environmental Net Gain (ENG)	Environmental Net Gain is a similar concept to BNG but is focused on net gains on a wider range of environmental parameters and not just biodiversity.
Equalities Impact Assessment (EqIA)	EqIA is aimed at ensuring that a scheme, strategy or policy does not discriminate against any individual or community and, where possible, promotes equality for all.
Electric Vehicle (EV)	Electric Vehicle
Green Infrastructure	Green infrastructure is a catch-all term to describe the network of natural and semi-natural features within and between our villages, towns and cities. These features range in scale, from street trees, green roofs and private gardens through to parks and woodlands. Green infrastructure also includes some aspects of the water environment – or 'blue infrastructure' - such as rivers, ponds, wetlands, and sustainable urban drainage systems (SUDS).
Gross Value Added (GVA)	Gross value added (GVA) measures the contribution made to an economy by one individual producer, industry, sector or region.
Greenhouse Gases (GHG)	A greenhouse gas is a gas that absorbs and emits radiant energy within the thermal infrared range. Greenhouse gases cause the greenhouse effect on planets. The

	primary greenhouse gases in Earth's atmosphere are water vapor, carbon dioxide, methane, nitrous oxide, and ozone.
Health Impact Assessment (HIA)	Health Impact Assessment (HIA) is a practical approach used to judge the potential health effects of a policy, programme or project on a population, particularly on vulnerable or disadvantaged groups.
Higher Education (HE)	Education at universities or similar education establishments, especially to degree level.
Habitat Regulations Assessment (HRA)	Habitats Regulations Assessment (HRA) refers to the several distinct stages of Assessment which must be undertaken in accordance with the Conservation of Habitats and Species Regulations 2017.
Integrated Impact Assessment (IIA)	Integrated Impact Assessment (IIA) is made up of the following assessments: Sustainability appraisal (integrating Strategic Environmental Assessment as required by the Environmental Assessment of Plans and Programmes Regulations 2004) assessing the social, economic and environmental impacts Equalities Impact Assessment as required by the Equalities Act 2010 assessing the impact on people from different societal groups Community Safety Assessment as required by the Crime and Disorder Act 1998 and the Police and Justice Act 2006, as amended, assessing community safety Health Impact Assessment to promote health gains for the local population and reduce health inequalities
Isle of Wight (IoW)	The Isle of Wight is a county and the largest and second-most populous island of England. It is in the English Channel, between two and five miles off the coast of Hampshire, from which it is separated by the Solent
Isle of Wight Council (IoWC)	The Isle of Wight Council (IoWC) was created in 1995 as a unitary, all purpose authority, covering the Isle of White. The IoWC is made up of 39 electoral divisions. Their vision 'is for the Isle of Wight to be an inspiring place in which to grow up, work, live and visit'.
Landscape Character Area (LCA)	Areas designated based on landscape
Local Nature Reserve (LNR)	Local nature reserve is a designation for nature reserves in Great Britain.
Local Transport Plan 3 (LTP3)	The Isle of Wight Council's Third Local Transport Plan (LTP3) sets out the framework for the development of a sustainable transport strategy on the Isle of Wight (2011 – 2038).
Local Transport Plan 4 (LTP4)	The Isle of Wight Council's emerging (Fourth) Local Transport Plan (LTP4) which will replace LTP3 and will set out a new approach to transport policy and delivery on the Isle of Wight (IoW).
Marie Conservation Zone (MCZ)	Marine Conservation Zones are areas that protect a range of nationally important, rare or threatened habitats and species.
National Character Area (NCA)	Areas designated based on landscape, biodiversity, geodiversity and economic activity.
National Landscape	Previously Area of Outstanding Natural Beauty (AONB). An area of countryside in England, Wales or Northern Ireland that has been designated for conservation due to its significant landscape value.
National Nature Reserves (NNR)	Established to protect some of the UKs most important habitats, species and geology, and to provide 'outdoor laboratories' for research.

National Planning Policy Framework (NPPF)	The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England.
Natural Capital	This can be defined as the world's stocks of natural assets which include geology, soil, air, water and all living things. It is from this natural capital that humans derive a wide range of services, often called ecosystem services, which make human life possible. As such, this refers to a concept that provides multiple benefits or ecosystem services such as improving air quality, reducing flood risk, food provision, pollination and CO_2 storage. Accessing and connecting to Natural Capital also plays an important role in our physical and mental health.
Natural Flood Management	Natural flood management is when natural processes are used to reduce the risk of flooding and coastal erosion. Examples include: restoring bends in rivers, changing the way land is managed so soil can absorb more water and creating saltmarshes on the coast to absorb wave energy.
Net Zero Carbon	This concept refers to achieving an overall balance between carbon emissions produced and carbon emissions taken out of the atmosphere by sequestration e.g. perhaps through growing trees. Note that other greenhouse gases can be considered within this concept, with a factor being applied to these which is typically reported as 'carbon equivalent'.
Office of the Deputy Prime Minister (ODPM)	The Office was responsible for regional and urban policy, local government, planning, leasehold reform and housing (commonhold is the responsibility of the Department for Constitutional Affairs). As of the 5 May 2006 the functions of the ODPM have been taken over by the Department for Communities and Local Government.
OECD	The Organisation for Economic Co-operation and Development is an intergovernmental economic organisation with 37 member countries, founded in 1961 to stimulate economic progress and world trade.
PPPs	Plans, Policies and Programmes
Photovoltaic (PV)	Solar photovoltaic panels convert the sun's radiation, in the form of light, into usable electricity.
River Basin Districts (RBD)	A river basin district is an area of land from which all surface run-off flows through a sequence of streams, rivers and possibly lakes into the sea at a single river mouth, estuary or delta.
Regionally Important Geological and Geomorphological Sites (RIGS)	Locally designated sites of local, national and regional importance for geodiversity (geology and geomorphology) in the UK.
Spatial Development Strategy (SDS)	Spatial Development Strategies are prepared by an elected Mayor or a Combined Authority. They provide strategic policies for the development and use of land in the area they cover.
Special Area of Conservation (SAC)	A Special Area of Conservation (SAC) protects one or more special habitats and/or species – terrestrial or marine – listed in the Habitats Directive.
Sites of Community Importance (SCI)	A Site of Community Importance (SCI) is defined in the European Commission Habitats Directive (92/43/EEC) as a site which, in the biogeographical region or regions to which it belongs, contributes significantly to the maintenance or restoration at a favourable conservation status of a natural habitat type or of a species and may also contribute significantly to the coherence of Natura 2000, and/or contributes significantly to the maintenance of biological diversity within the biogeographic region or regions concerned.

SPA	Special Protection Areas (SPAs) are selected to protect one or more rare, threatened or vulnerable bird species listed in Annex I of the Birds Directive, and regularly occurring migratory species.
Source Protection Zones (SPZ)	These zones show the risk of contamination from any activities that might cause pollution in the area.
Site of Special Scientific Interest (SSSI)	Describes an area that's of particular interest to science due to the rare species of fauna or flora it contains - or even important geological or physiological features that may lie in its boundaries.
Strategic Environmental Assessment (SEA)	Strategic Environmental Assessment (SEA) is a systematic decision support process, aiming to ensure that environmental and possibly other sustainability aspects are considered effectively in policy, plan and program making.
Sustainability Appraisal (SA)	A Sustainability Appraisal is an appraisal of the economic, environmental, and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.
Sustainable Drainage Systems (SuDS)	SuDS mimic nature and typically manage rainfall close to where it falls. SuDS can be designed to transport (convey) surface water, slow runoff down (attenuate) before it enters watercourses, they provide areas to store water in natural contours and can be used to allow water to soak (infiltrate) into the ground or evaporated from surface water and lost or transpired from vegetation (known as evapotranspiration). SuDS are drainage systems considered to be environmentally beneficial, causing minimal or no long-term detrimental damage. They are often regarded as a sequence of management practices, control structures and strategies designed to efficiently and sustainably drain surface water, while minimising pollution and managing the impact on water quality of local water bodies.
Transport Analysis Guidance (TAG)	Transport Analysis Guidance (TAG)
Water Framework Directive (WFD)	An European directive which aims to protect and improve the water environment.

1. Introduction

1.1. Purpose of this Document

This is the Integrated Sustainability Assessment (ISA) Report of the fourth Local Transport Plan (LTP4) for the Isle of Wight, which has been prepared by AtkinsRéalis Limited on behalf of Isle of Wight Council (IoWC) in respect of fulfilling the requirements of Sustainability Appraisal / Strategic Environmental Assessment (SA/SEA), Health Impact Assessment (HIA), Equality Impact Assessment (EqIA) and Community Safety Assessment (CSA). In addition, Habitats Regulation Assessment (HRA) has been undertaken as a parallel process to the ISA and is reported separately.

The ISA Report identifies the likely sustainability effects of implementing the LTP4 and reports on the process of developing the LTP4 from a sustainability perspective.

An overview of the LTP4 is presented in the following section.

1.2. The background and need for LTP4

The Isle of Wight Council's (IWC)'s Third Local Transport Plan (LTP3) sets out its current policies and approach to improving the transport network and services for the period 2011-2038. Given the significant changes that have been applied in local and national policy, transport interventions and behaviours/mindsets since the LTP3 was published in 2011, AtkinsRéalis and Hampshire Services have been commissioned by IoWC to develop a Fourth Local Transport Plan (LTP4) to replace LTP3. The transport improvements made through LTP measures provide the opportunity not only to make it easier to travel but also to tackle some of the wider challenges the Island faces such as health, climate change and economic sustainability. LTP4 will reflect these opportunities and will set out a new approach to transport policy and delivery on the Isle of Wight (IoW) which will:

- Reflect the kind of transport system the county wants in the future and be future ready;
- Provide a 'roadmap' for transport policy and development on the island and sets out the county's key transport policies, principles, and approaches;
- Provide a fresh opportunity to rethink the way the Island travels in the future and lock in the positive behaviours and impacts of reduced travel as a result of the COVID-19 global pandemic;
- Aim to accelerate the path to carbon neutrality in line with IWC's Climate and Environmental Strategy target of achieving net zero carbon emissions by 2040; and
- Consider health, wellbeing and quality of life as key considerations within the plan, alongside developing the county's economy post COVID-19.

The Isle of Wight is a unique environment. Whilst there are challenges in common with many other areas of the country, the vision for the future needs to accommodate the special characteristics of this area, and harness the opportunities it presents.

2. Approach to the ISA

2.1. Introduction

In relation to this ISA, the umbrella process of SA/SEA has been followed to cover the requirement for HIA, EqIA and CSA to be undertaken. SA/SEA is a process which in the UK was originally primarily focused on assessment of plans in the land use sector, but which has become widely accepted as a way of covering environment, social and economic dimensions of sustainable development, rather than just environmental as in a traditional SEA, across a broad range of sectors.

2.2. Sustainability Appraisal / Strategic Environmental Assessment

Due to the potential for the LTP to lead to schemes which will require an Environmental Impact Assessment, it is a statutory requirement that SEA is undertaken under the European Directive 2001/42/EC 'on the assessment of certain plans and programmes on the environment' (the 'SEA Directive').

Although the requirements to carry out SA and SEA are distinct, Department for Communities and Local Government (now known as DLUHC Department for Levelling up, Housing and Communities and formerly the Office of the Deputy Prime Minister) proposed that both can be satisfied through a single appraisal process. It has produced guidance (see Section 4 Methodology) to ensure SAs meet the requirements of the SEA Directive whilst widening the Directive's approach to include economic and social issues as well as environmental ones.

The EU Directive 2001/42/EC on assessment of effects of certain plans and programmes on the environment (the "SEA Directive") came into force in the UK through the Environmental Assessment of Plans and Programmes Regulations 2004 (the "SEA Regulations"). While the United Kingdom has now left the EU, these SEA Regulations still apply to a wide range of plans and programmes, including transport plans, and modifications to them.

These SEA Regulations still reflect the overarching objective of the SEA Directive which is:

"*To provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans… with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans… which are likely to have significant effects on the environment*." (Article 1)

The main requirements introduced by the SEA Regulations are that:

- the findings of the SEA are published in an Environmental Report (ER), which sets out the significant effects of the draft plan;
- consultation is undertaken on the plan and the ER;
- the results of consultation are taken into account in decision-making relating to the adoption of the plan; and
- information on how the results of the SEA have been taken into account is made available to the public.

In this ISA process, the ISA Report incorporates the SEA requirement for an Environmental Report.

2.2.1. Health Impact Assessment (HIA)

While there is no statutory requirement to undertake an HIA in relation to the LTP4, in response to the health impact of the pandemic, it was recognised that it provides a way to identify and evidence the LTP's contribution to improve health of individuals and communities and help address health inequalities. In short, it was recognised that the LTP4 policies and proposals have the potential to impact on factors influencing the health of communities and individuals such as noise and air quality, access to key services and facilities, active travel behaviour change as well as the design of transport infrastructure. Undertaking an HIA ensures that potential impacts of the LTP4 on health, prevention and equity and health inequalities have been considered as advised in National Planning Policy Framework (NPPF).

The incorporation of HIA is also in keeping with good practice. It is also the case that the Department for Transport (DfT) Transport Analysis guidance indicates that consideration of 'Human Health' is a legal requirement in a SEA and that an HIA is an integral part of an SEA to identify and inform health issues in Plans. Note that HIA can also be undertaken at a later stage in relation to individual scheme proposals.

2.2.2. Equality Impact Assessment (EqIA)

An EqIA has been undertaken as it fulfils the statutory duties of public bodies to ensure the promotion of equalities under the Equality Act 2010 and subsequent Public Sector Equality Duty.

The purpose of an EqIA is to ensure plans and programmes do not discriminate against any individual or community and where possible promotes equality. An EqIA considers impacts on a variety of groups, mainly focussing upon the 'protected characteristic groups' (PCGs) established under the Act, namely:

- Age
- Disability
- Gender
- Gender reassignment
- Marriage
- Civil Partnership
- Pregnancy and maternity
- Religion or belief
- Race
- Sexual Orientation

The Act also makes explicit the concept of 'dual discrimination', where someone may be discriminated against or treated unfairly on the basis of a combination of two of the protected characteristics.

DfT Transport Analysis guidance 2009 requires an evidence-led EqIA to be completed to help inform the development of the transport plan, ensuring it addresses any equality issues identified and takes account any impacts the plan may have on the local communities. Although not defined in the Equality Act, it is also the case that the issue of ‘low income’ and the implications of this were considered in the assessment.

The EqIA process is fully reported in this ISA Report.

2.2.3. Community Safety Assessment (CSA)

A further key component fully considered and reported in the ISA is a Community Safety Assessment (CSA). The purpose of undertaking the CSA was to ensure that a scheme, strategy or policy does not have a detrimental impact on community safety (including crime and road safety) and where possible improves the existing situation.

This CSA was undertaken in accordance with the requirements of the Crime and Disorder Act 1998 and fulfils the requirement to carry out a review of safety in the area when developing a strategy or plan.

2.3. Reporting and consultation as part of the ISA process

Key consultation requirements are those set in the SEA Regulations which identify three organisations (in England) to act as statutory consultation authorities in the SEA process: Environment Agency, Natural England (formerly English Nature and the Countryside Agency) and Historic England (formerly English Heritage).

Two consultation periods involving the statutory consultation authorities and, in the latter period, the public are also set in the SEA Regulations. The consultation periods relate to:

- Scoping. The responsible authority is required to send details of the plan or programme to each consultation authority so that they may form a view on the scope, level of detail and appropriate consultation period of the Environmental Report. The consultation authorities are required to give their views within five weeks.
- The Environmental Report. The responsible authority is required to invite the consultation authorities and the public to express their opinions on the Environmental Report and the plan or programme to which it relates.

Listed below are the key stakeholders that were consulted on the Scoping Report and the responses from this consultation have been used to inform the ISA and have helped refine the LTP4.

- Environment Agency

- Historic England
- Natural England

Key reporting requirements are those set by the SEA Directive and SEA Regulations:

'An Environmental Report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated.'

As already indicated, the SEA Report has been integrated in this ISA Report. Table 2-1 sets out the way the specific SEA requirements have been met in this report.

Table 2-1 - Schedule of SEA Requirements

Information to be included in the Environmental Report under the SEA Regulations (Regulation 12 and Schedule 2)		Where covered in the ISA Report
1	An outline of the contents, main objectives of the plan, and of its relationship with other relevant plans and programmes	Chapters 1 and 5
2	The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan;	Chapter 6 and Chapter 8
3	The environmental characteristics of areas likely to be significantly affected	Chapter 6 and Appendices E and F
4	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	Chapter 6
5	The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation	Chapter 5 and 6
6	The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects, on issues such as: biodiversity; population; human health; fauna; flora; soil; water; air; climatic factors; material assets; cultural heritage including architectural and archaeological heritage; landscape; the interrelationship between the above factors	Chapters 8, 9, 10, 11, 12 and 13
7	The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan	Chapter 11
8	An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	Chapter 8
9	A description of measures envisaged concerning monitoring in accordance with Regulation 17	Chapter 13
10	A non-technical summary of the information provided under paragraphs 1 to 9	Non-technical summary

The ISA Report is thus an important consultation document and likely to be of interest to a wide variety of readers including decision makers, other plan/programme practitioners, statutory consultees, NGOs and members of the public. It accompanies the draft LTP on public consultation.

2.4. Habitat Regulation Assessment (HRA)

Habitats Regulation Assessment (HRA) is required by the Conservation of Habitats and Species Regulations 2017 (SI No. 2017/1012, as amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 (SI 2019/579)) for all plans and projects which may have likely significant effects on a European site and are not directly connected with or necessary to the management of the European site. LTP4 itself is not directly connected with, or necessary to, the nature conservation management of any European sites.

European sites include Special Areas of Conservation (SAC) and Special Protection Areas (SPA). As a matter of UK Government policy, potential SPAs (pSPA), possible SACs (pSAC), listed or proposed Wetlands of international importance (Ramsar sites) and sites identified, or required, as compensatory measures for adverse effects on European sites, pSPA, pSAC, and listed or proposed Ramsar sites, are included for the purposes of considering plans and projects which may affect them . Hereafter all of the above designated nature conservation sites are referred to as 'European sites'.

There are four stages to the HRA process. These are summarised below:

- Stage 1 – Screening: To test whether a plan or project either alone or in combination with other plans and projects is likely to have a significant effect on a European site;
- Stage 2 – Appropriate Assessment: To determine whether, in view of a European site's conservation objectives, the plan (either alone or in combination with other projects and plans) would have an adverse effect on the integrity of the site with respect to the site structure, function and conservation objectives. If adverse impacts are anticipated, potential mitigation measures to alleviate impacts should be proposed and assessed;
- Stage 3 – Assessment of alternative solutions: Where a plan is assessed as having an adverse impact (or risk of this) on the integrity of a European site, there should be an examination of alternatives (e.g. alternative locations and designs of development); and
- Stage 4 – Assessment where no alternative solutions remain and where adverse impacts remain: In exceptional circumstances where no alternative solutions remain and where adverse impacts remain (e.g. where there are imperative reasons of overriding public interest). Compensatory measures would usually be required to offset negative impacts.

HRA Stages 1 and 2 have been carried out for the LTP4 and the assessment results presented in a separate HRA Report.

All the international sites within the LTP4 area and up to 30km from its boundaries (in respect of Bats) have been identified and are as follows (see also Figures in Appendix F, as well as the HRA Report):

Table 2-2 - European sites for nature conservation within and adjacent to the Plan area

	SAC	SPA	Ramsar
Within the LTP Area			
	Briddlesford Copses	Solent and Southampton Water	Solent and Southampton Water
	Solent and Isle of Wight Lagoons	Solent and Dorset Coast	
	Solent Maritime		
	South Wight Maritime		
	Isle of Wight Downs		
Within 15km of the LTP Area			
	Dorset Heaths	Dorset Heathlands	Chichester and Langstone Harbours
	River Avon	New Forest	New Forest
	New Forest	Portsmouth Harbour	Portsmouth Harbour
		Chichester and Langstone Harbours	
SACs Designated for Bats within 30km of the LTP Area			
	St Albans Head to Durlston Head		

As noted, HRA Stages 1 and 2 have been carried out for the LTP4 and the assessment results presented in a separate HRA Report, however, the main conclusion is noted here for clarity. In the absence of detailed project-specific information, a high-level assessment of the potential for actions within the LTP4 to have an adverse effect on the integrity of European Sites was undertaken.

Detailed information is not yet available about the nature and extent of any works or actions as part of schemes that are likely to arise out of the LTP4. However, it is considered reasonable to anticipate from the information available that developments / transport intervention could be delivered in a manner which avoids any adverse effects on the integrity of the European sites designated for nature conservation through the use of standard mitigation techniques which are set out here. Furthermore, it is predicted that adverse impacts can be avoided or 'designed out' and to facilitate this process early consultation with Natural England is strongly recommended, i.e. the screening and scoping stage of projects.

Taking into account the proposed mitigation measures, the robust wording in the LTP4 which commits to the protection of the European Sites, it can be concluded that the LTP4 will not have an adverse effect on the integrity of the European Sites alone or in combination with other plans and projects.

3. Scope of the Integrated Sustainability Appraisal

3.1. Introduction

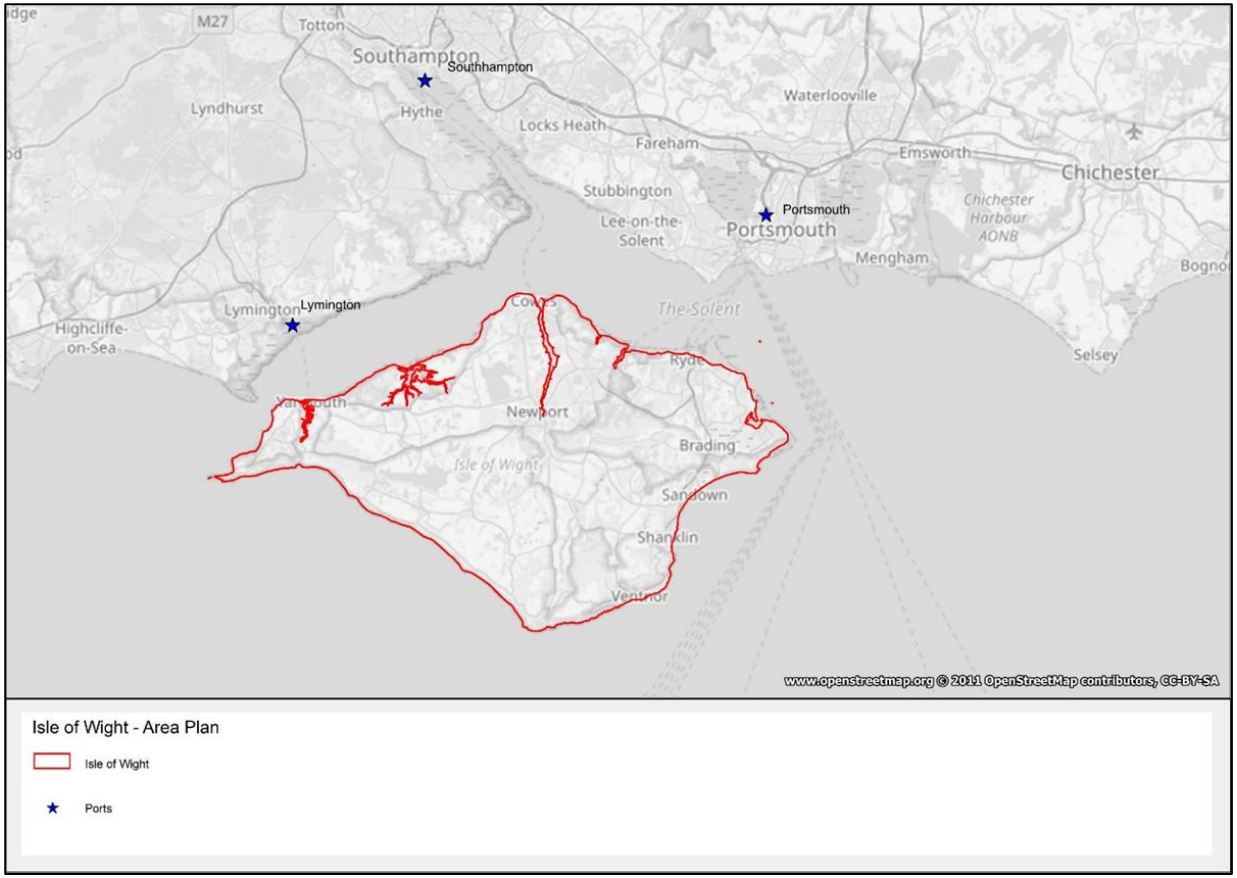
The section describes the spatial, temporal and technical scope of the sustainability studies undertaken as part of the ISA.

3.2. Geographical and Temporal Scope of LTP4

The LTP4 will span the period 2025 up to 2040, and will apply to the whole of the Isle of Wight as displayed in Figure 3-1.

The Isle of Wight covers an area of 147 square miles, with a coastline that runs for 57 miles. The Island is separated from the mainland of England by a stretch of water known as the Solent, but is connected to the ports of Lymington, Southampton and Portsmouth on the mainland's south coast by passenger and vehicle routes. Whilst the overriding character of the Island is rural, about 60% of the Island's population live within the main towns of Newport, Cowes, East Cowes, Ryde, Sandown and Shanklin. Newport is the County Town of the Island and is the main employment centre. Outside of these settlements there are around 30 villages and hamlets.

Figure 3-1 - LTP Area



3.3. Technical Scope

The ISA has a very wide remit and will consider the following topics associated with the various assessment processes it covers.

SA / SEA

The SEA Directive and the SEA regulations require that the likely significant effects on the environment are assessed, considering the following factors and interrelationship between them:

- Biodiversity;
- Population;
- Human health (covering noise issues among other effects on local communities and public health);
- Fauna and flora;
- Soil;
- Water;
- Air;
- Noise;
- Climatic factors;
- Material assets (covering infrastructure, waste and other assets);
- Cultural heritage including architectural and archaeological heritage; and
- Landscape.

SA guidance requires the consideration of socio-economic factors alongside the environmental factors identified above.

HIA

Department of Health & Social Care guidance recommends that the assessment of transport plans should consider the following topics:

- Transport to work, shops, schools and healthcare
- Walking and cycling
- Community severance
- Frequency and severity of crashes
- Collisions causing injury and fatal accidents
- Air pollution, noise and
- Ageing population and increasing disability

From an HIA perspective, in addition to the wider population as a whole (considered as residents / visitors and employees), there are vulnerable social groups that need special consideration in transport planning with regards to their health. These groups are likely to experience transport-related exclusion and / or be subject to negative externalities of transport and are as follows:

- Children and adolescents– who as non-drivers are reliant on others for motorised transport and who suffer the greatest impacts of transport policy on their health, particularly children in low-income families;
- Vulnerable travellers, including walking for work or health; cyclists, pedestrians and commuters – this would include consideration of those who are more likely not to own a car in some communities, exasperated by protected characteristics and find it harder to travel to shops, employment, healthcare and other services due to negative perception or experience in using transport
- Older people – who may feel vulnerable using public transport, who often need to seek health services and who are particularly vulnerable to road crash related injuries. Their continuing independence at home is often dependent upon reliable transport options;
- Disabled people and people with other physical and mental health conditions – who may not be able to access many forms of transport or need special arrangements to access those. They are more likely to find it difficult to walk and may also be disadvantaged by the cost of transport;

- Low income groups – who are likely to walk further because they cannot afford public transport or to own a car and whose lack of transport options may limit life opportunities. They suffer the most from injuries and poorer health outcomes compared to other groups, together with the effects of noise pollution and air pollution.

An overview of the baseline for the Isle of Wight as a whole, along with the review of relevant Plans and Policies has shown that all of the above vulnerable groups are present within the Isle of Wight and likely to utilise the transport network. As such, throughout this assessment process, consideration is made of how it is anticipated that the LTP4 will affect these groups. See also section 6 for further discussion on vulnerable groups and how these were identified.

EqIA

The EqIA process focuses on the consideration of the potential LTP effects on nine protected characteristic groups (PCGs) identified in the Equality Act 2010 that are relevant to the transport agenda:

- Age;
- Disability;
- Gender;
- Gender reassignment;
- Marriage and Civil Partnerships;
- Pregnancy and maternity;
- Race;
- Religion or belief; and
- Sexual orientation.

A degree of overlap between the HIA vulnerable social groups and the EqIA protected characteristics has been acknowledged by both HIA and EqIA processes. Consistency between the two assessments has been ensured, where appropriate, particularly in terms of assumptions, analysing techniques and findings.

An overview of the baseline for the Isle of Wight as a whole, along with the review of relevant Plans and Policies has shown that all of the above groups are present within the Isle of Wight and likely to utilise the transport network. As with those groups identified as being vulnerable in respect of health, throughout this assessment process, consideration is made of how it is anticipated that the LTP4 will affect these protected characteristic groups.

CSA

The approach to the CSA has considered the topics of community safety and crime and fear of crime.

4. ISA Methodology

4.1. Introduction

The ISA has been used as a tool for improving the sustainability performance of LTP4. Specifically, this has been achieved through allowing sustainability objectives to be considered throughout the plan's formulation process, with particular input to the development of policy areas.

As has already been stated, the ISA process fully integrates a range of assessment processes: SA/SEA, HIA, EqIA and CSA. HRA has been undertaken in parallel to the ISA and its results incorporated into the ISA as appropriate. Table 4-1 demonstrates how the integration has been planned and achieved throughout all the preparation stages of the ISA and LTP4.

4.2. Assessment methodology

The ISA methodology adopted was developed broadly based on published guidance documents:

- Transport Analysis Guidance (TAG) 2.11 Strategic Environmental Assessment for Transport Plans and Programmes, Department for Transport, 'In Draft' Guidance, April 2009;
- Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents - Guidance for Regional Planning Bodies and Local Planning Authorities, by the ODPM, the Scottish Executive, the Welsh Assembly Government and the Northern Ireland Department of the Environment November 2005;
- A Practical Guide to the Strategic Environmental Assessment Directive, by the ODPM, the Scottish Executive, the Welsh Assembly Government and the Northern Ireland Department of the Environment, September 2005;
- Draft Guidance on Health in Strategic Environmental Assessment, Consultation Document, Department of Health, 2007; and
- National Planning Policy Framework, 2021 and associated Planning Practice Guidance (various dates from March 2014).

The work undertaken to-date involved the completion of SA/SEA stages A, B and C and associated tasks (see Table 4-1) together with HIA, EqIA, CSA and HRA (in parallel).

Table 4-1 - LTP4 preparation activities with the ISA and HRA processes

Transport Planning Stage	Sustainability Appraisal/ Strategic Environmental Assessment		Habitats Regulation Assessment	Health Impact Assessment	Equalities Impact Assessment	Community Safety Assessment
	Stage	Tasks	Tasks	Tasks	Tasks	
Determining the scope of the LTP clarifying goals; specifying the problems or challenges the authority wants to solve	**A. Setting the context and objectives, establishing the baseline and deciding on the scope**	Review and confirm plans/programmes and strategies at a National, Regional and Local Level		Confirm and identify Health related plans/programmes and strategies (as part of SA/SEA)	Review and confirm plans/programmes and strategies	Review and confirm plans/programmes and strategies
		Review and confirm Sustainability themes		Review and confirm health-related themes (as part of SA/SEA)	Review and confirm equality-related themes	Review and confirm community safety related themes
		Review and update Baseline data and likely future trends	Confirm identification of all international sites within and up to 20km around the Strategy area	Gather data relating to health (as part of SA/SEA).	Review and update Baseline evidence	Review and update Baseline evidence
		Review and confirm Key sustainability issues – update these if required	Confirm details of all international sites	Review and confirm health specific issues (as part of SA/SEA)	Review and confirm equalities specific issues	Review and confirm community safety specific issues
		Review objectives and decision-making questions (SA/SEA Framework) – update these if required	Liaise with SA/SEA team to ensure SA/SEA Framework covers international sites appropriately	Ensure inclusion of Health specific objectives in SA/SEA Framework	Ensure inclusion of Equalities specific objectives in SA/SEA Framework	Ensure inclusion of Community Safety specific objectives in SA/SEA Framework
		Prepare ISA Scoping Report to consult with relevant consultees	Input into ISA Scoping Report	Input into ISA Scoping Report	Input into ISA Scoping Report	Input into ISA Scoping Report
		Review consultation responses and update scoping information for ISA Report	Review consultation responses as part of SA/SEA for any aspects of note in relation to HRA	Review consultation responses and update scoping information for ISA Report	Review consultation responses and update scoping information for ISA Report	Review consultation responses and update scoping information for ISA Report
Generating options for the LTP to resolve these challenges; appraising the options and	**B. Developing, refining and appraising strategic options**	Review and confirm Assessment of Plan objectives against the updated SA/SEA Framework	Review proposals and considerations of likely impacts	Review and confirmation of Plan objectives and strategic options be undertaken within SA/SEA	Review and confirmation of Plan objectives and strategic options be undertaken within SA/SEA	Review and confirmation of Plan objectives and strategic options be undertaken within SA/SEA
		Review and confirm Appraisal of Plan strategic options	Identification and consideration of other plans and projects			

Transport Planning Stage	Sustainability Appraisal/ Strategic Environmental Assessment		Habitats Regulation Assessment	Health Impact Assessment	Equalities Impact Assessment	Community Safety Assessment
	Stage	**Tasks**	**Tasks**	**Tasks**	**Tasks**	
predicting their effects		Review and confirm Evaluation / selection of Plan preferred options.				
Selecting preferred options for the LTP and deciding priorities	**C. Assessing the effects of the draft LTP**	Predict and assess effects of new or revised options taken forward. Confirm findings in relation to previously assessed schemes.	HRA review of proposals in draft Strategic Transport Plan (screening and appropriate assessment)	*Predict and assess effects of new or revised preferred options to be undertaken within SA/SEA.*	*Predict and assess effects of new or revised preferred options to be undertaken within SA/SEA.*	*Predict and assess effects of new or revised preferred options to be undertaken within SA/SEA.*
		Review and confirm proposed mitigation measures – if required, new mitigation measures to be developed	Review and confirm and if required, propose mitigation measures	*Review and confirm and if required, propose mitigation measures within SA/SEA*	*Review and confirm and if required, propose mitigation measures within SA/SEA*	*Review and confirm and if required, propose mitigation measures within SA/SEA*
		Develop monitoring programme	*Monitoring as part of SA/SEA*	*Monitoring as part of SA/SEA*	*Monitoring as part of SA/SEA*	*Monitoring as part of SA/SEA*
Production of the draft LTP	**C. Prepare ISA Report**		Prepare HRA Report	*HIA fully documented in ISA Report (no separate output but HIA component properly identified)*	*EqIA fully documented in ISA Report (no separate output but EqIA component properly identified)*	*CSA fully documented in ISA Report (no separate output but Community Safety component properly identified)*
Consultation on draft LTP (IoWC to undertake)	**D. Consulting on ISA Report**		**HRA Report sent to Natural England for agreement on findings**	*HIA Consultation included in ISA Report consultation*	*EqIA Consultation included in ISA Report consultation*	*CSA Consultation included in ISA Report consultation*
Production of final Local Transport Plan	***D. Assess significant changes***		*Assess significant changes*	*HIA assessment of significant changes undertaken as part of SA/SEA*	*EqIA assessment of significant changes undertaken as part of SA/SEA*	*CSA assessment of significant changes undertaken as part of SA/SEA*
Adoption of Local Transport Plan	***D. Post Adoption Statement***		*Prepare updated HRA Report*	*Relevant results reported in Post Adoption Statement*	*Relevant results reported in Post Adoption Statement*	*Relevant results reported in Post Adoption Statement*

SA / SEA

Stage A - Setting the Context and Establishing the Baseline

Other Relevant Legislation, Plans and Programmes

The LTP4 will both influence and be influenced by other plans, policies and programmes (PPPs) produced by local and combined authorities, by statutory agencies and other bodies with plan making responsibilities. Legislation is a further driver that sets the framework for the LTP, both directly and indirectly. Relevant legislation, plans and programmes have been identified and considered to inform the preparation of this ISA Report (see Chapter 5 and Appendix E).

Baseline information and Key Sustainability Issues

To predict accurately how potential LTP4 proposals will affect the current baseline, it is first important to understand its current state and then examine the likely evolution of the environment without the implementation of the plan. Baseline information provides the basis for understanding existing local environmental, economic and social issues, in particular in respect of health and equality, and alternative ways of dealing with them; formulating objectives to address these issues and predicting and monitoring sustainability effects.

Key sustainability issues in general, and those pertaining to health and equality in particular, across the Isle of Wight have been identified as a result of the analysis of the baseline data and the review of other plans and programmes. The identification of these issues helped focus the ISA processes on the aspects that really matter. Implications to LTP4 development and opportunities for how the LTP4 could assist in addressing these issues were also identified.

Information on key baseline and sustainability issues is presented in Chapter 6 of this report.

Developing the ISA Framework

A set of ISA Objectives has been developed, against which the policies and proposals in LTP4 could be assessed.

For each objective, assessment aid questions were set out to form the ISA framework. The assessment aid questions provided a clarification of the intended interpretation of each objective to support direction of change sought through the implementation of LTP4. The questions have guided the LTP4 assessment process.

The ISA Objectives and assessment aid questions were refined through the consultation on the Scoping Report and are presented in Chapter 7 of this report.

Stage B – Developing alternatives

Testing LTP4 Objectives against the ISA Objectives

A compatibility assessment of LTP4 objectives in its initial stages of preparation against the ISA objectives was carried out, as part of the iterative process to assess the sustainability of LTP4 objectives. This assessment ensured that consideration of the ISA Objectives informed the development and refinement of the LTP4 Objectives and provided a suitable framework for developing alternatives (see Chapter 8 of this report).

Developing, refining and appraising Strategic Alternatives

Consideration of alternative strategies for LTP4 is an integral part of the plan development. Strategic alternatives were identified by IoWC and have been assessed as part of the ISA process.

This task comprised the prediction of changes arising from the LTP's alternative strategies. While carrying out this evaluation, each alternative was considered in the context of whether it would have a likely significant effect in relation to each of the ISA objectives. The results are presented in Chapter 8 of this report.

Assessing the effects of the draft LTP4

Assessing the significance of predicted effects is essentially a matter of judgement. There are a number of factors that will determine the significance of an effect, e.g. its scale and permanence and the nature and sensitivity of the receptor. It is very important that judgements of significance are systematically documented, in terms of the particular characteristics of the effect which are deemed to make it significant and whether and

what uncertainty and assumptions are associated with the judgement. The assessment of significance also includes information on how the effect may be avoided or its severity reduced.

In the current practice of IA (influenced by SEA), the broad-brush qualitative prediction and evaluation of effects can be often based on a qualitative seven point scale in easily understood terms. In general, this assessment has adopted the scale shown in Table 4-2 to assess the significance of effects of the schemes and proposals in the LTP4.

Table 4-2 - Assessment scale

Terms		Effects					Assessment	
		Mag	Scale	Dur	T/P	Cert	Scale	Category
Mag	Magnitude	✓✓	Local	ST-MT	Temp	Low	**+++**	Large beneficial
Scale	Geographic Extent	✓	Local-Reg	ST-LT	Perm	Med	**++**	Moderate beneficial
Dur	Duration	-	Reg/Nat	MT-LT		High	**+**	Slight beneficial
T/P	Temporary / Permanent	**?**		ST			**0**	Neutral
Cert	Certainty	✗		MT			**-**	Slight adverse
ST	Short Term	✗✗		LT			**--**	Moderate adverse
MT	Medium Term						**---**	Strong adverse
LT	Long Term						**?**	Uncertain
Sm	Summary assessment						**+/-**	Combination of beneficial and adverse

Moderate and strong beneficial and adverse effects (and combination of this type of effect) have been considered of significance, whereas no effect and slight beneficial and adverse effects (and combination of this type of effect) have been considered non-significant.

Assessments have been undertaken for proposals contained in the Draft LTP4. The results are discussed in Chapter 10.

As part of the assessment of the Draft LTP4, a number of mitigation measures (recommendations) are set out in Chapter 10 and 11. Isle of Wight Council has given careful consideration to these recommendations and has addressed these as appropriate in the preparation of the Draft LTP4 for public consultation.

The term mitigation encompasses any approach that is aimed at preventing, reducing or offsetting significant adverse environmental effects that have been identified. A range of measures applying one or more of these approaches has been considered in mitigating any significant adverse effects predicted as a result of implementing the LTP4. In addition, measures aimed at enhancing positive effects have also been considered. All such measures are generally referred to as mitigation measures.

However, the emphasis of the assessments has been in the first instance on proactive avoidance of adverse effects. Only once alternative options or approaches to avoiding an effect have been examined, then ways of reducing the scale/importance of the effect have been examined and proposed.

Mitigation can take a wide range of forms, including:

- Refining intervention measures in order to improve the likelihood of positive effects and to minimise adverse effects;
- Technical measures (such as setting guidelines) to be applied during the implementation stage;
- Identifying issues to be addressed in project environmental impact assessments for certain projects or types of projects;
- Proposals for changing other plans and programmes.

The assessment also considered cumulative, indirect (secondary) and synergistic effects of the Draft LTP4 as outlined in the following section.

Secondary and Cumulative Effects Assessment

Annex I of the SEA Directive requires that the assessment of effects include secondary, cumulative and synergistic effects.

Secondary or indirect effects are effects that are not a direct result of the plan but occur away from the original effect or as a result of the complex pathway e.g. a development that changes a water table and thus affects the ecology of a nearby wetland. These effects are not cumulative and have been identified and assessed primarily through the examination of the relationship between various objectives during the Assessment of Effects.

Cumulative effects arise where several proposals individually may or may not have a significant effect, but in-combination have a significant effect due to spatial crowding or temporal overlap between plans, proposals and actions and repeated removal or addition of resources due to proposals and actions. Cumulative effects can be:

- Additive - the simple sum of all the effects;
- Neutralising - where effects counteract each other to reduce the overall effect;
- Synergistic - is the effect of two or more effects acting together which is greater than the simple sum of the effects when acting alone. For instance, a wildlife habitat can become progressively fragmented with limited effects on a particular species until the last fragmentation makes the areas too small to support the species at all.

Many sustainability problems result from cumulative effects. These effects are very hard to deal with on a project by project basis through Environmental Impact Assessment. It is at the strategic level that they are most effectively identified and addressed.

Cumulative effects assessment is a systematic procedure for identifying and evaluating the significance of effects from multiple activities. The analysis of the causes, pathways and consequences of these effects is an essential part of the process.

Cumulative (including additive, neutralising and synergistic) effects have been considered throughout the entire ISA process, as described below:

- Identification of key sustainability (including detailed health and equality) issues as part of the review of relevant strategies, plans and programmes and baseline data analysis.
- Establishing the nature of likely cumulative effects, causes and receptors.
- Identifying key receptors in the process of collecting baseline information and information on how these have changed with time, and how they are likely to change without the implementation of the LTP.
- The development of ISA objectives and assessment aid questions has been influenced by cumulative effects identified through the process above and ISA objectives that consider cumulative effects have been identified.
- Cumulative effects of LTP policy areas have been assessed – no specific transport interventions have been identified at this stage of LTP development.

The results are presented in Chapter 12 of this report.

Monitoring the effects of the LTP implementation

The ISA has indicated a series of possible monitoring indicators that will be implemented through the LTP delivery and linked to wide programme delivery. It is anticipated that the monitoring programme will cover significant social, environmental and economic effects and which will involve measuring indicators that will enable the establishment of a causal link between the implementation of the LTP4 and the likely significant effects (both positive and negative) being monitored. This will allow identification at an early stage of unforeseen adverse effects and allow appropriate remedial action to be undertaken.

The monitoring indicators are presented in Chapter 13 of this report.

Stage C – Preparing the ISA Report

This ISA Report has been prepared to accompany the draft LTP4 on consultation.

Stage D - Consulting on the Draft Revised LTP and ISA Report

Assessing significant changes

The ISA Report will be published for formal consultation with the Draft LTP4. The results of the formal public consultation exercise may well result in changes to the Draft LTP4 and these will have implications for the ISA Report. In addition, the consultation exercise may result in direct changes to the contents of the ISA Report. These will be reported in the Post Adoption Statement.

Post Adoption Statement

Following completion of the public consultation and adoption of the Final LTP4 document, a statement (separate document) will be prepared setting out the following:

- How sustainability considerations have been integrated into the plan, for example any changes to or deletions from the plan in response to the information in the ISA Report.
- How the ISA Report has been taken into account.
- How the opinions and consultation responses have been considered and addressed. The summary should be sufficiently detailed to show how the plan was changed to take account of issues raised, or why no changes were made.
- The reasons for choosing the plan as adopted in the light of other reasonable alternatives dealt with.
- The measures that are to be taken to monitor the significant environmental effects of implementation of the LTP4.

HIA

In order to ensure that potential impacts of the LTP4 on health equity and health inequalities have been considered and to fulfil the requirements of health legislation, an HIA has been undertaken at this stage in a fully integrated fashion with the SA/SEA process as set out in Table 4-1. The need for HIA arises from the recognition that the LTP4 proposals may impact on the factors influencing the health of communities and individuals, including such factors as noise and air quality, accessibility to key services and facilities and the design of transport infrastructure. Consideration of such issues will continue through development of the LTP4 and then into any scheme development.

Approach to HIA

The HIA objectives that have been considered have been developed in the light of HIA guidance and identified health issues, as well as the consultation that has taken place. The approach to the HIA has ensured that all relevant topics have been considered throughout the assessment process from establishing the baseline and building up the area's population profile in terms of health, identifying the key issues, developing the ISA Framework, assessing the LTP, mitigation and monitoring.

The HIA has identified policy approaches that can enhance positive effects and reduce or eliminate negative effects of the LTP, with respect to health and health inequalities.

HIA consultation

Consultation to inform the HIA has been undertaken as part of the overall SA/SEA process. Consultation responses have been analysed to inform the HIA (see reporting and consultation as part of the ISA process).

EqIA

In order to ensure that potential impacts of the LTP4 on equality have been considered and to fulfil legislative requirements, an EqIA has been undertaken in a fully integrated manner with the SA/SEA process.

Approach to EqIA

The EqIA objectives that have been considered have been developed in the light of EqIA guidance and identified equalities issues, as well as the consultation that has taken place. The approach to the EqIA has ensured that all relevant topics have been considered throughout the assessment process from establishing the baseline and building up the area's population profile in terms of equalities, identifying the key issues, developing the ISA Framework, assessing the LTP4, mitigation and monitoring.

EqIA consultation

Consultation to inform the EqIA has been undertaken as part of the overall SA/SEA process. Consultation responses have been analysed to inform the EqIA (see reporting and consultation as part of the ISA process).

CSA

To ensure that potential impacts of the LTP4 on community safety have been considered, and to fulfil legislative requirements, a CSA has been undertaken in a fully integrated manner with the SA/SEA process.

Approach to CSA

The CSA objectives that have been considered have been developed in the light of CSA guidance and identified safety issues, as well as the consultation that has taken place. The approach to the CSA has ensured

that all relevant topics have been considered throughout the assessment process from establishing the baseline and building up the area's population profile in terms of crime and safety, identifying the key issues, developing the ISA Framework, assessing the LTP4, mitigation and monitoring.

CSA consultation

Consultation to inform the CSA has been undertaken as part of the overall SA/SEA process. Consultation responses have been analysed to inform the CSA (see reporting and consultation as part of the ISA process).

5. Review of relevant legislation and other plans and programmes

5.1. Introduction

The first task of the ISA is the identification of other relevant plans, policies, programmes and legislation. This helps to identify relevant environmental and wider sustainability themes, baseline information and key issues. The LTP must be prepared to take these PPPs into account as it may influence and be influenced by them.

The SEA Regulations specifically states that information should be provided on:

"*The relationship [of the plan or programme] with other relevant plans and programmes*"

"*The environmental protection objectives, established at international, [European] Community or [national] level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation*"

In addition to this, the PPPs related to wider sustainability, HIA, EqIA and CSA have also been considered.

5.2. Methodology

Both the LTP and the ISA Report should be set in the context of international, national, regional and local objectives along with environmental, strategic planning, transport, health, social, economic and equality policies.

Relevant plans and programmes include those at different levels (international, national, regional and local) which influence the Transport Plan, or those in other sectors which contribute, together with the Transport Plan, to sustainability conditions of the area to which they apply.

Appendix E lists the documents reviewed to identify environmental, social (health and equality) and economic themes. A series of key generic themes which have emerged from the review are presented below.

5.3. Environmental Themes

The review of PPPs revealed a large number of common themes in terms of their objectives relating to sustainability within the context of transport planning. These are listed below:

Air Quality

- Reduce emissions of NO_2
- Reduce emissions from road transport in particular across the Island
- Reduce emissions from other forms of transport
- Increase use of low emission / zero emission at point of use vehicles
- Reduce emissions of PM_{10} and $PM_{2.5}$

Greenhouse gas (GHG) Emissions

- Reduce GHG emissions, particularly CO_2
- Maximise the use of renewable energy
- Increase energy efficiency and make use of new technology
- Minimise use of fossil fuels
- Contribute to the achievement of Net Zero Carbon

Adaptation to a Changing Climate and Flooding

- Prepare for extreme weather events and sea level rise
- Minimise the risk and impact of flooding
- Avoid development in floodplains when possible
- Help meet objectives of Flood Risk Management Plans allowing for climate change

Biodiversity, Fauna and Flora

- Protection of sites designated for nature conservation purposes
- Protect and enhance endangered or important species and habitats
- Contribute to the delivery of biodiversity strategies and plans
- Increase important habitat
- Protect, maintain and where possible enhance natural habitat networks and green infrastructure, to avoid fragmentation and isolation of networks
- Contribute to the achievement of Biodiversity Net Gain

Cultural Heritage

- Conserve and protect historic assets (designated and undesignated) and those of cultural note, including archaeology and historic landscapes
- Improve access to historic assets, including buildings and landscapes of value where appropriate
- Sympathetic design and use of vernacular architecture when appropriate to enhance the local character and 'sense of place'

Water Resources

- Protect and improve the quality of ground and surface water
- Help to meet objectives of the Water Framework Directive (WFD)
- Make use of Sustainable Drainage Systems (SuDS)

Land Use, Soil and Agriculture

- Prioritise development on brownfield sites
- Seek to reclaim derelict and contaminated land
- Protect high quality agricultural land and soils

Landscapes and Townscapes

- Protect and enhance landscape and townscape character and local distinctiveness
- Protect tranquillity from the impacts of noise and light pollution

Natural Resources and Waste

- Ensure efficient resource use and minimise resource footprint
- Use secondary and recycled materials
- Consider opportunities to maximise on-site re-use of materials
- Employ waste reduction methods to minimise construction and maintenance waste
- Reduce the amount of waste disposed of at landfill
- Promote circular economy
- Avoid the sterilisation of mineral resources

Economic Themes

- Improve physical accessibility to jobs through the location of employment sites and transport links close to areas of high unemployment
- Widen the number and range of accessible employment opportunities and support growth in employment and labour productivity
- Make the Island more attractive for inward investment
- Improve rail and road journey reliability for business users
- Support local businesses

- Support enhancement of local economy and overall prosperity
- Support development of the skills base

Health Themes

- Tackle poor health by improving the health of everyone, and of the worst off in particular
- Reduce health inequalities among different groups in the community (e.g. young children, pregnant women, black and minority ethnic people; older people, people with disabilities; low income households)
- Support the public to make healthier and more informed choices with regard to their health and adopt physically active lifestyles
- Address pockets of deprivation
- Provide physical access for people with disabilities
- Provide or improve access to local health and social care services
- Provide opportunities for increased exercise, thus reducing obesity, particularly in children, and illnesses such as coronary heart disease
- Provide for an ageing population
- Promote healthy lifestyles through exercise, physically active travel and access to good quality and affordable food, which can assist in reducing both physical and mental illnesses

Equality Themes

- Protect human rights (e.g. the right to liberty and security of person) and fundamental freedoms (e.g. a right to freedom of thought, conscience and religion, freedom of expression, etc.)
- Prohibit discrimination, harassment and victimisation on such grounds as sex, race, language and religion
- Promote equality of opportunity in the way services are planned, promoted and delivered
- Treat everyone with dignity and respect
- Recognise people's different needs, situations and goals and remove the barriers that limit what people can do and can be
- Create sustainable communities which are active, inclusive, safe, fair, tolerant and cohesive
- Create sustainable communities which are fair for everyone - including those in other communities, now and in the future
- Improve economic, social and environmental conditions particularly in the most deprived areas
- Ensure fair access to and distribution of resources across the community, including rural areas
- Assess and address the impacts upon diverse communities including cultural, racial, economic, generational, social (including disabilities) and religious mixes
- Create a sense of belonging and wellbeing for all members of the community
- Provide physical access for people with disabilities
- Minimise isolation for vulnerable people

Community Safety Themes

- Create communities which are safe, inclusive, fair, tolerant and cohesive
- Prevent violence and anti-social incidents / harassment against vulnerable and lone travellers and promote safe streets and places
- Maintain reductions in crime and anti-social behaviour
- Improve perceptions that the communities are safe places to work, live and visit
- Reduce speeding and improve road safety

Cross cutting

- Support the UK Government's 25 Year Plan to Improve the Environment 2018 goals and key actions as follows:
    - Using and managing land sustainably, including embedding an "environmental net gain" principle into development.
    - Recovering nature and enhancing the beauty of landscapes.
    - Connecting people to the environment to improve health and wellbeing.
    - Increase resource efficiency and reducing pollution.
    - Securing clean, healthy and productive and biologically diverse seas and oceans.
    - Protecting and improving the global environment.

- Support Environment Act 2021 stipulations:
    - targets for four priority areas: (a) air quality; (b) water; (c) biodiversity; (d) resource efficiency and waste reduction to be set.
    - two priority areas: air quality ($PM_{2.5}$ air quality target) and biodiversity (species abundance target) and important new target to reverse the decline in species abundance by the end of 2030.
    - environmental improvement plan for significantly improving the natural environment for a period no shorter than 15 years.
    - 10% biodiversity net gain required for new development.
    - prevent waste/reduce the amount of a product that becomes waste and increase re-use, redistribution, recovery and recycling.

- Adhere to the IWCs aim to achieving net zero in the Councils' own activities and the wider Isle of Wight environment by 2030. This will be achieved through a combination of actions in seven key priority action areas as set out in the Climate and Environment strategy 2021-2030:
    - **Council Actions**: Achieving net zero in the Council's estate and activities by 2030. This will be split into six sets of actions:
        - Behaviour;
        - Energy;
        - Waste;
        - Transport;
        - Environment and biosphere; and
        - Business.
    - **Enabling actions**: Enabling communities and Town and Parish Councils to support the Island journey towards net zero of carbon emissions.
    - **Energy actions:** Developing opportunities and energy resilience for the Island.
    - **Transport actions:** Ensuring that transport options on the Isle of Wight are in line with net zero targets.
    - **Housing actions:** Ensuring that private homeowners and landlords can retrofit housing to meet net zero standards wherever possible.
    - **Environment actions:** Protecting and enhancing the Island's natural environment and UNESCO Biosphere by managing land sustainably and connecting people with the environment.
    - **Resilience actions:** Ensuring that the Island can meet future challenges presented by a changing climate.

6. Baseline information and key sustainability issues

6.1. Introduction

In order to assess the potential sustainability effects of the LTP4 on the Isle of Wight, it is necessary to establish a baseline against which predicted effects can be assessed, and then to identify issues and trends that are related to each of the environmental, social and economic interests that may be affected by, or effect, the proposed plan. This is in keeping with the SEA Regulations which state that the Environmental Report should provide information on:

"*The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme*" and "*The environmental characteristics of areas likely to be significantly affected*" (Schedule 2)

and

"*Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC on the conservation of wild birds and the Habitats Directive* " (Schedule 2).

To accurately predict how LTP4 proposals will affect the environmental characteristics, it is important to understand the current state of the environment and then examine the likely evolution of the environment without the implementation of the plan. In this report, given its remit is broader than environmental sustainability, the current state regarding wider sustainability (environment, social and economic) has been characterised.

6.2. Data Collection Methodology

Existing baseline information provides the basis for the prediction and monitoring of the effects of the implementation of LTP4 and helps identify sustainability issues and alternative ways of dealing with them (implications and opportunities).

As ISA is an iterative process, subsequent stages in its preparation and assessment might identify other issues and priorities that require the sourcing of additional data and/or information and identification of monitoring strategies. This makes the ISA process flexible, adaptable and responsive to changes in the baseline conditions and enables trends to be analysed over time.

The most efficient way to collate relevant baseline data is through the use of indicators whenever possible (see below). This ensures that the data collation is both focused and effective. The identification of relevant data has taken place alongside the review of other relevant legislation, plans, policies and programmes (Chapter 5 and Appendix E), the identification of sustainability issues (this section) and developing the ISA framework (Chapter 7).

6.3. Data Analysis

Data have been collated and analysed for the following indicators (as detailed in Appendix F):

Environmental Data

- CO2 emissions
- Climate change
- Local air quality
- Noise / Light pollution ('Tranquillity')
- Biodiversity, fauna and flora (including designated sites)
- Landscape and townscape
- National Character Areas
- Heritage assets
- Green space

- Soil / land classification
- Water quality
- Flooding
- Waste and resources

Economic Data

- Employment
- Long term trends in GVA
- Long term trends in population
- Economic sectors, including those related to rural output
- Performance gap and sub-regional performance
- Identification of economic centres

Social Data (including Health, Equalities and Community Safety)

- Population and diversity
- General health statistics
- Accessibility
- Road safety and accidents
- Crime data
- Physical activity in children and adults
- Equality target groups
- Multiple deprivation

The baseline data provide an overview of the sustainability characteristics of the LTP4 area (Isle of Wight). This overview, together with contextual information, is presented in Appendix F. The analysis of the baseline has highlighted a number of key issues across the Isle of Wight. These, together with implications and opportunities arising for the LTP4, have been summarised in Table 6-1.

6.4. Data Limitations

It is believed that the data sets available provide a comprehensive overview of the sustainability situation across the Isle of Wight.

6.5. Key Sustainability Issues

The following sections provide a description of key baseline data and associated sustainability issues together with a discussion on the implications/opportunities of such issues to LTP4. The analysis of baseline data and sustainability issues has influenced the development of the ISA Framework (see Chapter 6 and 7) in terms of formulating sustainability objectives and assessment aid questions.

It should be noted that, because HIA, EqIA and CSA are also being undertaken, the approach involved the identification of generic HIA, EqIA and CSA key sustainability issues, implications and opportunities and objectives. These have been further developed to ensure a more in-depth level of coverage of issues to satisfy specific HIA and EqIA requirements leading to the development of HIA and EqIA sub-objectives (see Chapter 7).

Table 6-1 - Key issues, implications and opportunities for the LTP4

Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
Air Quality Air pollution impacts on public health, the natural environment and the economy. Air quality has improved in the UK over the last sixty years as a result of the switch from coal to gas and electricity for heating of domestic and industrial premises, stricter controls on industrial emissions, higher standards for the composition of fuel and tighter regulations on emissions from motor vehicles. However, poor air quality, particularly due to emissions from motor vehicles, remains a significant issue for community health for the population as a whole but particularly for certain vulnerable or protected characteristic groups such as the elderly, children, those with existing health conditions, those who are pregnant and those living in areas of deprivation. The fraction of mortality attributable to particulate air pollution is 4.2% for Isle of Wight, lower than both the South East Region and England. Poor air quality also has significant implications for biodiversity e.g. due to pollutant deposition, especially in/downwind of urban areas and major transport networks. Poor air quality is generally associated with urban/industrial areas and major road infrastructure and this is reflected in the typical location for Air Quality Management Areas (AQMA), many of which have been designated due to high NO_2 (tailpipe emissions) and Particulate Matter (PM_{10} and $PM_{2.5}$) (emissions, tyres and brake wear). It is important to note that no AQMAs have been declared on the Isle of Wight. However, Nitrous Oxide (NO_2) monthly diffusion tube results from 2018 at a number of monitoring sites across the Island showed Fairlee Road in Newport to be above the NO_2 objective result. The UK Government has noted that addressing road transport emissions presents the most significant opportunity to tackle this specific exceedance problem (NO_2 pollution). However, it is important to note that there are other elements which also need to be addressed in addition to road vehicles and this includes reducing emissions from other forms of transport such as rail and aviation. **Likely evolution of the baseline** Improving - At the national level air quality is generally improving as industrial practices, energy sources and tighter environmental legislation have contributed to	Whilst there are no existing air quality issues identified on the IoW (i.e declared AQMAs), the LTP4 should nevertheless aim to protect and improve air quality in the Island, particularly where it may impact on vulnerable receptors. It should seek to ensure that reducing NO_2 and particulate emissions is a fundamental principle of the Plan. LTP4 should also aim to meet Government targets for air quality and be reflective of appropriate legislation and should consider ecological receptors alongside human receptors when dealing with air quality. Examples of how this could be addressed include development and promotion of sustainable modes of transport including active modes, encouraging uptake of EVs (e.g. through developing greater EV infrastructure), smarter travel management such as workplace, residential and school travel plans, creation of inter-modal interchanges, sustainable freight movements and traffic management interventions.	Protect and improve air quality.

Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
reductions in pollutants. Nevertheless, it remains a significant issue in many discrete areas and has significant ongoing issues in respect of health.		
Greenhouse gas emissions and a changing climate The Isle of Wight is one of the warmest and sunniest regions of the UK, with an average of 37 hours per week of sunshine during the summer compared to a national average of 29.7 hours per week. The release into the atmosphere of greenhouse gases (e.g. CO_2, CH_4, N_2O, O_3) resulting from fossil fuel usage, agriculture, land use change and other human activities has been linked with atmospheric warming and global climate change. It has been reported that if the IoW continues to produce greenhouse gases at the current rate the Island could see days as hot as 40.7ºc by 2100[1]. Changes in temperature and rainfall patterns, along with more frequent extreme weather events, create the situation where a greater degree of resilience will have to be incorporated into plans and proposals. As noted by the Committee for Climate Change, domestic transport emissions of road transport account for around a quarter of UK greenhouse gas emissions, this is in line with the Isle of Wight whose road transport emissions are sitting at 25.20%[2]. Emissions associated with the Isle of Wights transport sector currently amount to over 27% of the islands total amount (based on 2017 emissions), the highest of any sector. At present, fossil fuel dependency remains high and is likely to remain so for some time (despite the marked temporary, decline due to Covid-19), though in recent years there have been improvements in vehicle efficiency and an increasing uptake of and provision for, electric vehicles (EV). It is noted the Isle of Wight, as part of their Climate and Environment Strategy 2021 – 2030, are currently working toward increasing the number of rapid charging and fast charging electric vehicle charge points across the island to ensure there is sufficient EV charging available for both residents and tourists to ensure there are at least 72 EV chargers available by 2030[1] .This is one strategy being utilised in a bid to meet their aim of being Net Zero by 2030, following the IWC's declaration of a climate emergency.	LTP4 should seek to ensure that reducing CO_2 emissions and achieving Net Zero carbon is a core component of all implementation plan elements and works to achieve the target of Net Zero Carbon by 2040. Although it should also be realistic that projected levels of traffic growth mean emissions will likely remain an issue and that removals will therefore be required. This could be achieved via promotion of measures contained within the Isle of Wights Climate and Environment Strategy 2021 - 2030. The LTP4 should also seek to ensure that new transport interventions maximise the opportunity for increasing tree / vegetation cover, where practical, in order to absorb increased amounts of CO_2 from the atmosphere, e.g. through the use of street trees or planting in other areas of transport infrastructure. As with air quality, other examples of how CO_2 emissions could be addressed include development and promotion of sustainable modes of transport including active modes, encouraging uptake of EVs (e.g. through developing greater EV infrastructure), smarter travel management such as workplace, residential and school travel plans, creation of inter-modal interchanges, sustainable freight movements and traffic management interventions.	Reduce carbon dioxide (CO_2) emissions from transport and contribute to meeting Net Zero target

[1] What will climate change look like in your area? - BBC News – based on County Hall's P)30 1UD postcode
[2] Climate and Environment Strategy.pdf (moderngov.co.uk)

Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
Nevertheless, some degree of climate change will occur, with the UK's Climate Projections showing that the UK as a whole is likely to experience hotter, drier summers, warmer, wetter winters and rising sea levels. This is likely to have a significant effect on a range of environmental conditions, including the water environment. The Isle of Wights Climate and Environment Strategy 2021 - 2030 recognises this fact and notes the requirement to build upon a series of measures which can be taken to increase resilience in the transport network. **Likely evolution of the baseline** Declining - Interventions at the local and regional level have started to reduce the rate of greenhouse gas emissions; and actions outside the LTP4 are contributing to a reduction in emissions. However, the underlying trend points towards a slowing of emissions rather than reversal of trends. Climate change is recognised as a global concern with the UK anticipated to experience hotter, drier summers; warmer, wetter winters; and rising sea levels. These trends are anticipated to continue irrespective of interventions from outside the LTP4.		
Biodiversity, Fauna and Flora & Geodiversity There are a wide range of sites designated for nature conservation on the Isle of Wight. Of note, there is one Ramsar site, 'Solent and Southampton Water', which due to its diversity of habitats support internationally important numbers of wintering waterfowl, important breeding gull and tern populations and an important assemblage of rare invertebrates and plants. There are two SPAs – 'Solent and Dorset Coast' SPA which supports more than 1% of the Great Britain breeding populations of three species listed in Annex I of the Birds Directive and the 'Solent and Southampton Water' SPA which is classified as being of European Importance due to its regular use by species listed in Annex 1 of the Birds Directive, regular use by the biogeographic population of a regularly occurring migratory species and its regular use by over 20,000 waterfowl or seabirds. SACs include Briddlesford Copses SAC, Solent and Isle of Wight Lagoons SAC, Solent Maritime SAC, South Wight Maritime SAC and the Isle of Wight Downs SAC. 41 Sites of Special Scientific Interest (SSSIs) are distributed across the Island. Of these, 26 are designated for their biological interest, four are a designated for their geological interest and 11 a combination of biological and geological interest.	The LTP4 should aim to protect and enhance all sites of biodiversity importance and should place a particular emphasis on protecting sites designated for nature conservation and geodiversity purposes. This could be achieved by ensuring that planning / design of transport interventions avoid sensitive areas and through the adoption of best practice wildlife friendly designs into transport interventions. Where this is not possible, there should be mitigation and compensation for losses. Consideration should also be made of protected and priority species and their habitats. In addition, consideration should be given to those sites designated for their geodiversity. Opportunities for new habitat creation and enhancement associated with transport developments should be explored, e.g. through the use of appropriate locally native species in landscaping plans, through creation of new road verges and enhancement of the existing road verge network. The potential for biodiversity creation in brownfield sites should be also taken	Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain. Protect and enhance sites designated internationally for nature conservation purposes. Protect, enhance and promote geodiversity.

Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
There are three MCZs - The Needles MCZ, Yarmouth to Cowes MCZ and Bembridge MCZ. In 2009 there was 1,617 hectares of Ancient Woodland i.e areas that have been continuously wooded since at least 1600AD, scattered across the Isle of Wight. However, 717 hectares of this (44%) has been converted to plantations of non-native or non-indigenous species that significantly reduces the biodiversity value of these woods. Ancient woodland tends to be concentrated on the heavier clay soils in the north of the Island where the largest and most diverse areas of ancient semi-natural woodland survive. There is only one NNR on the Isle of Wight – Newtown Harbour NNR (coastal and wood pasture). In addition, there are a range of sites designated at the local level including eight Local Nature Reserves (LNRs) and more than 95 Sites of Importance for Nature Conservation (SINCs). Key pressures and risks in respect of biodiversity and nature conservation that are particularly relevant have been identified from air pollution and climate change, which can change distribution of species and habitats. The Hampshire and Isle of Wight Local Nature Partnership (LNP) and South East Nature Partnership (which works together with Hampshire and the Isle of Wight at a regional scale) has identified a number of principles for the delivery of a Nature Recovery Network (NRN) across the South East, through the development of Local Nature Recovery Strategies (LNRSs) which respects the value of natural environment in local policy and decisions for the benefit of nature, people and the economy. New transport interventions have the potential to impact on the sites of ecological or geological value and more generally on the network of linked multi-functional green spaces, comprising the local green infrastructure, through direct land take for infrastructure (which may contribute to fragmentation) and construction and operational disturbance (noise, vibration, light pollution, etc.) and emissions / contamination (air, water and soil), though they may also provide opportunities for enhancement. Increased accessibility to designated sites also has the potential to adversely impact on them. Direct road kill can also impact on some species. On the other hand, transport infrastructure can provide opportunities for increased	into account. There should therefore be achievement of Biodiversity Net Gain in areas not formally designated, with guidance on the appropriate form of biodiversity enhancement taken from the relevant Biodiversity Opportunity Area (BOA) guidance. Other opportunities for the LTP4 include the following: • avoid the fragmentation of green infrastructure, which contributes to protecting natural habitats and biodiversity; • the need for cohesive habitat networks to help habitats and species adapt to the consequences of climate change; • enhancement of the green infrastructure through, for example, footpaths, cycle lanes and other public rights of ways. Increased accessibility to appropriately designed multi-functional green infrastructure can play a significant role in diverting access pressure away from more sensitive sites, such as those designated for wildlife and geological conservation. In parallel with the ISA of the LTP4, HRA is being undertaken which will identify the internationally designated nature conservation areas to avoid, or where this is not possible, appropriate mitigation measures to identify very early on in the development of LTP4.	

Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
biodiversity, or to aid certain species such as the range of policies developed by Defra and the Highways Agency (now Highways England) relating to pollinators. The IoW is also designated a UNESCO Biosphere Reserve (June 2019) for its unique mix of plants and animals, valued environment and sustainable way of life of the people who live and work within the UNESCO Biosphere Reserve. It is recognised as an example of where local communities have found a way to live sustainably within their local ecosystems. **Likely evolution of the baseline** Uncertain - The designated elements of the Isle of Wights biodiversity resource are afforded some protection from the pressures of development, outside the LTP4. However, much of the green infrastructure network is not designated. Climate change will likely result in decline of some habitats and species, though may afford opportunities for other species, including invasive species.		
Water Resources There are considerable pressures on water resources with resulting major impacts on many of the waterbodies across the UK. For the purposes of taking a holistic approach to management of water resources and to address the pressures on the water environment, under the Water Framework Directive (WFD), the UK has been divided into a series of River Basin Districts (RBD). The Isle of Wight falls in its entirety into the South East RBD. As with most water bodies in England, there are a range of significant water management issues manifested in this RBD, with pollution from towns, cities and transport noted as being an issue for 9% of the water bodies in the South East RBD. Groundwater provides a third of drinking water in England, and it also maintains the flow in many rivers. In some areas of Southern England, groundwater supplies up to 80% of the drinking water. Protecting these sources will help ensure that water is safe to drink. In order to help protect sources, Source Protection Zones (SPZs) for groundwater sources such as wells, boreholes and springs used for public drinking water supply have been defined. The Isle of Wight has a number of SPZs that need to be protected	LTP4 should seek to prevent pollution of water bodies (including groundwater) both during the construction and operation of any transport intervention. This could be achieved via the appropriate use of SuDS or other appropriate measures and new approaches in road drainage design / transport interventions to enhance water quality and reduce pollution and flood risk. Risk to all types of water bodies (not just main rivers) is to be considered during any scheme design. Recognition of the objectives of the WFD should be made and all opportunities to help meet the objectives of the WFD should be taken when possible. Green-blue Infrastructure should be considered in the LTP in the context of the aims of the WFD and how this can realise these, as well as other wider, benefits and objectives.	Protect and enhance the water environment.

Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
– including areas that require the highest protection levels, predominately located towards the centre of the Island with smaller areas in the north and south. **Likely evolution of the baseline** Improving - Surface and ground water quality is predicted to increase, though significant challenges remain as noted in the River Basin Management Plan.		
Adaptation to a changing climate and flooding Significant proportions of the UK population are at risk from flooding, although the degree of risk varies, with a range of factors affecting potential risk. The Flood Directive (2007/60/EC) was transposed into English law in the form of the Flood and Water Management Act 2010 (England & Wales). The Directive requires the production of flood hazard maps and flood management plans. In relation to the LTP4 Area, there are flood management plans in place to cover the South East river basin. This flood management plan is at the river basin level, but at the local authority level Strategic Flood Risk Assessments are being completed. All the flood risk plans introduce a series of measures / actions to be undertaken to prevent flood risk and reduce the likelihood of flooding affecting people and property in certain locations. For example, flood risk management and mitigation[3] in the Isle of Wight river basin district to prevent flood risk include: • Planning Process; • Drainage; • Integrated Drainage Strategy; • Runoff Management Measures (construction and agricultural runoff); • Flood Risk Management; • Flood Resistance and Resilience; • Flood Warnings; • Emergency planning; • Future Proofing;	LTP4 should seek to ensure that transport infrastructure minimises any negative effects arising from flooding and avoids where possible areas of highest flood risk. Flood risk should be considered in any design and the implementation of SuDS and other similar appropriate measures or new approaches should be considered and encouraged where feasible. LTP4 should ensure that where transport interventions require a land take from the floodplain there are appropriate compensatory measures put in place. LTP4 should seek to explore the possibilities for creating blue infrastructure which can both help to manage localised flood risk and simultaneously create new habitats. LTP4 should recognise the challenges that a changing climate will bring and aim to reduce the impacts. More frequent and extreme weather events should be considered in any infrastructure design and maintenance procedures / regime.	Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding.

[3] Microsoft Word - c011i3 - Isle of Wight Council SFRA Report.doc (onthewight.com)

Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
• Surface Drainage; and • Additional Options for Flood Risk Management. Flood risk presents a significant planning issue in the development of major infrastructure projects, both in terms of potential direct impacts on the project itself and indirect impacts associated with works (such as increased run-off). In relation to transport infrastructure, there is a direct flood risk to the infrastructure itself, e.g. roads, rail lines, or development of other transport infrastructure can aggravate existing flood risk in a wide range of ways, for example by requiring land take from flood plains, or by changing the drainage regime, etc. Expected climate change impacts to transport infrastructure include increased risk of extreme flooding (from more frequent "heavy precipitation events") and more extreme weather events from higher temperatures and increased wind and rain in winter months. This is likely to result in: • Direct impacts of flooding on transport infrastructure, now and into the future. • Secondary impacts of flooding such as flood damage to bridges, embankments, surfaces etc. Other climate change impacts to transport infrastructure could include: • Impacts from extreme temperatures such as rail buckling and passenger discomfort. • Increased disruption to operations, e.g. lift of aircraft reduced through higher temperature. **Likely evolution of the baseline** Declining - Climate change is recognised as a global concern with the UK anticipated to experience hotter, drier summers; warmer, wetter winters; and rising sea levels. These trends are anticipated to continue irrespective of interventions from outside LTP4.		
Land use, soil and contaminated land Land uses across the Isle of Wight is fairly limited with predominately rural areas of open countryside or arable farmland and pasture. There are also areas of urban fringe	LTP4 should seek to make best use of areas that are already urbanised and provide an opportunity for regeneration / improvements to land quality. Where use of agricultural land is unavoidable, measures should be taken to avoid those areas of the highest quality and aim to protect soil and agricultural	Seek to remediate contaminated land, facilitate the re-use of previously developed

Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
associated with the main towns and distinct pockets of 'isolated' urban development in the form of villages and small towns. Soils in England are already, and continue to be, degraded by human activity including intensive agriculture, historic levels of industrial pollution and urban development (including transportation networks), making them vulnerable to erosion (by wind and water), compaction and loss of organic matter. Many areas of land in the UK have been contaminated by past industrial and other human activities, including former factories, storage depots and landfills. Transportation infrastructure is also a frequent source of land contamination. Land could be contaminated by a wide range of harmful substances such as oils and tars, heavy metals, asbestos and chemicals. While no Special Sites of contamination have been recorded on the Isle of Wight, by its nature, it is often very difficult to know where land has been contaminated previously or is currently suffering ongoing contamination. As such there may be a number of potentially contaminated sites on the Island. The Isle of Wight is made up of many layers of sedimentary rock, originally deposited in rivers, on floodplains, in lakes and the sea over many millions of years. The layers are formed of fine grained minerals, sands and fossils to form rocks like mudstones, shales, sandstones, siltstones and limestones. **Likely evolution of the baseline** Declining - it is likely that greenfield sites will experience increasing pressure for development in preference to the complexities of redeveloping previously developed and potentially contaminated sites. This could reduce available high quality soil resources and fail to realise the potential of existing capacity within existing urban and previously developed areas. Remediation of contamination is likely to remain sporadic and reflective of individual site requirements.	holdings through avoidance of impacts such as contamination or severance. LTP4 must protect soils as they are essential for achieving a range of important ecosystem services and functions. In particular, LTP4 must ensure that soil resources are protected during the construction phase of interventions. Dealing with the past pollution / contamination legacy is a major issue and should be addressed at all opportunities due to its ongoing environmental impact. LTP4 should seek to avoid land that is covered by Mineral Safeguarding Area designations, to prevent the sterilisation of key mineral resources.	land, as well as conserve soil and agricultural resources.
Cultural Heritage While there are no World Heritage Sites on the Isle of Wight, there are of course a wide range of other historic and cultural heritage features located across the Isle and which span the full range of human settlement, from the prehistoric to the present.	LTP4 should aim to protect and preserve designated and non-designated heritage assets and their contexts and settings. Transport related development / infrastructure should be sensitively designed to be sympathetic to its existing character and quality and opportunities for improving settings should be	Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and

Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
These include Scheduled Monuments, Registered Parks and Gardens and Listed Buildings. Numbers of sites are as follows: • Listed Buildings – 1972 • Registered Parks and Gardens – 9 • Scheduled Monuments – 122 It is important to note that the nature of cultural heritage features means that not all are known at present; in particular, buried archaeological remains. **Likely evolution of the baseline** Stable / Declining - Designated heritage assets benefit from protection that will continue without the LTP4. However, there is a risk or uncoordinated and piecemeal development resulting in the successive erosion of the quantum and integrity of the region's cultural heritage resource.	examined. Better accessibility to the historic environment should also be an aim for LTP4 where appropriate. Where schemes would involve physical development that could affect previously undiscovered archaeological assets the design of the scheme and site selection should be informed by early investigation of the potential archaeological interest of the affected land.	archaeological remains and their settings.
Landscapes and townscapes The Isle of Wight is considered to have a mild maritime climate which contains many areas of ancient woodland, however compared to Regional Standards it is not regarded particularly well wooded. About 4% of the land surface on the Isle of Wight is occupied by woodland. There are also a range of settlement types, from the smallest hamlet and isolated farmstead in rural areas, to larger conurbations centred on towns such as Newport and Ryde. The Isle of Wight is designated a National Character Area (NCA) - The Island exhibits, at a small scale, the key characteristics of much of lowland England, from farmed arable coastal plains to pastures and woodland, and from steep chalk downs to diverse estuarine seascapes and dramatic sea cliffs and stacks. There are a range of pressures on landscape, many of which are altering landscapes in a direction which could be regarded as inconsistent with the traditional landscape vernacular of the area. These changes are a reflection of the fact that the landscape of the UK has changed over many years due to a range of issues such as urbanisation, changes to agriculture, reduced tranquillity, loss of habitats and forests, etc. In an effort to preserve the landscape approximately 50% of the land surface of the Island is designated a National Landscape, although the area is not continuous and is made up of five distinct land parcels across the Island.	The LTP4 should seek to preserve and enhance the character of the Island's landscape and townscape by ensuring that its integrity and valuable natural open space is not lost. Design should note the local vernacular architecture when possible. The LTP4 should also aim to ensure that transport interventions avoid sensitive areas and respect particular landscape or townscape settings, with consideration made of design quality in both an urban and rural setting. Opportunities for landscape enhancement should be explored, e.g. through sympathetic design and enhancements to existing landscape improvement areas, new planting opportunities associated with transport development. Where a scheme would involve physical development within the Isle of Wight National Landscape guidance should be sought from the relevant adopted National Landscape Management Plan, and through consultation with the relevant National Landscape Office. Where a scheme would be involve physical development in within a Conservation Area or a wider area for which a	Protect and enhance the character and quality of landscapes and townscapes and visual amenity.

Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
There are 23 Conservation Areas on the Island, covering a range of building characters and reflecting a diverse array of architectural styles. **Likely evolution of the baseline** Stable - Many of the region's most exceptional landscape and townscapes benefit from protection through designations that will persist in the absence of the LTP4. In general terms, modern design / landscaping principles and interested parties expectations are promoting a renewed focus on the quality of scheme design and this trend is likely to continue, though risks from increased urbanisation and infrastructure development remain.	townscape/urban character appraisal has been undertaken, the design of the scheme should take account of relevant guidance for the Conservation Area / townscape character area.	
Waste Management and Resource Efficiency The transport sector can impact on and interact with a wide range of resources such as through energy (fuel) use, use of construction materials (aggregate, concrete, etc.), waste generation and disposal, etc. New transport interventions' construction contributes to increase the levels of waste generated, if building materials are not efficiently used / reused. With more waste being produced, trip kilometres to transport such waste is likely to increase, thus generating more traffic. Transport is the largest energy consuming sector in the UK, representing 40% of total energy consumption in 2015 which increased by 559 thousand tonnes of oil equivalent (ktoe) (1.4%) to 40,521 ktoe in 2015, with the majority of the increase due to road transport. Energy use by road vehicles showed steady growth between 1970 and 1990, increasing by an average of 2.8% per annum. Growth then remained fairly stable until it peaked at 29,622 ktoe in 2007, the year prior to the 2008 recession. Growth in consumption turned positive again in 2014, the latest year for which figures are available. It is to be noted that while individual vehicles became more energy efficient, overall numbers of vehicles increased substantially. In 2015, air transport increased by 154 ktoe (1.2%) whilst rail and water transport both fell by 17 ktoe (1.6%) and 12 ktoe (1.8%) respectively. Energy consumption in rail transport decreased by 1.6% from 2014 to 1,049 ktoe in 2015 despite a 2.6% increase in passenger kilometres. Freight moved (in tonne	The LTP4 should seek to reduce consumption of resources such as construction materials, e.g. through encouraging the use of recycled or secondary materials. This will also reduce the need to transport these materials and transport the waste by-products. The LTP4 can also help reduce the consumption of fuel by promoting a shift to more sustainable forms of transport such as active modes like cycling and walking, as well as LZEV's. Appropriate management and maintenance of transport infrastructure can meet waste and resource goals as well as a range of other objectives.	Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated.

Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
kilometres) fell by 13% from 2014 to 2015. It is important to note that rail transport accounted for 1.9% of energy consumption in the transport sector. There are now 26 publicly accessible charging points for electric vehicles on the Isle of Wight. The Climate Change Committee, which advises the government, says there should be one EV charger for every thousand cars by 2030. This suggests that on the Isle of Wight there should be at least 72 EV charger points by the end of the decade. It is anticipated that uptake of EV will increase across the UK. **Likely evolution of the baseline** Uncertain - Continued growth on the Island will contribute towards a trend of increased waste and resource use. While new approaches are helping to shift towards greater efficiencies in resource use and adherence to the waste hierarchy, underlying waste generation volumes are anticipated to increase cumulatively. Energy usage within transport is falling and there will be an increase in the uptake of EVs (particularly when the EV charging network fully develops) alongside increased decarbonisation of electricity supply.		
Economy, Employment and Skills The distribution of economic activity on the Isle of Wight has been influenced by its geography, demographics, proximity to a large city and historical development associated with a handful of industrial sectors. The Island covers 147 square miles with most residents living in the predominantly urban east and home to the Island's main employment centres of Newport, Cowes, Ryde and the resort towns of Sandown and Shanklin. Cowes and Fishbourne connect the Island to the ports of Southampton and Portsmouth – with ferries operating as the primary mode of transport to the mainland. The predominantly rural west has smaller towns and villages. The Island's attractive landscape and natural environment supports a large tourism industry that is valuable to the Island's economy. Quality of life on the Island is high making it a good place to live and an attractive place for businesses to invest. The Isle of Wight generated some £2.8bn of economic activity (GVA) in 2017, and this amounts to almost one in every 10 pounds of the total GVA of the Solent economy. On this measure the Island has a medium-sized economy in Solent and the wider Hampshire area. Health & social work and manufacturing are the largest	The LTP4 should improve transport links within and between employment (commercial and industrial) centres and improve connectivity to support business-to-business markets and access to wider and highly skilled labour markets. Improved connectivity should be achieved by sustainable and affordable modes of transport and/or improved digital connectivity. Reliability and resilience of transport links should be improved to enhance further the productivity and competitiveness of the Isle of Wights economy. The LTP4 should seek to reduce road congestion (therefore reducing the time to commute and transport goods). The LTP4 should seek to limit the rising costs associated with travel to assist in enhancing accessibility to education, training, cultural and leisure activities and employment opportunities within the region.	Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all

Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
industrial sectors followed by construction and accommodation and food. Higher value services are underrepresented in terms of their contribution to GVA. GVA per head on the Island stood at £27,100 in 2017 or about 26.5% below the national average. In 2019 some 77% of the Isle of Wight residents of working age were economically active, this is relatively low compared to its comparator areas (Portsmouth, Southampton, the Solent, LEP, Hampshire, the South East and the UK)[4]. On the nearest official measure of unemployment there are 2,300 unemployed residents of working age on the Island. Unemployment rates are below the national average. The number of jobs in the county is forecast to grow by 3,100 between 2011-2036. About 30% of residents of working age have a degree or higher qualification. The proportion of highly skilled residents on the Island has increased in line with the national average. As a result of its industrial structure the Island has a high concentration of residents with intermediate skills (about 23%), the highest among comparator areas and above average share of people with trade apprenticeships. There is a high concentration of residents with low or no qualifications (about one in five residents of working age). This is mostly explained by the Island's demographic and occupational structure. The Island has a large wage gap with the national average. Productivity growth is essential for raising wages and spending on the Island– the median salary of the Isle of Wights residents working full-time was £25,500 in 2018 or 13.9% below the national average. There is a large employment base on the Isle of Wight but it is concentrated in a number of 'traditional' sectors (health & social work, wholesale & retail, tourism related services and education). The impact of Covid-19 and an increase in working from home, along with greater online commerce, will likely require a greater digital connectivity, which will help to	The LTP4 should consider that high quality green and blue infrastructure can play an important role in enhancing the visual appeal of transport infrastructure and help to encourage new inward investment, as well as help to retain high skilled labour.	

[4] PowerPoint Presentation (iow.gov.uk)

Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
reduce transport need – it is noted that there are schemes in place which are helping to ensure digital connectivity across the island. **Likely evolution of the baseline** Uncertain – while the Isle of Wight will likely remain a premier location for employment, with a highly skilled workforce, it is not immune to uncertainties relating to the outcome of the Covid-19 pandemic and wider macro-economic uncertainties such as that related to 'Brexit'.		
Patterns of land use and transport The Isle of Wight has a high population density of 372 people/km^2 (compared to a UK population density of 281 people/km^2). There is a mix of land use types across the study area, but the region is considered predominantly Rural, with over 86% of region classed as Rural under Government classifications. There are nine main towns on the Isle of Wight. Newport is the centrally located county town and the largest with a population of over 25,000. Ryde is the second largest town with a population of over 24,000 based on 2019 census estimates. Newport is the County Town of the Island and is the main employment centre, with the majority of public sector employers based there. The Island's strategic road network is centred around Newport, with routes out to coastal settlements such as Cowes, Sandown, Freshwater and Yarmouth. These key roads along with smaller roads which supplement them, form a total network of over 500 miles (800km). The layout of the Island's highway network is driven by a number of factors including the shape of the Island, the River Medina and the locations of towns and settlements. The Isle of Wight has a small railway network, the Island Line is 13.7km linking the Ferry at Ryde Pier Head through Ryde Esplanade, through to Sandown, Lake and Shanklin. The line runs at two trains per hour. The Isle of Wight's ferry and hovercraft services are comprehensive, due to this being the easiest way to access the Island. Connectivity (travel times) between and within places is better by car than public transport. Currently, on the Isle of Wight there are 5 Electric Vehicle Charging Points (EVCP) located in council car parks, operated by the Engie Charge Point Network.	The LTP4 should support a co-ordinated approach to land use (including development of housing) and transport planning across the Island and prioritise investment in this regard. A growing EV charging network will have both implications for the energy supply sector and transport sector which the LTP4 will need to address.	Support the wider coordination of land use, energy sector planning and transport planning across the Isle of Wight.

Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
As EV uptake increases around the UK, so will the demand for electricity from the energy network will also increase. **Likely evolution of the baseline** Stable / Uncertain – the IoW will likely remain a densely populated island, with patterns of land use reflective of the majority rural Island. There is uncertainty how this may change over time though due to a likely rise in homeworking and e-commerce and a consequent change in commuting patterns.		
Population and Health The population of the IoW is approximately 141,000 (2019), with significant population centres in Ryde, Newport and Cowes. Across the Island, both life expectancy and healthy life expectancy remain higher than the national average. Over one in four Island residents are older than 65. This is the 15th highest level of any local authority in England and Wales. Over the next ten years, the number of 65 to 79 years old will increase by nearly 17 per cent, while the over 85s will increase by 40 per cent. On the Island, 1.4% of the population were claiming Job Seeker's allowance in 2016, while 1.1% of the population were claiming Disability Living Allowance[5]. 22.6% of the population on the Island has a limiting or long-term illness or disability, which is higher than England as a whole, 17.6%[6]. On the Isle of Wight it is estimated 22,000 people aged 16 plus smoke. Of these each year on average 850 (3.8 per cent) will be admitted to hospital and around 115 will die from a smoking attributable condition. It has been highlighted that 22 per cent of pregnant women smoke throughout their pregnancy, one of the highest rates in the country although this is an improving picture[7]. The percentage of adults completing less than 30 minutes of activity per day is 33.2 per cent, which is significantly worse than the national average of 22.7 per cent. This means one in three adults on the Island are inactive. It is estimated that 66.2 per cent of adults on the Island have excess weight which is similar to the national average.	The LTP should seek to provide accessible and affordable transport, enabling good access to education, employment, fresh food, friends and family, leisure and health services and facilities. Indirectly, health levels could be improved through secondary effects of policies to reduce air pollution; decreasing noise pollution as well as traffic congestion. Improving walking and cycling facilities for both purposeful and recreational trips will both improve physical activity levels as well as decrease air pollution and traffic. Improving access to and provision of greenspace and improving the physical environment in general may increase both informal and formal physical activity levels, as well as create a general sense of wellbeing.	Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)

[5] Labour Market Profile - Nomis - Official Labour Market Statistics (nomisweb.co.uk)
[6] Local Health - Public Health England - Reports: get a dashboard on a custom area
[7] https://www.iow.gov.uk/azservices/documents/2721-3950PH-HWS-2018-April-2018.pdf

Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
The Island has a similar mortality rate from cancer in under 75-year olds and a higher mortality rate from cardiovascular diseases compared to the national average. The under 75 mortality rate from cancer (2017-2019) on the Island is 129.1 per 100,000 people. The under 75 mortality rate from cardiovascular diseases (2017-2019) on the island is 72.5 per 100,000 people. It is important to note that COVID-19 has impacted different groups within the population in different ways. **Likely evolution of the baseline** While population levels are likely to continue to rise, there is uncertainty over migration levels due to a lack of clarity on issues such as 'Brexit'. Population profiles are also likely to continue to get older – this will likely result in changes to overall health outcomes with an increased number of long-term conditions.		
Population and Equalities Isle of Wight is a densely populated, with a growing and ageing population, not markedly different from England as a whole. Under 15 year olds make up approximately 15.5% of the population, whilst 16 to 64 year olds make up approximately 56.1%. Older people (those aged 65 years and over), make up 28.3% of the island population. The differences between the Isle of Wight age profile and that of England is the average age of people between 0-15 is 15.5%, compared to 19.2% in England, working age population is 56.1%, compared to 62.4% and those aged 65+ is 28.3%, compared to 18.4% (based on 2019 mid-year estimates). In England 51% of the population are female, and the remaining 49% are male. The gender split for the Isle of Wight, mirrors the English proportions. In the Isle of Wight an estimated 2.7% of the population is from Black Minority Ethnic population compared to 14.6% in England. The Isle of Wight has a lower than average percentage of minority ethnic groups: Pakistani at 0.05%, Indian at 0.3% and Caribbean at 0.08%.	The LTP should aim for all citizens the opportunity to access transport and related services that come with this. The Equalities Act 2010 provides a legislative framework to protect the rights of individuals and advance equality of opportunity for all. When considering approaches to community engagement, it is important to understand the diversity of the populations and their needs and experiences as individuals. This requires examining the different issues, barriers and priorities for women and men and meeting any identified requirements. This may include, for example, not discriminating against employees because of their gender, ensuring both men and women have the same access to educational facilities, and considering safety and security issues for travelling, as research has shown that women experience more perceived safety issues when travelling alone than men.	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective).

Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
On the Isle of Wight 5.2% of the population were born outside of UK, compared to 14% for England, with 0.3% of population who cannot speak English well or at all, compared to 1.7% in England[8]. People on the Isle of Wight have a greater level of religious affiliation than in England. On the Isle of Wight, the majority of the population are Christian 60.5%, compared to 59% for England and 28.9% declared that they have no religion compared with 25% in England. On the Isle of Wight, 13.8% of the population was income-deprived in 2019. Of the 316 local authorities in England (excluding the Isles of Scilly), Isle of Wight is ranked 95th most income-deprived. Of the 89 neighbourhoods on the Island 15 were among 20% most income-deprived and only 1 was in the 20% least income-deprived in England. **Likely evolution of the baseline** Uncertain – it is unclear how economic uncertainties will impact on the diversity of the IoW, though it is considered that the Island will likely remain less diverse than the UK as a whole. It is also unclear how economic uncertainties (relating to Covid-19 and Brexit as well as other global issues as of October 2021) will be reflected in deprivation across the area – it is anticipated that on the whole, the Island will improve in terms of wealth in relation to the rest of the UK, but increased deprivation could be manifested in pockets.		
Population and Community Safety The Isle of Wight has a lower crime rate than England, with 64.5 crimes recorded per 1,000 people in comparison to England which has 77.6 crimes per 1,000 people. The most common type of victim-based crime in England is theft offences (32.1 per 1,000 people) followed by violence against the person (29.5 per 1,000 people). During the Covid-19 nation-wide lockdown, crime numbers have fallen by 28%. The Isle of Wight's Community Safety Partnership stated that crime fell by 7.8% on the Island and nationally there has been a 13.1% reduction. Lockdowns resulted in fewer opportunities for crimes to take place as people remained in their homes and businesses were closed. Although there has been a reduction overall, some areas	The LTP should consider interventions that engender a sense of safety and reduce crime and fear of crime through indirect measures via incorporation of design features such as additional lighting, CCTV and rapid response by police / security on transport, active street frontages, development reaching 'secured by design' standards).	Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)

[8] 2552-Census-Atlas-2011-Section-2-Population-religion-and-ethnicity.pdf (iow.gov.uk)

Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
have seen an increase in activity including antisocial behaviour, drug offences and domestic abuse[9]. On the Island first time entrants to the youth justice system and first-time offences are significantly lower than that of the National average. Crime rate on the Isle of Wight is 40.9 per 1,000 and ranks 9th out of 53 countries (England and Wales). The British Crime Survey reports that only 43% of violence is reported to the police, which highlights the importance of developing ways to identify those at risk. **Likely evolution of the baseline** Stable / Uncertain – crime is closely linked to economic outcomes and it is unclear how economic uncertainties will be reflected in crime statistics. It is noted, for example, that reports of sexual harassment on public transport have jumped 63% across Britain, comparative to pre-COVID 19. Overall, it is anticipated that the Isle of Wight will continue to have a lower crime rate relative to other parts of England. Nevertheless, the LTP should consider interventions that engender a sense of safety and reduce crime and fear of crime through indirect measures via incorporation of design features such as additional lighting, CCTV and rapid response by police / security on transport, active street frontages, development reaching 'secured by design' standards). Interventions that discourage incidences of anti-social behaviour and opportunistic crime, often attributed to 'boredom' or a 'lack of things to do', through increasing accessibility to community facilities, especially open and green space and leisure facilities. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)		

[9] How Covid has hit Isle of Wight crime rates | Isle of Wight County Press

6.6. Population and Health

As set out in Section 3, Health Impact Assessment (HIA) is a practical approach used to judge the potential health effects of a policy, programme or project on a population, particularly on vulnerable or disadvantaged groups.

From a review of the population and human health baseline (presented in Appendix F) for the Isle of Wight, it has been possible to identify a number of groups who, along with the population as a whole (wider groups) could be considered sensitive or vulnerable in terms of their health and wellbeing. These groups and the rationale for their identification is outlined in Table 6-2 below.

Table 6-2 - Isle of Wight Vulnerable Groups

Groups	Relevant receptor / medium	Explanation	Are these groups present within the Isle of Wight?
Wider Groups – adults / working people	Residents living in houses, operators and users of community land and facilities, business owners and users, users of open space, recreation and leisure activities, Non-motorised Users (NMU), public transport users and vehicle travellers	The key challenge to the physical health, mental and social wellbeing of the local resident population arises from inactivity and unhealthy lifestyle choices and are also linked to the local transportation and road network. Residents of properties in the wider study area, employees and customers at the retail, commercial and industrial businesses interspersed throughout the area, walkers and cyclists using recreation routes and the local footpath and cycleway network, visitors to nearby visitor attractions, and public transport users are likely to be most exposed to health impacts.	Yes – The Isle of Wight has an estimated population of 141,771 in 2019. The overall proportions for the male/female population are broadly similar when comparing the Island with those rates seen at a regional level and for England as a whole[10]. As would be anticipated, the population profile covers all age groups, though there is a general trend toward an aging population. Over 1 in 4 (28.3%) of the IoW population are aged 65 years and over, compared to the England average of 18.4%. 3.8% of the IoW population are aged 85 years and over, compared to an England average of 2.5%)[11].
Sensitive Group - Families with children and adolescents, (pregnant women, babies, children and adolescents)	Residential houses, community services and facilities, open space, greenspace and recreational facilities, PRoW, local footpaths and cycleways, Schools nurseries, day care centres, residential houses	Children and adolescents constitute a sensitive population group due partly to their need to be able to move around freely to and from school, open space, greenspace and recreational activities, whilst they lack the experience and judgement displayed by adults when moving	Yes – within the population of the Isle of Wight children between the ages of 0-15 make up 15.5% of the population, though this is lower than the England average of 19.2%[19] Numbers within this age

[10] https://www.iow.gov.uk/azservices/documents/2552-Demographics-General-population-October-2011-Done.pdf
[11] Public Health England, Local Health, 2019 Local Health - Public Health England - Indicators: maps, data and charts
[19]

		around in traffic and public spaces[12] and when using public transport and related infrastructure. Hence, children and adolescents as pedestrians[13] and cyclists are at elevated risk from danger distributed by motorised transport. Furthermore, children are more sensitive than adults to air pollution[14], noise[15], odour[16] and other environmental factors and their bodies and minds are less able to deal with them. Particularly susceptible children are those from low-income[17] and/or black and minority ethnic (BME) backgrounds[18] and/or living in deprived areas.	group are 21,974 (2019 – Isle of Wight CCG)[20]
Sensitive Group – People who are physically or mentally disadvantaged (elderly people, people with physical disabilities, people with other health problems or impairments)	Residential houses, retirement / Care homes, community services and facilities (including health centres / clinics and hospitals), open space, PRoW and local footpaths	Elderly people constitute a sensitive group as they are more sensitive than young and middle-aged adults. Generally, the older people are, the slower their movement and reactions and the poorer their hearing[21]. They can be more at risk from injury and may fear falls, steps or lack of suitable footpaths, lack of safe crossing points and short crossing times at safe crossing points and other aspects of the surrounding built environment[22]. This can deter them from outdoor activity, especially walking, whereas walking is critical for muscle strength and reduces the risk of falls amongst other benefits.	Yes – the population on the Isle of Wight in the age range 65+ years is currently 28.3% (nearly 10% higher than the national average at 18.4%). Numbers in this age group are 40,121 (2019 – Isle of White CCG) and are anticipated to grow over the next 10 years. Numbers of 65–84-year-olds are expected to increase by 20%, while the over 85s will increase by 24%)[29].

[12] World Health Organisation (2018, December) Adolescents: health risks and solutions (https://www.who.int/news-room/fact-sheets/detail/adolescents-health-risks-and-solutions)
[13] Child Accident Prevention Trust (2013) Child death from road traffic accidents (http://makingthelink.net/child-deaths-road-traffic-accidents)
[14] World Health Organisation (2018) Air pollution and child health: prescribing clean air (https://www.who.int/ceh/publications/air-pollution-child-health/en/)
[15] World Health Organisation Data and statistics (http://www.euro.who.int/en/health-topics/environment-and-health/noise/data-and-statistics)
[16] Agency for Toxic Substances and Disease Registry (2015, October) (https://www.atsdr.cdc.gov/odors/faqs.html)
[17] British Medical Journals, Wickham. S, Anwar. E, Barr.B, Law. C, Taylor-Robinson.D (2016, July) Poverty and child health in the UK: using evidence for action (https://adc.bmj.com/content/101/8/759)
[18] Parliamentary Office of Science and Technology (2007, January) (https://www.parliament.uk/documents/post/postpn276.pdf)
[20] Public health England (Local Health - Public Health England - Indicators: maps, data and charts)
[21] Transport for London (2013, April) Older Pedestrians and Road Safety, Research Debrief (http://content.tfl.gov.uk/older-pedestrians-research-report.pdf)
[22] Asher. L, Aresu. M, Falaschetti. E, Minell. J (2012) Most older pedestrians are unable to cross the road in time: a cross-sectional study (http://ageing.oxfordjournals.org/content/41/5/690.full.pdf+html?sid=4b5142fa-92a1-4cd5-80b1-4eb35701432e)
[29] Isle of Wight Joint Strategic Needs Assessment 2017/2018 2552-Isle-of-Wight-Demographic-and-Population-factsheet-2017-18-FINAL-SS.pdf (iow.gov.uk)

		Elderly people can also feel more sensitive when using public transport[23,24]. They also often need to seek health services. Their continuing independence at home is often dependent on having available a range of transport mode and route options. People who are disabled and/or with physical and/or mental illnesses or impairments constitute a sensitive group as they may not be able to access many forms of transport or need special arrangements and/or support to access these[25]. They are more likely to find it difficult to walk or travel independently and can also be disadvantaged by the cost of transport. Any changes in access, such as greater travel distances, diversions or replacement services during construction would have particular impacts on this group. Chronically ill persons, for example, people with impaired lung function, can be more adversely affected by air pollution[26]. The same is true of hypersensitive individuals such as asthmatics[27]. Noise can cause hypertension and cardio-vascular problems[28]. Those who already have these conditions can be more troubled by noise than others. People with existing physical and mental illnesses, including sleep disturbance, anxiety and depression, are likely to be more sensitive to changes to their local environment.	22.6% of the population on the Isle of Wight (32,040 people) are considered to have a limiting long term illness or disability[30].
Sensitive Group - People who	Residential houses, community services and facilities, local businesses, open	People on low incomes (living in deprived areas is a proxy measure for low income) and people without access to a car constitute a sensitive	Yes – the percentage of people considered in Income Deprivation on the Isle of Wight is

[23] Shrestha.B.P, Millonig.A, Hounsell.N.B, McDonald.M (2017) Review of Public Transport Needs of Older People in European Context (https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5656732/)
[24] https://www.ageuk.org.uk/globalassets/age-uk/documents/reports-and-publications/reports-and-briefings/active-communities/rb_june15_the_future_of_transport_in_an_ageing_society.pdf (page 10)
[25] House of Commons Briefing Paper (2018, October) Access to transport for disabled people, Number CBP 601 (https://researchbriefings.files.parliament.uk/documents/SN00601/SN00601.pdf)
[26] DEFRA UK AIR, Air Information Resource, Effects of air pollution (https://uk-air.defra.gov.uk/air-pollution/effects)
[27] Asthma UK (https://www.asthma.org.uk/advice/triggers/pollution/)
[28] Munzel T, Schmidt FP, Steven S, Herzog J, Daiber A, Sorensen M. Environmental Noise and the Cardiovascular System. J Am Coll Cardiol. 2018;71(6):688-97 (Extract from Journal of the American College of Cardiology 2018; http://www.intuition-physician.com/wp-content/uploads/2018/05/Evironmental-Noise-and-Cardiovascular-Health.pdf)
[30] Local Health - Public Health England - Indicators: maps, data and charts

are materially disadvantaged	space, greenspace and recreational facilities, PRoW, local footpaths and cycleways, public transport, bus stops	group as they are likely to walk further because they cannot afford public transport or to own a car, and their lack of transport options may limit life and work opportunities. Those on low incomes may be less able to adapt to changes in access, such as greater travel distance or alternative transport provision. People living in deprived areas tend to suffer the most from road traffic incidents (deaths and injuries), noise and air pollution, as they tend to be characterised by high traffic volume, as well as other environmental burdens such as industrial facilities. This group is generally more likely to already have reduced access to health and social care as well as reduced access to other services and amenities. This group may have increased stress levels due to the factors above. In addition, this group is more sensitive to food insecurity, which has an access dimension.	13.8% (19,564 people), this is higher than the national average of 12.9%. 25,518 children (18%) are considered to live in Child Poverty along with 18,713 Older people in Deprivation (13.2%) (2019)[31]. Both these figures are higher than the national average. It is noted that on the whole (in comparison to England or the UK as a whole), Hampshire has high levels of deprivation but these are concentrated in pockets focused in a few urban neighbourhoods mainly in the north and south of the Island for example Newport East, Newport South, Godshill and Wroxall, Wippingham and Osborne, East Cowes, Ryde North West, Ventnor East and Sandown North.
Sensitive Group – People from black and minority ethnic backgrounds	Residents living in houses, operators and users of community land and facilities, users of open space, recreation and leisure activities, Non-motorised Users (NMU), public transport users and vehicle travellers	There is a general consensus that inequalities exist in the health and healthcare experiences of ethnic minority groups in England[32]. Access to primary health services is generally equitable for ethnic minority groups, but this is less consistently so across other health services. People from the gypsy or Irish traveller, Bangladeshi and Pakistani communities have the poorest health outcomes across a range of indicators and compared to white populations, disability-free life expectancy is estimated to be lower among several ethnic minority groups. While the incidence of cancer is highest in the white population, rates of infant mortality, cardiovascular disease (CVD) and diabetes are higher among black and south Asian groups. CVD and diabetes cause significant morbidity among these	Yes – 2.7% of the Isle of Wight population (3,827 people) are considered to fall within the Black and Minority Ethnic Population (2011)[34]. This is significantly lower than the English average of 14.6%.

[31] Local Health - Public Health England - Indicators: maps, data and charts
[32] BME_needs_assessment_final.pdf (derbyshire.gov.uk)
[34] Local Health - Public Health England - Indicators: maps, data and charts

	groups, much of which can be prevented by public health measures aimed at tackling risk factors such as obesity, poor diet, inadequate physical activity and smoking[33].

6.7. Population and Equalities

As discussed in Section 3, in accordance with the Equality Act (2010) Act, EqIA considers there to be nine relevant 'protected characteristics' as follows:

- Age;
- Disability;
- Gender;
- Gender reassignment;
- Marriage and Civil Partnership;
- Pregnancy and maternity;
- Religion or belief;
- Race; and
- Sexual Orientation.

The local Government Equality Duty (as set out in the Equality Act 2010) sets out a clear expectation that each year data on the nine protected character groups is collected by local authorities and published. The latest update by the IoWC was provided in 2019[35] and is summarised in Table 6-3 below.

Table 6-3 - Isle of Wight Protected Characteristics overview (January 2019)

Protected Characteristic	Isle of Wight presence
Age	The Isle of wight has a fairly even distribution of children and young adults and a smaller proportion of older adults. This is typical in developed countries and suggests a lower birth rate and a high quality of life overall. Dissimilar to the national averages, there is a significant proportion of older adults which would normally indicate a shrinking population if total population was only influenced by natural change (births and deaths). It is recognised on the Isle of Wight that the main confounding factor is internal migration flows. This is a combination of inward net migration of older adults from other parts of the UK, and outward net migration of young adults to the rest of the UK and abroad. • Population aged 0 – 4 years: 4.4% (English average 5.9%) • Population aged 5 – 15 years: 11.1% (English average 13.4%) • Population aged 16 – 24 years: 8.3% (English average 10.6%) • Population aged 25 – 64 years: 47.8% (English average 51.8%) • Population aged 65 years and over: 22.5% (English average 19.0%)36 This difference in age of the population has resulted in a smaller proportion of economically active adults on the Isle of Wight compared to the national average and the South East region resulting in less economic activity.
Disability	More than 10 million people are limited by their daily activities in England and Wales in the UK in 2011.The 2011 Census asked a question about whether day-

[33] The health of people from ethnic minority groups in England | The King's Fund
[35] 2552-Equality-Diversity-Factsheet-Jan-2019-v2.pdf (iow.gov.uk)
[36] Local Health - Public Health England - Indicators: maps, data and charts

	to-day activities were limited by a health problem or disability which has lasted or is expected to last 12 months or more. A higher proportion of people living on the Isle of Wight (22.6%) say that their day-to-day activities are limited a lot or a little by long term health conditions the South East (15.7%) or England & Wales as a whole (17.9%).
Gender	Based on ONS Mid-2017 Population Estimates, the Isle of Wight ratio of males (48.9%) and females (51.1%) of all ages is moving towards one of equality, which is similar to the national picture (Males 49.4% and females 50.6%). On the Island, males outnumber females for each year of age from 0 to 26, apart from ages 2, 15 and 18, and, apart from ages 52 and 59, females outnumber males in each year of age from 39 upwards. This is similar to England as a whole where males outnumber females each year from 0 to 32 (apart from 30) and females outnumber males from age 33 upwards.
Gender reassignment	Transgender status applies to people "whose gender identity and/or gender expression differs from their birth sex". Gender Identity Research and Education Society (GIRES) is a UK wide organisation whose purpose is to improve the lives of trans and gender non-conforming people of all ages, including those who are non-binary and non-gender. They work in collaboration to empower and give a voice to trans and gender non-conforming individuals and their families. GIRES estimate 1% (650,000) of the UK population experience some degree of gender non-conformity. On the Isle of Wight this would approximate to 1,400 individuals experiencing some degree of gender non-conformity. GIRES also charts the growth rates of those seeking medical support in relation to transitioning. This has increased by 20% per annum among adults (who currently account for the majority cases) and 50% per annum among young people with about 26,000 individuals seeking medical care across the UK.
Marriage and Civil Partnership	After a three-year rise, on the Isle of Wight, 2018 has seen a decrease in the number of ceremonies, however, this may be due to the churches not yet supplying their total numbers for the year at the time of writing. Nationally, the most recent data currently available is from 2015. There were 239,020 marriages between opposite sex couples in 2015, a decrease of 3.4% from 2014; and 0.8% lower than in 2013. There were 6,493 marriages between same sex couples; 56% of these were female couples and 44% male couples. Just 44 of these ceremonies were religious ceremonies. Nationally, marriage rates for opposite-sex couples are now at their lowest level on record following a gradual long-term decline since the early 1970s.
Pregnancy and maternity	Data for 2017 shows a small increase in live births on the Isle of Wight from 1,142 in 2016 to 1,230 in 2017. The Isle of Wight has a higher proportion of younger mothers than both the South East and England – 14.6 mothers aged under 20 years old per 1,000 females of that age. This compares to a rate of just 9.8 for the South East region and 12.5 in England. n 2017, the largest variation between areas is in the 20-24 category, with a rate of 86.0 mothers in every 1,000 females for the Isle of Wight compared to just 46.8 for South East, and 53.4 for England. Young mothers can often lack access to key sources of information such as antenatal classes and peer support programmes, friends with children, family and other support networks which enable breastfeeding. On the Isle of Wight, the percentage of mothers who are breastfeeding at initiation (within 48 hours) has fallen from a high of 81.1% in 2010/11 to 66.4% in 2016/17 which is different from the national trend which is gradually increasing.
Religion or belief	At the time of the 2011 Census, approximately 138,000 Island residents gave an indication of their religious faith (voluntary question in the survey). There was a drop in the population reporting as 'Christian' from 73.7% in 2001 to 60.5% in

	2011, which represents a reduction of 13.2 percentage points. This was mainly due to a decline in religious affiliation as those residents responding with 'no religion' rose by 12.3 percentage points to 29.6%. Between 2001 and 2011 there were also modest rises in the number of Buddhist, Muslim and Hindu residents (all had 0.1% increases). There also appears to be a diversifying belief system locally with a small rise in those who identified as 'other religion' (0.2%).
Race	The overwhelming majority of the Isle of Wight in 2011 identified themselves as White-British (94.8%) however this has reduced by two percentage points from the 2001 Census (96.8%). There are signs of a diversifying population on the Isle of Wight, with the non-white ethnic population more than doubling from 1.3% in 2001 to 2.7% in 2011 (compared with an increase from 8.7% to 14.1% for England as a whole). The largest increase in ethnic minority populations on the Isle of Wight between 2001 and 2011 identified themselves as 'Other Asian' with a small increase of 0.45 percentage points. 'Other Asian' refers to any Asian country other than India, Pakistan, China or Bangladesh.
Sexual Orientation	This relates to whether a person's sexual attraction is towards their own gender, the opposite gender, or to both genders. Currently there is no best source of information on the numbers of Lesbian, Gay or Bisexual (LGB) people living in the local population. The 2011 Census offered a picture of the number of couples living in same sex civil partnerships households, but this is an incomplete picture with only 65 households. Public Health England published updated modelling estimates for LGB population estimates based on age, gender and ethnicity in February 2017. Using those estimates based on age (as that is the characteristic which shows the greatest variation on the Isle of Wight) then the estimated population of LGB in over 18s is just over 3,100. Stonewall, a leading equal rights charity recognise that LGB levels are under-reported and therefore a more likely figure is around 5-7% of the population. Stonewall estimate there are around 3.7 million gay people in Britain. On this basis, figures for the Isle of Wight would be nearer 8,000.

7. ISA Framework

7.1. Introduction

In order to follow good practice in sustainability appraisal, a number of bespoke sustainability objectives have been developed for the ISA. These ISA objectives reflect the sustainability objectives the LTP4 should be aiming to achieve and the areas of sustainability that the LTP4 is expected to impact upon or have an influence on. The expectation is that even though some objectives may not be within the LTP4's direct remit, the LTP4 should be able to influence the direction of change through setting out clear policies and approaches which could inform the work of Isle of Wight Council's partners.

7.2. Assessment Framework

The ISA Framework is a key component in completing the ISA, through providing a set of ISA objectives against which the performance of the LTP4 can be predicted and evaluated.

The ISA objectives for the LTP4 have been worded so that they reflect one single desired direction of change for the theme concerned and do not overlap with other objectives. They include both externally imposed social, environmental and economic objectives as well as others devised specifically in relation to the context of the LTP4. It should be noted that, from an assessment perspective, all ISA objectives are considered equally important to be achieved by the LTP4 and that there is no inherent prioritisation of objectives. The ultimate aim is for the LTP4 to achieve net benefits across the three dimensions of sustainability (environmental, social and economic dimensions).

In order to assess how each aspect of the LTP4 performs against each of the ISA objectives, a series of decision-making criteria have been developed. The decision-making criteria are a way of guiding the assessment. They are not the only considerations to be taken into account when determining likely effects arising from the LTP4, as it is unlikely that every relevant question can be known at this stage. However, they do provide a useful starting point and a transparent structure to help demonstrate how the assessment of the effects arising from the implementation of the LTP4 have been undertaken. As the ISA progressed, they also helped in the development of a set of indicators to be included in the monitoring programme at a later stage of the assessment process.

An ISA Framework of 16 objectives and associated decision-making questions has been drawn up, developed through the analysis of baseline information and identification of key sustainability issues and opportunities, as well as the review of relevant plans, policies and legislation. In addition, decision making questions have been identified to substantiate the proposed ISA Objectives and HIA and EqIA sub-objectives.

The proposed ISA objectives and associated Assessment Aid Questions are presented in Table 7-1. Table 7-2 to Table 7-4 show proposed EqIA, HIA and CSA sub-objectives and decision-making questions, respectively. Note that the application of the Framework in relation to HIA, CSA and EqIA Sub-Objectives will be considered ‘in the round’ and a judgement made as to how well that aspect of the LTP4 being considered performs. This will result in a summary score that will be reported in the main ISA Framework Assessment against the related ISA objective, with appropriate commentary – see below for detail of the application of the ISA Framework.

It is also to be noted that there is a certain degree of cross-over of Assessment Aid Questions within the ISA Framework i.e., the same question is asked across a number of Objectives. The rationale for this is that while the question may be the same, it is considered from a differing viewpoint and within a different context. This is the role of the Assessment Aid Questions i.e. to help consider all aspects of an Objective in arriving at an assessment of the performance.

Table 7-1 - ISA Objectives

No.	ISA Objective	Assessment aid questions	SEA topic (relevance to HIA, EqIA, CSA and HRA shown in brackets)
Environment			
1.	Protect and improve air quality	*Will the LTP:* • Reduce emissions of pollutants from transport? • Improve air quality? • Promote the use of low emission or zero emissions vehicles? • Reduce traffic growth and congestion and promote more sustainable transport patterns across the Isle of Wight? • Promote walking and cycling and improve infrastructure for these forms of travel? • Promote enhancements to green infrastructure networks to facilitate increased absorption and dissipation of nitrogen dioxide and other pollutants? • Contribute to the National Air Quality Objectives and avoid the need to designate any AQMA's on the Island?	Air Quality; Biodiversity; (Health ISA Objective 14; Equalities ISA Objective 15 and sub-objectives)
2.	Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	*Will the LTP:* • Reduce the need to travel? • Promote the use of sustainable forms of transport and reduce car use? • Promote better coordination and integration of different transport modes? • Encourage greater carbon efficiency in the movement of goods and people? • Encourage use of new low or zero carbon transport technologies (EV, hydrogen)? • Encourage use of the transport estate for low carbon energy generation? • Contribute to necessary removal of residual carbon emissions from the atmosphere? • Identify opportunities to enhance carbon removal through enhancing green infrastructure? • Identify initiatives aiming to reduce traffic speed in residential areas without increasing carbon dioxide emissions?	Climatic Factors; Biodiversity; Air Quality

No.	ISA Objective	Assessment aid questions	SEA topic (relevance to HIA, EqIA, CSA and HRA shown in brackets)
		• Encourage greater and more robust digital connectivity to allow increased uptake of home working, home schooling, online commerce and online health services? • Support provision of delivery consolidation centres and encourage goods delivery mode-shift? • Reduce embodied and operational carbon through the design of new transport infrastructure?	
3	Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	*Will the LTP…* • Minimise the risk of flooding through design and implementation of SuDS and upstream storage NFM when possible? • Minimise the risk of flooding by avoiding areas of flood risk / flood plain when possible? • Ensure provision of appropriate compensatory measures are in place when there is no other option to landtake from areas of flood plain? • Lead to development that is flood resilient over its lifetime, taking into account the effects of climate change, without increasing the flood risk elsewhere and identifying opportunities to reduce the risk overall? • Encourage design for successful adaptation (including through green and blue infrastructure) to the predicted changes in weather conditions and frequency of extreme events (freezing, heat waves, intense storms), from a changing climate?	Climatic Factors; Water; Material Assets
4	Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	*Will the LTP…* • Lead to the direct physical loss of valued habitat and populations of protected/scarce species? • Avoid indirect damage or disturbance to valued habitat and populations of protected/scarce species? • Protect the integrity of designated sites including enhancement for, SSSIs, Local Wildlife Sites and National Nature Reserves, including those of potential or candidate designation? • Manage highway operational and maintenance pressures on designated sites and valued habitat and populations of protected/scarce species on locally designated sites, including Key Wildlife Sites and Local Nature Reserves?	Biodiversity; Climatic Factors; Air Quality

No.	ISA Objective	Assessment aid questions	SEA topic (relevance to HIA, EqIA, CSA and HRA shown in brackets)
		• Provide opportunities to improve / enhance sites designated for nature conservation? • Protect the integrity of Ancient Woodlands / aged or veteran trees? • Protect and enhance the Isle of Wight's ecological networks (the Nature Recovery Network)? • Protect and enhance priority habitats, and the habitat of priority species? • Protect areas designated as Natural Greenspace? • Protect and enhance green infrastructure and avoid severance of habitats links? • Minimise habitat fragmentation and severance of species migration and commuter routes? • Promote new habitat creation or restoration and linkages with existing habitats?	
5	Protect and enhance sites designated internationally for nature conservation purposes	*Will the LTP…* • Protect (directly or indirectly) European sites (SAC, SPA, Ramsar, including those of potential candidate designation) identified as part of the HRA screening process? • Take on board the HRA findings and recommendations? • Support continued improvements to the status of the internationally designated nature conservation sites (and potential candidate sites) present?	Biodiversity; Climatic Factors; Air Quality
6	Protect, enhance and promote geodiversity	*Will the LTP…* • Protect or enhance SSSIs designated for their geological interest? • Promote or enhance accessibility to the Island's designated sites of geological interest? • Seek to avoid the degradation and removal wherever possible of Regionally Important Geological and Geomorphological Sites (RIGS)?	Landscape
7	Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	*Will the LTP…* • Affect the integrity of designated heritage assets and their settings (such as Scheduled Monuments, Listed Buildings and structures, Registered Parks and Gardens, Registered Battlefields and Conservation Areas)?	Cultural Heritage; Landscape / Townscape

No.	ISA Objective	Assessment aid questions	SEA topic (relevance to HIA, EqIA, CSA and HRA shown in brackets)
		• Affect the significance of non-designated heritage assets (e.g. locally important buildings and archaeological remains, including newly discovered heritage assets) and their settings? • Lead to harm to the significance of heritage assets, for example from the generation of noise, pollutants and visual intrusion? • Maintain or improve access to heritage assets? • Promote transport schemes which tackle traffic congestion on the Islands historic villages, towns and cities? • Maintain or improve the interpretation, understanding and appreciation of the significance of heritage assets?	
8	Protect and enhance the character and quality of landscapes, townscapes and visual amenity	*Will the LTP…* • Protect or enhance nationally and locally designated landscapes and townscapes and their settings? • Conserve, protect and enhance natural environmental assets (e.g. parks and green spaces, common land, woodland / forests etc)? • Be consistent with the management plan, objectives and other guidance of relevant National Landscapes? • Promote / protect Public Rights of Way (PRoW)? • Affect the intrinsic character or setting of local landscapes or townscapes through changes to views or indirectly through changes to tranquility, light pollution and traffic?	Landscape / Townscape; Biodiversity; (Health ISA Objective 14; Equalities ISA Objective 15 and sub-objectives)
9	Protect and enhance the water environment	*Will the LTP…* • Protect ground and surface water quality in line with Water Framework Directive (WFD) requirements? • Safeguard the availability of water resources (surface and groundwater)? • Protect and enhance green infrastructure contributing to improvements in the quality of surface water run-off? • Promote the minimisation of the use of impermeable hard surfacing and promote the use of SuDS and upstream storage (Natural Flood Management - NFM)?	Water; Biodiversity

No.	ISA Objective	Assessment aid questions	SEA topic (relevance to HIA, EqIA, CSA and HRA shown in brackets)
		• Provide opportunities to improve Green / blue infrastructure? • Provide opportunities to improve WFD water body status? • Promote use of SuDS in appropriate places, recognising that these may not be suitable for areas that are contaminated?	
10	Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	*Will the LTP…* • Assist in facilitating the re-use of previously developed land? • Seek to remediate contaminated land? • Avoid permanent (irreversible) loss of the most highly productive agricultural soils? • Avoid transport-related infrastructure development upon the best and most versatile agricultural land? • Ensure the protection of soil resources and reduce soil quality degradation during transport-related infrastructure construction activities? • Avoid the sterilization of viable mineral resources?	Landscape, Soils
11	Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	*Will the LTP…* • Seek to reduce the consumption of primary, natural resources through encouraging the use of recycled and / or secondary materials with transport-related infrastructure projects? • Encourage resource efficiency during the whole project life cycle of transport-related infrastructure projects i.e. from concept through design and operation to decommissioning? • Seek to reduce fuel use through fuel efficiency measures and a shift towards more sustainable forms of transport in the delivery of transport-related infrastructure projects; • Improve accessibility to the county's waste management infrastructure, particularly those facilities that support recycling, composting and material recovery; • Promote the use of local suppliers that use sustainably-sourced and locally produced materials with transport-related infrastructure projects? • Promote increasingly more sustainable waste management practices with transport-related infrastructure projects in line with the waste hierarchy?	Material Assets

No.	ISA Objective	Assessment aid questions	SEA topic (relevance to HIA, EqIA, CSA and HRA shown in brackets)
		• Support the delivery of a network of sustainable waste management facilities and mineral infrastructure needed to deliver growth? • Promote a Circular Economy?	
Economic			
12	Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	*Will the LTP…* • Support economic activities in areas of high growth pressures? • Support economic activities in rural areas? • Support improved availability and accessibility to good quality education, training and employment opportunities, particularly in high unemployment areas? • Contribute to establishing an effective transport network that increases investment? • Reduce congestion and improve / enhance journey time reliability on the highways and rail network? • Support the development of transport solutions which integrate with digitally smart networks?	Population; (Health ISA Objective 14; Equalities ISA Objective 15 and sub-objectives)
13	Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	*Will the LTP…* • Support the development of EV charging networks and integrate these with new developments? • Support the development of new compact, higher density mixed use development that reduces the need to travel by private car, coordinated with public transport and active travel / walking and cycling infrastructure and results in shortened trip distances, particularly for employment and education purposes? • Support digital integration to optimise use of energy systems and provide integrated real time transport information to inform decisions • Support housing and employment development in areas that are or will be served by rail transport or other forms of public transport? • Support the development of electric transport solutions which integrate with local virtual energy networks?	Population

No.	ISA Objective	Assessment aid questions	SEA topic (relevance to HIA, EqIA, CSA and HRA shown in brackets)
		• Minimise cumulative and synergistic effects resulting from the in-combination effects of transport proposals and new development areas?	
Social			
14	Improve health and well-being for all citizens and reduce inequalities in health *(HIA specific objective)*	*Will the LTP...* • Promote health and well-being, including of vulnerable groups (children and adolescents; older people; disabled people and people with long term health conditions; low-income groups and communities with high levels of deprivation; cyclists, pedestrians, commuters by public transport, drivers) and of the wider population (residents, workers, commuters, tourists and visitors)?	Human Health (See also sub-objectives)
15	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society *(EqIA specific objective)*	*Will the LTP...* • Promote greater equality of opportunity to the varying age groups of residents (such as the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	Population (See also sub-objectives)
16	Promote community safety and reduce crime and fear of crime for all citizens *(CSA specific objective)*	*Will the LTP...* • Improve safety of the transport network? • Improve personal security on public transport accessing key services, facilities and amenities? • Lead to a reduced crime rate and a reduction in anti-social behaviour? • Reduce the risk of being injured or killed on the road? • Promote initiatives that enhance safety and personal security for all, without fear or hindrance from crime and disorder? • Promote the application of 'Secured by Design' principles aimed at designing out crime and reducing the fear pr perception of crime in transport development schemes? • Contribute to improvements to levels of natural surveillance in the public realm to create a more welcoming environment for travel, physical activity, and accessing key services, facilities and amenities?	Population (See also Safety sub-objectives)

Table 7-2 - HIA Objectives

HIA Objective	HIA sub-objectives	Assessment aid questions
Improve health and well-being for all citizens and reduce inequalities in health	Improve accessibility to health and leisure services and facilities and amenities for all	*Will the LTP...* • Ensure that (new and existing) developments are accessible (particularly on foot, by cycling or public transport) to health and care services, education, employment and other essential services, particularly for the most vulnerable groups? • Promote and enable measures to help all residents to adopt healthy lifestyles (e.g. active travel through walking and cycling)? • Promote accessibility (particularly on foot or by cycling or public transport) to open space and recreational activities (e.g. playing fields, sports facilities, footpaths etc), particularly for vulnerable groups? • Protect and enhance green infrastructure, a network of linked, multifunctional green spaces in and around the area's towns and cities, thus creating new or improved public green space? • Support publicity or awareness-raising campaigns and/or education and practical offers to promote active modes of transport or physical activity? • Provide overall accessibility improvements that improve the quality of life of users and therefore benefits health of residents?
	Improve affordability of transport	*Will the LTP...* • Provide affordable transport options to ensure accessibility to vital health services, work, education, social / leisure activities? • Provide affordable transport options to ensure accessibility to key facilities such as open spaces, employment locations etc.? • Promote use of technology to reduce transport costs for users i.e. MaaS, integrated ticketing and smart cards? • Provide transport services that provide appropriate and/or statutory fare structures (i.e. concessionary fares on public transport services) to ensure the most vulnerable groups in terms of health (children, older), can afford to use transport options to access healthcare and other key facilities?
	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	*Will the LTP...*

	• Provide initiatives that enhance road safety and therefore reduce the number of accidents, particularly for vulnerable users– children, older people, disabled people, and those in deprived areas?
Reduce severance	*Will the LTP...* • Improve access to essential facilities such as healthcare services to reduce any existing severance issues? • Reduce the physical and perceived impact of the transport system on the local environment? (particularly for the most vulnerable population in terms of severance and health – including older and disabled people)
Improve connections between and within communities	*Will the LTP...* • Provide opportunities to travel within and between communities? • Provide increased opportunities to improve social interactions?
Reduce air, noise, odour and light pollution from transport	*Will the LTP...* • Aim to minimise air, noise, odour and light pollution during construction and operation? • Reduce transport impact on air quality and noise, particularly around vulnerable users such as children, older people and deprived areas? • Promote practices, equipment and materials which reduce vibration and air, noise, odour and light pollution to assist in improving health levels?
Improve access to active travel modes?	*Will the LTP...* • Increase opportunities to access active travel modes that may help to improve health outcomes?
Improve access to public transport	*Will the LTP...* • Increase opportunities for all members of society to access public transport options, particularly those more vulnerable or isolated members of the community, as well as those who may have difficulty using active travel modes?

Table 7-3 - EqIA Objectives

EqIA Objective	EqIA sub-objectives	Assessment aid questions
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve accessibility to services, facilities and amenities for all, in particular by active travel modes	*Will the LTP...* • Improve access to essential facilities, including employment, healthcare and education, particularly for those in the most deprived areas (20% most deprived nationally), older and disabled people? • Improve public realm and overall environment including green infrastructure in the most deprived areas (20% most deprived nationally)? • Improve walking, cycling and public transport measures in the most deprived areas (20% most deprived nationally)? • Provide transport services/ initiatives that are accessible and affordable for all, including those with a physical or learning disability and those with limited mobility? (this includes physical access to services and provision of accessible information on transport service) • Provide transport services that are welcoming for all groups of society to increase availability of travel options? • Provide initiatives that improve perceptions of transport, and therefore increase range of travel options available? • Take due regard of requirements for travel by disabled and mobility impaired people? • Provide initiatives to encourage access to and uptake of Public Transport for those whose first language may not be English?
	Improve affordability of transport	*Will the LTP...* • Provide transport services that are financially accessible for all, specifically those in the most income deprived areas nationally or those on limited incomes? • Provide transport services or initiatives that improve the affordability of travel options in the area, specifically the most deprived areas and vulnerable users? • Provide transport services that provide appropriate and/or statutory fare structures for vulnerable users (i.e. concessionary fares on public transport services)? • Promote use of technology to reduce transport costs for users i.e. MaaS, integrated ticketing and smart cards?

Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	*Will the LTP...* • Ensure safe paths for walking and cycling? • Ensure initiatives aiming to reduce traffic speeds in residential areas and promote safer driving? • Promote road safety awareness for all, with particular emphasis on more vulnerable members of society such as children and young people and those with disabilities? • Reduce the total killed and seriously injured in traffic accidents, particularly for vulnerable users in terms of accidents - children, young males, older people and those from deprived areas? • Reduce the total slight casualties? • Improve the safety of vulnerable road users such as pedestrians, motorcyclists and cyclists?
Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	*Will the LTP...* • Increase provision of public transport (including frequency of service and extent of routes) in areas which have been more constrained in level of provision?
Reduce severance	*Will the LTP...* • Improve access to essential facilities to reduce any existing severance issues? • Improve accessibility between and within communities? • Improve access to information for all users to promote a range of travel options, including active travel, available for all? • Reduce the physical and perceived impact of the transport system on the local environment? (particularly for the most vulnerable population in terms of severance – including older children and disabled people)
Reduce air, noise, odour and light pollution from transport	*Will the LTP...* • Improve impact of transport on the local environment to create more welcoming areas for travel? • Provide transport options that improve / do not worsen air and noise pollution levels, particularly for the most vulnerable groups • Reduce traffic levels and congestion and promote more sustainable transport patterns across the area, particularly focusing on areas with low air quality (e.g. AQMAs)?

		• Promote sustainable travel to reduce the environmental impact of transport for vulnerable groups?

Table 7-4 - CSA Objectives

CSA Objective	CSA sub-objectives	Assessment aid questions
Promote community safety and reduce crime and fear of crime for all citizens	Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents	*Will the LTP...* • Provide initiatives that enhance safety on the transport network (including road safety) and therefore reduce the number of accidents, particularly for vulnerable users– children, older people, disabled people, and those in deprived areas?
	Improve actual and perceived safety and security issues	*Will the LTP...* • Promote the application of 'Secured by Design' in transport development schemes? • Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for travel, physical activity, and accessing key facilities? • Support improved personal security on public transport and at its facilities to improve accessibility to key facilities?

8. Assessment of Alternatives

8.1. Introduction

The Environmental Assessment of Plans and Programmes Regulations 2004 ("the SEA Regulations") require that when an environmental report on a proposed plan or programme is prepared, it must identify, describe and evaluate the likely significant effects of implementing reasonable alternatives to the plan or programme which it assesses, as well as the likely significant effects of the plan or programme itself. The analysis of reasonable alternatives is to take into account "the objectives and the geographical scope of the plan".

In line with the principles of good policy making and with the requirements of the SEA legislation, reasonable alternatives for implementing the aims of the LTP4 have been considered.

8.2. Defining the alternatives

Two alternative scenarios have been identified for the purposes of assessment. These are:

- Alternative 1: To continue under the present approach to planning and investment (Business as Usual); and
- Alternative 2: Implement the proposed LTP4

It is anticipated that the Business as Usual (Alternative 1) approach will continue with current transport trends in terms of:

- Trip numbers per person
- Average trip lengths
- Proportion of travel by walking/cycling/micromobility
- Proportion of travel by public transport/shared transport
- Steady increase in proportion of trips by EVs
- New infrastructure e.g. road schemes
- New sustainable travels schemes e.g. e-scooter hire and travel to school initiatives
- Trialling free 1 hour parking in town centres

It is anticipated that implementing the LTP4 policies (Alternative 2) will lead to:

- Fewer trips per person on average
- Shorter average trip lengths
- A higher proportion of trips by walking/cycling/micromobility
- A higher proportion of trips by public transport/shared transport
- A higher proportion of travel by electric car and by smaller cars
- An increase in the use of consolidation centres and electric vans/ e-Cargo bikes for last mile deliveries.
- A reduction in traffic congestion and smoother flowing traffic
- Potentially some new infrastructure to support the changes (e.g. cycle lanes, bus lanes, minor highway)
- More partnership working between LA (Local Authority) and operators

8.3. Assessing the alternatives

'Alternative 1 To continue under the present approach to planning and investment' and 'Alternative 2 To Implement the proposed LTP4' have been assessed against the ISA Framework. Note that this is a high level comparative assessment of the two Alternatives only with the purpose of identifying a preferred alternative in sustainability terms – the detailed policy approach to LTP4 is appraised in detail using the ISA Framework set out in Chapter 7.

As such, in consideration of two Alternatives, the assessment is undertaken in comparison of anticipated likely sustainability performance relative to each other and in order to draw comparison between Alternatives on a broad level, the following scale has been used:

Table 8-1 - Alternatives Assessment Scale

Scale	Description
Large Positive	A significantly positive outcome is anticipated
Positive	Minor positive outcome is anticipated
Neutral	This alternative is anticipated to have the same outcome
Negative	Minor adverse outcome is anticipated
Large Negative	A significantly adverse outcome is anticipated

The assessment has been undertaken by grouping ISA Objectives that are impacted in the same way by particular proposals.

1. **Protect and improve air quality**
2. **Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon target**

Alternative 1 – to continue under the present approach

At a national level, interventions have started to reduce the rate of greenhouse gas emissions and air quality is generally improving as industrial practices, energy sources and tighter environmental legislation have contributed to reductions in pollutants. However, poor air quality remains in local hotspots particularly in urban areas and along roads. It is important to note that no AQMAs have been declared on the Isle of Wight. However, Nitrous Oxide (NO2) monthly diffusion tube results from 2018 at a number of monitoring sites across the Island showed Fairlee Road in Newport to be above the NO2 objective result. It has also been reported that current climate change trends could mean that the Island sees days as hot as 40.7ºc by 2100[37]. It should be noted that even should the IoW stop producing greenhouse gases the trend would continue as it is a global problem which the IoW contributes to. It is anticipated that local instances of poor air quality could become more severe, though it is noted that measures are proposed at a National level which may help to address these, as the UK has adopted ambitious, legally-binding targets to reduce significantly emissions of NOx and four other damaging air pollutants. It is noted the Isle of Wight, as part of their Climate and Environment Strategy 2021 – 2030, are currently working toward increasing the number of rapid charging and fast charging electric vehicle charge points across the island. This would be done to encourage the uptake of EVs which will help to improve air quality and slow / reduce the increase in carbon emissions from the transport sector. This is one strategy being utilised in a bid to meet their aim of being Net Zero by 2030, following the IWC's declaration of a climate emergency. Interventions at the local and regional level have started to reduce the rate of greenhouse gas emissions however, the underlying trend points towards a slowing of emissions rather than reversal of trends. Alternative 1 is anticipated to result in new infrastructure such as roads schemes, with no clear focus on new approaches such as car clubs etc. There will be elements of sustainable modes and public transport, but no note is made as to how their use will be encouraged and therefore the proportion of travel by these modes may remain at current levels.

Alternative 2 – Implement LTP4

Implementation of LTP4 will result in fewer and shorter trips per person on average due to the focus on '20 minute neighbourhoods' and Healthy Streets approaches; and ensuring that new development is focussed around sustainable travel options. Combined, these measures will have significant beneficial effects in respect of improving air quality and reducing carbon emissions, due to a reduction in the number and length of trips and a shift away from private cars, with more activities within easy reach of public and shared transport provision. Active Travel key measures including new, cohesive and improved routes; supporting facilities; measures to encourage change on longer journeys; measures to increase awareness and safety; hire schemes; and E-cargo bikes will also reduce emissions and thereby improve air quality. There will also be measures to introduce Car Clubs and an increased focus on Public Transport such as improving, integrating and simplifying services, improving reliability, simplifying fares and expanding provision, as well as an increased focus on important demand management elements such as charging measures, altering parking, traffic calming and so on. Greater digital connectivity through extensive rollout of fibre broadband and 5G mobile coverage; and supporting development and raising awareness of online opportunities and services. will also be highly effective in reducing emissions (by reducing vehicle kilometres as people will be able to replace trips with online activity).

[37] What will climate change look like in your area? - BBC News – based on County Hall's P)30 1UD postcode

It is considered that implementing LTP4 will have a large positive effect on improving air quality and reducing carbon dioxide (CO2) emissions from transport and contributing to meeting net zero carbon target in comparison to continuing under the present approach.

ISA Objective	Alternative 1 – continue under the present approach	Alternative 2 – Implement LTP4
1. Improve air quality 2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon target	Negative	Large Positive

3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding

Alternative 1 – to continue under the present approach

The Isle of Wight is expected to follow the UK trends of climate change which is anticipated to bring hotter, drier summers; warmer, wetter winters; and rising sea levels. Increased amounts of infrastructure and other development would be expected to continue in the absence of the LTP4, including that directly related to the transport network. This can increase the risk of flooding and can also be vulnerable to a changing climate, though it is to be recognised that there are a range of ongoing flood alleviation / flood protection measures and projects across the Isle of Wight.

Alternative 2 – Implement LTP4

As with continuing under the present approach, new development promoted or enabled through LTP4 could have implications for flood risk and the threat of a changing climate. However, LTP4 notes sustainability / environmental measures that will work to address issues arising and minimise adverse and maximise beneficial effects. The LTP4 notes a number of measures to increase the resilience of the transport network to climate change which include ensuring sufficient shade and shelter on key walking routes and at bus stops, providing real time information to help passengers plan their journeys during extreme weather events when services may be disrupted and ensuring links to the mainland are more resilient. Other considerations include soft/permeable surfaces where relevant and sustainable urban drainage solutions in new infrastructure to reduce impacts off water run-off.

It is considered that implementing LTP4 will have a positive effect on the effects of a changing climate in comparison to continuing under the present approach.

ISA Objective	Alternative 1 – continue under the present approach	Alternative 2 – Implement LTP4
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	Negative	Positive

4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain
5. Protect and enhance sites designated internationally for nature conservation purposes
6. Protect, enhance and promote geodiversity

Alternative 1 – to continue under the present approach

On the Isle of Wight, there are a wide range of sites designated for nature conservation, including a number of sites designated for their importance at the very highest levels of international and national designation. In addition, there are also sites which are known for their geodiversity.

In addition to constant pressures from general development (direct and indirect), climate change, invasive alien species and inappropriate management practices, new transport interventions have the potential to impact on the sites of ecological or geodiversity value and the status and distribution of priority habitats and species as well as more generally on the network of linked multi-functional green spaces, comprising the local green infrastructure, through direct land take for infrastructure (which may contribute to fragmentation) and construction and operational disturbance (noise, vibration, light pollution, etc.) and emissions / contamination (air, water and soil), though they may also provide opportunities for enhancement. Increased accessibility to designated sites also has the potential to adversely impact on them. Direct road kill can also impact on some species. On the other hand, transport infrastructure can provide opportunities for increased biodiversity, or to aid certain species such as the range of policies developed by Defra and the National Highways relating to pollinators.

It is also the case that there are existing and clear mechanisms to protect designated sites (through for example the Habitats Regulations Assessment process), as well as local level initiatives such as Biodiversity Action Plans. It is anticipated that these would continue in the absence of LTP4 and provide some protection from the pressures of development and the transport network, though it is to be recognised that most elements of biodiversity are not designated. Climate change will provide a constant and ongoing challenge to biodiversity.

Alternative 2 – Implement LTP4

LTP4 sets out clear note of the need to adhere to the sustainability / environmental policies which require a general requirement in relation to any measures that could potentially affect sites that are designated for nature conservation or for other reasons, such as geodiversity, to appropriately assess any potential direct or indirect impact that may arise over the life span of LTP4. This is a requirement in line with what would be expected under a continuation of the present approach (Alternative 1). However, implementing LTP4 would also provide for a clear shift in focus away from private cars and onto more active and sustainable modes. This will reduce disturbance to designated sites and habitats and reduce the potential for direct strike / road kill. Improvements in air quality through the implementation of LTP4 may also reduce pollution deposition on designated sites. Clear commitment is made to demonstrate a net gain in biodiversity for all new transport infrastructure schemes, as well as improving the Nature Recovery Network where possible. Less emphasis on large scale interventions, with additional road capacity only being considered where absolutely necessary, would also reduce the potential for direct impacts on designated sites or habitats, while the emphasis on walking and cycling routes would provide better opportunities to incorporate green infrastructure, as well as access to the countryside. It should also be noted that where such interventions are required measures such as the Habitats Regulations Assessment process will act to protect designated sites, as set out in LTP4. There is also a clear note made in LTP4 to reviewing the supply and pricing of parking particularly in district centres where many people could walk, cycle or take the bus instead. Reducing the number or size of sites utilised for parking could lead to some of these sites being utilised for green infrastructure or open spaces.

It is considered that implementing LTP4 will have a positive effect on biodiversity and the protection of designated sites, habitats, sites, species, valuable ecological networks in comparison to continuing under the present approach.

ISA Objective	Alternative 1 – continue under the present approach	Alternative 2 – Implement LTP4
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain 5 Protect and enhance sites designated internationally for nature conservation purposes	Neutral or Negative depending on the environmental asset under consideration	Positive

6. Protect, enhance and promote geodiversity		

7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings

Alternative 1 – to continue under the present approach

There are a wide range of historic and cultural heritage features located across the Isle of Wight, which span the full range of human settlement, from the prehistoric to the present day. As with across the United Kingdom, there is an ongoing risk of uncoordinated and piecemeal development resulting in successive erosion of the quantum and integrity of the Isle of Wight's cultural heritage resource. While these assets (and their settings) could be affected by transport interventions, in the absence of LTP4 protection will continue to be provided to these cultural heritage features (for example through protection afforded to Scheduled Monuments) and it is likely that new sites will join the list, e.g. through archaeological discovery, or new interpretations of existing sites.

Alternative 2 – Implement LTP4

As with continuing under the present approach, new development promoted or enabled through LTP4 could have implications for heritage assets and the wider historic environment. Particular effects would be dependent upon the location of the development and could be beneficial or adverse. However, LTP4 notes a series of sustainability / environmental policies developed to directly address issues arising and minimise adverse and maximise beneficial effects. The LTP4 includes measures which seek to reduce car dependency through improved provision of local services, and this is likely to cause a reduction in traffic congestion in villages, and towns across the island and have beneficial effects for heritage assets by reducing noise, vibration and air pollutants caused by traffic congestion. The changes and the inclusion of active travel routes may also present opportunity to improve the integrity of the setting of designated heritage assets, and reduce visual intrusion caused by cars e.g. traffic and parking. New walking and cycling routes may improve access to heritage assets, and measures which include green infrastructure improvements in urban streets may also help to improve the setting of heritage assets. The measures to improve the EV charging network may have some slight adverse effects on conservation areas, and in rural areas through causing visual intrusion, as would potentially features such as macro-freight consolidation centres or other infrastructure improvements. These potentially adverse effects will be dependent on the exact location of infrastructure.

It is considered that implementing LTP4 will have an overall positive effect on the protection and enhancement of heritage assets and the wider historic environment in comparison to continuing under the present approach.

ISA Objective	Alternative 1 – continue under the present approach	Alternative 2 – Implement LTP4
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	Neutral	Positive

8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity

Alternative 1 – to continue under the present approach

Many of the Isle of Wights most exceptional landscape and townscapes benefit from protection through designations such as National Landscape, that will persist in the absence of the LTP4. New interventions (such as new roads) would also introduce new features into the landscape, as well as facilitate other features such as housing, though they may also in some instances provide an opportunity to improve landscape and or townscape. In general terms, modern design / landscaping principles and interested parties expectations are promoting a renewed focus on the quality of scheme design and this trend is likely to continue, though risks from increased

urbanisation and infrastructure development remain. It is also likely that current congestion and focus on car use will persist and this will also result in continuation of issues within townscapes relating to parking.

Alternative 2 – Implement LTP4

The implementation of LTP4 would also result in new infrastructure being introduced into the landscape, though it is anticipated that on the whole, the focus will be on smaller scale interventions such as walking and cycling routes. Managing demand effectively through the Movement and Place Framework could result in less requirement for large scale transport infrastructure such as roads. Further to this, new roads will only be considered where absolutely necessary. Protection of the best landscapes will be retained through designations such as National Landscape. The 20-minute neighbourhood approach set out in LTP4 would allow for the development of green infrastructure. Additionally set out in LTP4 is the measures to improve the public realm. These measures will work to protect and enhance landscapes and townscapes. The focus within LTP4 on reduced car usage, increased public transport usage and increased active travel provides a clear opportunity to improve townscapes. The LTP4 is likely to reduce the numbers of private car and goods vehicles, and help manage parking in urban areas of the island, and it is anticipated the measures will reduce traffic congestion, and the impact of parking on townscapes, and have beneficial effects for townscape setting. Where e-scooter and bike/ e-bike hire parking is created there is the potential for slight adverse effects on townscapes and villages through visual intrusion, and obstruction of footpaths. However, there may be opportunities to improve public realm by planning and creating specific parking spaces for these forms of sustainable transport in towns on disused land or car parks. A reduced focus on cars, along with a greater uptake of EV, may have the benefit of reducing noise, and air pollution in urban areas and also help to preserve levels of tranquillity in places (particularly adjacent to roads) than that experienced at present. The reduction in noise would result in a reduction in stress and improvement in 'well-being', but would also help to improve a 'sense of place'. There is a potential for slight adverse effects as a result of the proposed improvements to the EV charging network on rural areas, if not planned appropriately may cause visual intrusion, and introduce light pollution to new areas of the countryside.

It is considered that implementing LTP4 will have a positive effect on the protection and enhancement of the character and quality of landscapes and townscapes and visual amenity in comparison to continuing under the present approach.

ISA Objective	Alternative 1 – continue under the present approach	Alternative 2 – Implement LTP4
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	Negative	Positive

9. Protect and enhance the water environment
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources

Alternative 1 – to continue under the present approach

Under present conditions, the water environment is generally improving, though significant challenges remain as noted in the River Basin Management Plan. Transport is also recognised across the UK as being a key source of water pollution e.g. through accidental spillage, as well as contaminated road runoff and this would be anticipated to continue in the absence of LTP4. Similarly, pollution through accidental spillage or construction works can impact on soil resources, leading to contamination. Soil and agricultural resources can also be lost due to infrastructure development, including that related to the transport network. Increased amounts of infrastructure and other development, including that directly related to the transport network can also increase the risk of flooding (by leading to greater areas of permeability) and can also be vulnerable to a changing climate, though it is to be recognised that there are a range of ongoing flood alleviation / flood protection measures and projects across the Isle of Wight.

Alternative 2 – Implement LTP4

As with continuing under the present approach, new development promoted or enabled through LTP4 could have implications for the water environment, soil and agricultural resources as well as flood risk and the threat of a

changing climate. It is also the case that LTP4 places a clear emphasis on a reduction in private car numbers and increase in EV usage, safety improvements, more active and sustainable modes and so on. All of these measures would reduce the potential for accidents that could result in pollution spillages, as well as reduce polluted runoff containing detritus from tyre degradation. The emphasis on walking and cycling and much reduced emphasis on roads through LTP4 would also result in less loss of agricultural land / soil resources.

It is considered that implementing LTP4 will have a positive effect on the protection of the water environment, soil and agricultural resources and the effects of a changing climate in comparison to continuing under the present approach.

ISA Objective	Alternative 1 – continue under the present approach	Alternative 2 – Implement LTP4
9. Protect and enhance the water environment 10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	Negative	Positive

11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated

Alternative 1 – to continue under the present approach

Continued growth within the Isle of Wight will contribute towards a trend of increased waste and resource use. While new approaches are helping to shift towards greater efficiencies in resource use and adherence to the waste hierarchy, underlying waste generation volumes are anticipated to increase cumulatively. This would be further contributed to by the ongoing development of the transport network in the absence of LTP4. However, energy usage within transport is falling and there will be a gradual increase in the uptake of EVs (particularly when the EV charging network fully develops) which will contribute to further falls in the use of hydrocarbons.

Alternative 2 – Implement LTP4

In comparison to continuing with the present approach a reduced emphasis on large scale engineered solutions such as roads, as well as the clear emphasis on digital connectivity (as outlined in LTP4) would result in less requirement for the use of natural resources. The emphasis on walking and cycling also noted across LTP4, as well as specific measures such as the promotion of EV vehicles and the use of e-cargo bikes or the reduction in speed noted would also reduce the use of natural resources such as hydrocarbons. Less resources would also be required due to less demand for cars – this is due to the specific emphasis placed on active travel, as well as public transport, shared transport, car clubs to allow sharing of vehicles and so on. LTP4 also sets out measures which will be beneficial in terms of promoting 'circular economy' principles. This would include reduction in the use of materials in design and increased use of recycled and renewable materials where possible. It would also require use of local suppliers of sustainably sourced and locally produced materials where possible.

As such, it is considered that implementing LTP4 will have a positive effect on the promotion and prudent use of finite natural resources, maximising the use of alternative, secondary and recycled materials, as well as reducing the level of waste generated in comparison to continuing under the present approach.

ISA Objective	Alternative 1 – continue under the present approach	Alternative 2 – Implement LTP4
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and	Negative/Positive	Positive

recycled materials, reduce the level of waste generated		

12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all

Alternative 1 – to continue under the present approach

The distribution of economic activity on the Isle of Wight has been influenced by its geography, demographics and historical development associated with a handful of industrial sectors. Most residents live in the predominantly urban east and home to the Island's main employment centres of Newport, Cowes, Ryde and the resort towns of Sandown and Shanklin. Cowes and Fishbourne connect the Island to the ports of Southampton and Portsmouth – with ferries operating as the primary mode of transport to the mainland. The predominantly rural west has smaller towns and villages. The Island's attractive landscape and natural environment supports a large tourism industry that is valuable to the Island's economy. Quality of life on the Island is high making it a good place to live and an attractive place for businesses to invest. In 2019 some 77% of the Isle of Wight residents of working age were economically active, this is relatively low compared to its comparator areas (Portsmouth, Southampton, the Solent, LEP, Hampshire, the South East and the UK) [38]. This lower proportion of economically active population is likely a result of the older population on the Island with one in four residents being aged 65 or above. In terms of GVA the Isle of Wight has a medium-sized economy in Solent and the wider Hampshire area. It is also the case that this workforce is benefitting from current schemes to increase digital connectivity which is helping to reduce transport need and enabling increasing amount of home working and e-commerce. However, it is noted that there are still considerable issues relating to the transport network, such as public transport coverage and integration of services, reliability issues and road congestion that can impact economic efficiency. There is a high concentration of residents with low or no qualifications (about one in five residents of working age). This is mostly explained by the Island's demographic and occupational structure. In addition, as with the rest of the United Kingdom, the Isle of Wight is not immune to uncertainties relating to the outcome of the Covid-19 pandemic and wider macro-economic uncertainties such as that related to 'Brexit' and in the absence of LTP4 no clear overarching strategy for dealing with these effects on transport is made.

Alternative 2 – Implement LTP4

LTP4 has a clear focus on supporting the Isle of Wights growth economically and recognises the many strengths that the Isle of Wight has. As such, it sets out a new approach to local development with a clear emphasis on local neighbourhoods and making these and town centres places people want to live or visit and where customers can easily access businesses, as well as making these places that people want to spend time and money. Measures such as the 20-minute neighbourhood principle and Movement and Place Framework will work to improve journey times and therefore help with business efficiency. LTP4 also sets out how many of the challenges currently facing the transport network in the Isle of Wight and how the impacts on its economy can be addressed. For example, there is a clear focus on reducing car numbers and therefore congestion. There is also clear focus on Public Transport and how this can be better connected and integrated. The emphasis on Public and Shared Transport in LTP4 also notes that these opportunities will be open to a wider and more equitable group of people. LTP4 also notes that provision of a greater number and wider range of digital services and opportunities online will remove the need for some people to travel to access the opportunities provided. This will help to improve social mobility by overcoming barriers to accessing opportunities, including an individual's physical mobility levels and the affordability of travel costs, especially where car use is needed. Specific note and recognition is made within LTP4 in relation to uncertainties brought about by Covid-19, though LTP4 also notes that this provides opportunities to achieve change and accelerate the changes from 'planning for vehicles' to 'planning for people and places'.

It is considered that implementing LTP4 will have a large positive effect on economic growth and job creation and improving access and connectivity to jobs and skills for all in comparison to continuing under the present approach.

ISA Objective	Alternative 1 – continue under the present approach	Alternative 2 – Implement LTP4
12. Promote economic growth and job creation, and	Negative	Positive

[38] PowerPoint Presentation (iow.gov.uk)

improve access and connectivity to jobs and skills for all		

13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight

Alternative 1 – to continue under the present approach

The Isle of Wight has a high population density, with a mix of land use types across the study area, but the region is considered predominately rural with over 86% of region classed as Rural under Government classifications. There are nine main towns on the Island, with Newport having the highest population, followed by Ryde. The Isle of Wight Council is responsible for most of the local government activities on the Island, although the Island also has 33 town and parish councils. Although the Isle of Wight Council has the main responsibility for planning, the town and parish councils as well as various other statutory and non-statutory organisations will have a range of responsibilities and interests across the planning, energy and transport sectors. This complexity is a challenge to effective planning and coordination of land use, energy and transport and in the absence of LTP4, can potentially lead to situations where, for example as with across the United Kingdom, new development becomes car centric through lack of planned sustainable transport modes.

Alternative 2 – Implement LTP4

Successful planning of all measures within LTP4 will require coordination across a range of sectors, including those of land use, energy planning and transport. This will be made in the context noted within the sustainability / environmental policies of LTP4 to work with partners including the Local Authority to ensure that consideration of sustainability, including health and equality, is made at the earliest possible planning stage for schemes. The Island Movement and Place Framework includes some coordination between land use, and transport planning through managing the transport network in accordance with its function in different locations. Within the LTP4 it also notes that use of this framework will help give people real options for each trip including walking, cycling and public transport. The consideration of place and integration with new developments is likely to support the housing and employment development by ensuring there is a coordinated approach and the appropriate forms of transport are available to these areas. The 20-minute approach discussed within LTP4 should be integrated into all new developments and would mean that people can meet the majority of their needs locally.

As such, it is considered that implementing LTP4 will have a positive effect on the coordination of land use, energy planning and transport planning across Isle of Wight in comparison to continuing under the present approach.

ISA Objective	Alternative 1 – continue under the present approach	Alternative 2 – Implement LTP4
13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	Negative	Positive

14. Improve health and well-being for all citizens and reduce inequalities in health
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society
16. Promote community safety and reduce crime and fear of crime for all citizens

Alternative 1 – to continue under the present approach

The Isle of Wight is a densely populated island, with a growing and ageing population. The population of the Isle of Wight's life expectancy and healthy life expectancy are both higher than the national average. Despite this there are notable health issues (as for other parts of the UK), with 22.6% of the population having a limiting or long-term illness or disability, which is higher than England as a whole. There are also variations in health outcomes in different parts of the Island (often linked to deprivation) and it is recognised that high levels of traffic and congestion can also have negative effects on people's health through for example respiratory illness, asthma and premature death from related conditions. Similarly, noise can impact on people's mental wellbeing and road

transport contributes to the c.30 noise important areas identified throughout the island. Overall active lifestyles are poor on the Isle of Wight (relative to the UK as a whole), and it is considered that there is room for improvement in lifestyle and diet. One way of improving this would be through increased walking and cycling, as well as ease of access to leisure / recreational facilities and these.

In the English IMD 2015 the Isle of Wight ranked 109 on the overall IMD scale out of 326 local authorities. This is a decline from 2010, with the Island dropping 17 places. The Isle of Wight also had 13 LSOA's within the 20% most deprived in England.

Crime rates tend to be lower on the Isle of Wight than the England average, though crime is closely linked to economic outcomes and it is unclear how economic uncertainties will be reflected in crime statistics.

Regarding road safety, the Isle of Wight performed significantly better than the England and South East regions average in 2019, with 282 road accidents of which 1 (0.4%) was fatal. The Isle of Wight also performs better than England in terms of crime with 64.5 crimes recorded per 1,000 people in comparison to England which has 77.6 crimes per 1,000 people. During the Covid-19 nation-wide lockdown the Isle of Wight's Community Safety Partnership stated that crime fell by 7.8% on the Island and nationally there has been a 13.1% reduction. Lockdowns resulted in fewer opportunities for crimes to take place as people remained in their homes and businesses were closed. Although there has been a reduction overall, some areas have seen an increase in activity including antisocial behaviour, drug offences and domestic abuse. In the absence of LTP4 it is anticipated these trends would continue.

Alternative 2 – Implement LTP4

LTP4 notes the quality of transport provision influences localised pockets of deprivation/benefit dependency, loneliness and social exclusion. Providing accessible and affordable transport are essential in making and maintaining social and employment links. It is noted in LTP4 that the measures to develop '20 minute neighbourhoods' will increase provision of local opportunities and services, including education, healthcare and jobs. Equality of access will therefore be provided by making access easier to all. This will be bolstered by the clear note across LTP4 to increase provision of Public Transport, as well as measures such as Car Clubs, making journeys more affordable, mobility credits and so on. Clear note is also made in LTP4 that the measures are intended to improve and integrate public and shared transport options, improve information, fares and physical accessibility with the aim to help to reduce barriers to travel, particularly for vulnerable or disadvantaged groups. Attractive, accessible alternatives to private car use and ownership will be provided and strengthened, opening up access to a wider range of opportunities and services for the Isle of Wight's residents and improving social mobility.

Similarly, across LTP4 there are a range of elements that clearly link to improve health outcomes. One key element which is fundamental to LTP4 is the need to reduce emissions. This, through a wide range of noted measures such as encouraging Zero Emission Vehicles and promoting Public Transport provision, will improve air quality and therefore directly improve health outcomes across all sectors of society, with likelihood of being particularly beneficial to vulnerable groups such as children and adolescents, as well as the elderly, those with existing health conditions (particularly those related to lung and heart conditions), as well as those on low income (who tend to live in areas more heavily impacted by road traffic). In addition to zero emission vehicles and the promotion of public transport, a large element in reducing emissions will be through the emphasis on walking and cycling which is noted throughout LTP4 by providing for a much greater level of opportunities to undertake active travel. This will directly help improve health outcomes and will also provide opportunities to improve health and wellbeing through providing opportunities for exercise and leisure. Well-being will be further boosted by decreasing the impact of traffic on local communities, providing a cleaner, quieter local environment with improved quality of life. This will make local streets more attractive places for residents to live, work, play, socialise and move within their neighbourhood, supporting thriving communities. The development of a 'sense of place' and community likely to be engendered through the measures outlined in LTP4 is noted for benefitting well-being.

Provision of a range of services, including those related to health (and including digital connections for healthcare appointments) within local areas will also make accessing these easier and will likely improve health outcomes. Further indirect effects on health can also be anticipated through elements noted in LTP4, which deals with increasing access to economic opportunities. This has noted benefits for health outcomes by providing jobs or opportunities for educational advancement and may have the indirect benefit of helping to reduce crime rates by reducing economic uncertainty.

Further key elements to health improvement are noted in LTP4 which seeks to promote community safety and reduce crime for all citizens. LTP4 notes that reduced traffic will improve road safety in communities. Measures include rebalancing local streets to favour walking and cycling rather than cars and goods vehicles, such as the provision of a walking and cycling network will also allow separation of pedestrians from traffic. LTP4 also notes that measures will include providing facilities such as providing features to support vulnerable and lone travellers, including increasing personal security on transport networks with CCTV and staff presence at key locations as well as better use of technology to make the reporting process easier and building more trust in the reporting process. These measures will help to reduce crime and fear of crime.

It is considered that implementing LTP4 will have a large positive effect on equality of opportunity for all, improving health and wellbeing and reducing inequalities in health outcomes, as well as promoting community safety in comparison to continuing under the present approach.

ISA Objective	Alternative 1 – continue under the present approach	Alternative 2 – Implement LTP4
14. Improve health and well-being for all citizens and reduce inequalities in health 15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society 16. Promote community safety and reduce crime and fear of crime for all citizens	Neutral or Negative	Large Positive

8.4. Conclusion of assessment of Alternatives

From comparison of the Alternative to continue under the present approach, versus the implementation of the LTP4, it is clear that implementing LTP4 provides a favoured approach across all of the ISA Objectives. Where LTP4 is particularly beneficial in comparison to the present approach is that it offers a clear approach to reducing emissions and improving air quality (ISA Objectives 1 and 2) as a result of the measures it puts in place to reduce private car usage and encourage more sustainable modes of transport and active travel. LTP4 will also be particularly beneficial in helping to address issues relating to equalities, health and community safety (ISA Objectives 14, 15 and 16). Improved affordability of public transport, improved services in rural areas, increased accessibility to services both physically and digitally and reducing crime and fear of crime among citizens. These benefits will be applicable to all citizens but vulnerable groups such as the elderly, young children and those with certain health problems would benefit particularly. LTP4 also sets out approaches to addressing issues related to the transport network in terms of protection of the environment and the reduction of waste / more sustainable use of resources, as well as providing clear support to the Island's economic growth. The reduction in private car usage and move to more sustainable modes of travel as well as the acknowledgement that new road capacity will only be considered where necessary are among the measures that will be beneficial for the environment by reducing pollution incidents, avoid use of soil resources, prevent impacts on heritage assets and reduce impacts on landscapes and townscapes. Economic growth will be enabled by the improvement in access and connectivity to jobs and skills for all citizens. Digital connectivity, 20-minute neighbourhood principle and Movement and Place Framework will play large roles in enabling this. It also provides greater context to coordination of planning across sectors of relevance to transport. While it is noted that some positive effects may be experienced through continuing under the present approach, LTP4 performs better across all ISA Objectives.

9. Compatibility between the LTP Objectives and the ISA Objectives

9.1. Introduction

To help ensure that the draft Vision, alongside the draft LTP4 Objectives, are as closely aligned with the Integrated Sustainability Appraisal (ISA) objectives as possible, a test of their compatibility has been undertaken. This test helps to identify potential synergies and inconsistencies, as well as assisting in refining the elements of the LTP4 and identifying alternatives. How the draft Vision and LTP4 Objectives that have been subject to this Compatibility Assessment is outlined as follows.

9.2. Draft Vision and LTP4 Objectives

As part of the update of LTP4 from the previous transport plan, it was considered necessary to update the Vision and Objectives following identification of a series of 'Drivers for Change' that are based upon and reflect the latest national, sub -national and local policy initiatives, along with a review of the detailed LTP4 evidence base that sets out current and future trends across the Island. Along with a general reflection of the unique environment of the Isle of Wight and the challenges it faces (along with those of neighbouring areas), two key elements were identified – the need to address the climate emergency which must be at the heart of building a sustainable, prosperous future for everyone who lives and works on the island, and the visitors who support a critical component of the Island's economy, as well as a proposed shift away from planning for vehicles towards planning for people and places. This would reflect trends as set out for transport in the South East as a whole. As such, changes to the way transport is provided were considered key to delivery of the most crucial issues relating to climate change, the economy and environment, as well as community health and wellbeing. In addition, the challenge of dealing with the Covid-19 pandemic and the uncertainties of outcome from this in terms of travel behaviour were also considered.

9.2.1. Initial Draft

Following a number of iterations by the Plan making team and informal comment by the ISA Team, a draft Vision and associated Objectives were issued to the ISA Team for consideration. Informal comments provided previous to the issue of this version by the SEA Team noted the need to address emissions, resilience to climate change, providing access to services etc. for all (particularly in terms of health and equalities), as well as protection and enhancement of the natural and built environment.

Vision

The initial draft Vision identified was:

An inclusive transport system that enables a low carbon, safe, prosperous and healthy future for all residents and visitors; and to protect and enhance the Island's unique local natural and built environment.

Four Objectives underpin the Vision and are considered to be the main focus of the LTP4. These have been derived from identified 'Drivers for Change'.

No.	Driver of Change	Draft LTP Objective
1.	Climate Emergency Declaration and Climate and Environment Strategy to achieve the Isle of Wight's target for Net Zero carbon by 2040. Climate change poses significant risks to the natural environment, particularly the coastline and increases the likelihood of severe weather events (including flooding, coastal erosion and disruption to waterborne services)	A transport network which produces net zero greenhouse gas emissions and is resilient to the impacts of climate change
2.	A growing need to sustainably manage the impacts of increased population, mobility, and demand for travel on the communities, environment, and economy of the Island.	People and goods can travel sustainably and efficiently to and from, and around the Island, to help grow the economy

No.	Driver of Change	Draft LTP Objective
3.	Sustainable access to services, such as education, employment and healthcare is limited by factors such as public transport availability, accessibility, duration and cost of travel, along with a lack of active travel options. This is particularly prevalent in rural areas, where residents can be isolated from key services and opportunities.	An inclusive, accessible and affordable transport system for all
4.	Physical inactivity and high levels of car dependency are contributing to poor health for residents of all ages. A lack of safe and accessible routes to amenities, particularly in rural areas, discourages walking and cycling which can improve the health of our residents and visitors and reduce carbon emissions from transport.	A safe transport network that supports thriving, healthier communities

Note that greater clarity on what has been considered in the development of the 'Drivers for Change' and the Draft LTP Objectives (along with the Policies derived from these Objectives) is provided in a series of Logic Maps. These Logic Maps were considered in this Compatibility Assessment.

All of the above elements have been tested for Compatibility with the following ISA Objectives:

1. Protect and improve air quality
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain
5. Protect and enhance sites designated internationally for nature conservation purposes
6. Protect, enhance and promote geodiversity
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity
9. Protect and enhance the water environment
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all
13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight
14. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)

9.2.2. Assessment findings

In this compatibility assessment, the following scoring scheme is used to summarise compatibility:

√	Broadly Compatible
X	Potential Conflict
?	No sufficient detail provided to ascertain compatibility
NR	Not Relevant / No Relationship

The results of the assessment are summarised in the following table, and a discussion of the results then follows. Full assessment tables are provided in Appendix B to this ISA Report.

Table 9-1 - Compatibility Assessment Overview

	Elements of LTP4 subject to Compatibility Assessment	ISA Objectives															
		Protect and Improve air quality	Reduce carbon dioxide (CO_2) emissions from transport and contribute to meeting net zero carbon targets	Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	Protect and enhance sites designated internationally for nature conservation	Protect, enhance and promote geodiversity	Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	Protect and enhance the character and quality of landscapes, townscapes and visual amenity	Protect and enhance the water environment	Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	Improve health and well-being for all citizens and reduce inequalities in health	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote community safety and reduce crime and fear of crime for all citizens
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Vision	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
1	A transport network which produces net zero greenhouse gas emissions and is resilient to the impacts of climate change	✓	✓	✓	✓	✓	✓	✓	?	✓	?	✓	NR	✓	✓	NR	✓
2	People and goods can travel sustainably and efficiently to and from, and around the Island to help grow the local economy	✓	✓	?	?	?	NR	?	✓	✓	?	?	✓	✓	✓	✓	✓
3	An inclusive, accessible, and	✓	✓	?	✓	✓	NR	?	✓	✓	?	?	✓	?	✓	✓	✓

	affordable transport system for all																
4	A safe transport network that supports thriving, healthier communities.	✓	✓	?	✓	✓	NR	?	✓	?	?	?	✓	?	✓	✓	✓

✓	Broadly Compatible
X	Potential Conflict

?	Dependant upon nature of implementation measures
NR	Not relevant / No relationship

Overall, the results of the assessment indicate that there is a good degree of compatibility in a number of key elements.

VISION

This vision is broadly compatible with all ISA Objectives. The vision sets out that it will protect and enhance the natural and built environment of the Island as well as focusing on a low carbon future. This will ensure that it is broadly compatible with many of the environmental ISA Objectives. In terms of health, the economy and safety the LTP's vision discusses that it will enable a safe, prosperous and healthy future for both residents and visitors, which makes it broadly compatible with these ISA Objectives.

OBJECTIVE 1: A transport network which produces net zero greenhouse gas emissions and is resilient to the impacts of climate change

This Objective are broadly compatible with ISA Objectives 1 - 7, 9, 11, 13, 14 and 16. As this objective focuses on greenhouse gas emissions and the impact of climate change, due to the cross cutting nature of these issues, it is broadly compatible with most of the ISA Objectives focused on environmental issues.

OBJECTIVE 2: People and goods can travel sustainably and efficiently to and from, and around the Island to help grow the local economy

This Objective is broadly compatible with ISA Objectives 1, 2, 8, 9 and 12 – 16. In particular, the LTP Objective is broadly compatible with the ISA Objectives relating to economic and societal issues as it focuses on the travel of people and goods and the growth of the local economy.

OBJECTIVE 3: An inclusive, accessible, and affordable transport system for all

This Objective is broadly compatible with ISA Objectives 1, 2, 3, 4, 8, 9, 12 and 14 - 16. In particular, the LTP Objective is broadly compatible with the ISA Objectives relating to economic and societal issues as it focuses on creating transport system that is inclusive, accessible, and affordable for all.

OBJECTIVE 4: A safe transport network that supports thriving, healthier communities

This Objective is broadly compatible with ISA Objectives 1, 2, 4, 5, 8, 12 and 14-16. In particular, the LTP Objective is broadly compatible with the ISA Objectives relating to economic and societal issues as it focuses on creating transport system that is safe and supports thriving and healthier communities.

No areas of potential conflict have been identified in any of the examined elements of LTP4, though it should be noted that the nature of LTP4 may result in development of transport infrastructure. This type of development will have clear implications for the spatial and environmental context in which it takes place and LTP4 needs to clarify how potential impacts can be addressed, across the full range of sustainability (economy, environment and society). This clarity should be provided as part of LTP4 further development as appropriate.

The assessment also found that there were a number of areas with a degree of uncertainty as to the compatibility of the elements of the LTP4 and the ISA Objectives. These areas offer the potential to be compatible, but further development of the LTP4 content, including Vison and Objectives as policies is required to ensure compatibility is attained.

Table 9-2 - Identified potential areas of uncertainty

LTP4 element	ISA Objectives for which compatibility is dependent upon further development of LTP4 content
Vision	N/A
Objective 1: A transport network which produces net zero	ISA Objective 8 Protect and enhance the character and quality of landscapes, townscapes and visual amenity

greenhouse gas emissions and is resilient to the impacts of climate change	ISA Objective 10 Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources
Objective 2: People and goods can travel sustainably and efficiently to and from, and around the Island to help grow the local economy	ISA Objective 3 Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding ISA Objective 4 Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain ISA Objective 5 Protect and enhance sites designated internationally for nature conservation purposes ISA Objective 7 Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings ISA Objective 10 Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources ISA Objective 11 Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated
Objective 3: An inclusive, accessible, and affordable transport system for all	ISA Objective 3 Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding ISA Objective 7 Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings ISA Objective 10 Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources ISA Objective 11 Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated ISA Objective 13 Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight
Objective 4: A safe transport network that supports thriving, healthier communities	ISA Objective 3 Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding ISA Objective 7 Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings ISA Objective 9 Protect and enhance the water environment ISA Objective 10 Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources ISA Objective 11 Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated ISA Objective 13 Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight

Note that in relation to LTP Objective 1, no relationship with ISA Objectives 12 and 15 were identified. This is due to the Objective being concerned with greenhouse gas emissions and climate change and has less relationship to the ISA Objectives focused on economic and equality issues.

In relation to LTP Objectives 2, 3 and 4, no relationship with ISA Objective 6 was identified. No expectations are made for those ISA Objectives where no relationship was identified, as these Objectives are concerned with 'tackling the climate emergency' and are not likely to have an effect on geodiversity.

In many cases, the uncertainty of outcome is driven by the nature of the LTP4 itself. It is likely, and to be expected, that the nature of LTP4 and its Objectives will potentially ultimately result in heavy engineering and construction, or schemes with a large footprint, along with the spatial and planning context in which these will take place. These types of activities have the potential for both negative and positive outcomes. In general areas of uncertainty of compatibility relate for the most part to the environmental issues as follows:

- resilience of the transport network to a changing climate;
- biodiversity and geodiversity, as well as sites designated for nature conservation;
- landscapes and townscapes;
- cultural heritage and its settings;
- the water environment;
- soil, agricultural resource and contaminated land;
- the use of natural resources, maximising recycling and use of secondary materials and reducing waste; and
- land use, energy planning and transport planning across.

Outcomes to these areas will depend upon the Policy framework and approach to mitigation that the LTP4 sets for implementation and the following recommendations are made to ensure more 'complete coverage' of ISA Objectives:

Table 9-3 – Overview and Recommendations to strengthen and improve compatibility

LTP4 element	Overview and Recommendations
General outcomes	Provide greater, yet succinct, clarity on how LTP4 can interact across the three elements of sustainability (economy, environment and society). Ideally this would be throughout the LTP, so that it is understood that all elements are to be undertaken within a wider sustainability framework, but it may also take the form of a specific section to show how sustainability will be addressed.
Vision	The vision is clearly linked and shows broad compatibility to all the ISA Objectives.
Objective 1: A transport network which produces net zero greenhouse gas emissions and is resilient to the impacts of climate change	It is clear that this Objective are clearly linked to the environmental aspects of sustainability and it is anticipated that these could lead to a need for new infrastructure, with corresponding implications for the ISA Objectives related to the society. These outcomes are dependent upon the nature of implementation measures taken.
Objective 2: People and goods can travel sustainably and efficiently to and from, and around the Island to help grow the local economy	This Objective is clearly linked to the social and economic aspects of sustainability and performs broadly well where a relationship to the ISA Objectives has been identified though it is anticipated that implementation of these would lead to the need for new infrastructure, with corresponding uncertainty in respect of environmental aspects.
Objective 3: An inclusive, accessible, and affordable transport system for all	This Objective is also clearly linked to the social and economic aspects of sustainability. These outcomes relating to the environmental ISA Objectives are largely dependent upon the nature of implementation measures taken.

Objective 4: A safe transport network that supports thriving, healthier communities	As with Objective 2, this Objective is also clearly linked to the social and economic aspects of sustainability, though it is anticipated that implementation of these would lead to the need for new infrastructure, with corresponding uncertainty in respect of environmental aspects.

As noted above, it is considered that additional elements could be added to the LTP to address the full range of sustainability – this would help ensure that considerations of sustainability are fully embedded in all aspects of the LTP. However, the LTP and the understanding of how it interacts with Sustainability could also benefit from a specific section and detailed text relating to Sustainability as a whole, but in particular those environmental aspects where there is clear uncertainty of outcome at present.

9.3. Conclusion

In conclusion, the results of the compatibility assessment indicate that the LTP4 Vision and Objectives provide a generally firm underpinning to help ensure that the sustainability performance of the plan can be maximised. However, some areas of potential uncertainty remain, in particular relating to the environment. However, incorporating to the developing LTP4 greater clarity on how these issues will be addressed will ensure that these elements are in alignment with the requirement to ensure sustainability is fully incorporated to the LTP.

10. Assessment of Policy Areas

10.1. Introduction

This section predicts and evaluates likely significant effects arising from the policy proposals in the LTP, notes recommendations in order to address shortfalls identified during the assessment and then considers amendments made by IoWC to address the recommendations.

Contained within the LTP are a series of policies which aim to ensure that the Vision and LTP Objectives that have been set out in the LTP are achieved. The Policy Areas that were considered are as set out in Table 10-1, which also contains a brief overview of the Policy.

10.2. LTP Policy Areas

The Policy Areas, along with the Policies within each Area, set out within the LTP are as follows (as per draft LTP4):

Table 10-1 - LTP Policy Areas

Policy Area	Description	Policies considered within this Policy Area
Accessibility and Safety	The Accessibility and Safety Policy Area considers the changes required to the transport system to enable everyone to have access to the Island's transportation networks in a safe and more sustainable manner. The measures will include delivering an improved and cohesive network for walking and cycling, continuing with the e-scooter trial and supporting other initiatives such as the E-bike Share Project, providing an accessible public transport infrastructure including rail expansion, developing mobility hubs, particularly at terminals with the mainland, simplify ticketing, adopting a Safe and Secure by Design approach to infrastructure improvements and implementing road safety schemes, and pedestrian prioritisation schemes.	**Policy AS1 – Active Travel and Personal Mobility:** We will make it easier for all people living and working on the Island, particularly disadvantaged groups, to access key services using healthy modes of transport like walking and cycling . **Policy AS2 – Public Transport (buses and rail):** We will support and promote high quality, reliable, affordable, and joined-up public transport, supported by accessible and easy to use travel information and booking systems . **Policy AS3 – Cross Solent Travel:** We will support proposals that maintain the current choice of routes and methods of crossing the Solent to ensure sustainability, flexibility and deliverability of service and improve key interchange areas that link the Island to the mainland. Improvements to support the use of active travel to access cross-Solent travel will be a priority. **Policy AS4 – Transport Safety and Security:** We will improve the safety and security of the Island's transport system, and its perceived safety where this could deter people from travelling, particularly by active modes and public transport.
Behaviour Change	The Behaviour Change Policy Area considers the measures which will influence our residents and visitors' travel habits. These measures will include education, marketing, financial support for small-scale Active Travel initiatives, 'mobility credits' and funding/reward schemes to increase take-up of alternative modes of transport to the car.	**Policy BC1 – Behaviour Change:** Through engagement with residents and businesses, we will understand barriers to walking, cycling, use of public transport and zero emissions vehicles (ZEVs). We will use this knowledge to develop services, campaigns and other activities (including requirements for developer travel plans) to support behaviour change.

Infrastructure	The Infrastructure Policy Area considers the physical infrastructure required to manage travel demand from motor vehicles in future while protecting the natural environment of the Island and increasing the resilience of our transport networks to the impacts of climate change. Measures will include a review of our parking and pricing strategies, the expansion of our electric vehicle (EV) charging point network, reallocation of road space from roads to public realm and/or pedestrian and cycling corridors, development of Transport Hubs, support more freight consolidation to reduce HGV demand, continue to support the drone trial for first responder services, review our design standards to protect our natural environment while maintaining safety, and consider highway resilience schemes to combat the effects of climate change.	**Policy I1 – Demand Management for Car Based Travel:** We consider greater traffic demand management to be essential in the urban areas of the Island, to achieve modal shift and improve sustainable travel. This can only currently be achieved efficiently and effectively through parking restrictions and charging applied to on-street, off-street and, potentially, workplace parking. We will work together with local town, community and parish councils to develop locally appropriate strategies and explore alternative measures. **Policy I2 – Demand Management for Freight and Logistics:** We will support measures that decrease the use of certain goods vehicles and reduce the overall journey distances made by these vehicles. **Policy I3 – Protecting the Built and Natural Environment:** We will protect the built and natural environment of our Island by requiring reduced carbon footprints and net gain in biodiversity for all new transport infrastructure schemes and look for opportunities to deliver environmental enhancements through new or upgraded infrastructure schemes (e.g. sustainable urban drainage systems) and routine maintenance. In accordance with our UNESCO Biosphere Reserve status, infrastructure will be delivered in a manner which appropriately balances economic, social, and environmental impacts with its local context. Visual impact will be a key consideration in this, particularly in rural settings, where important environmental designations such as areas of National Landscape are seen as key to local ecology, wellbeing, and the visitor economy. A project design and implementation checklist has been created to support all projects and has most significant relevance to this policy. **Policy I4 – Supporting Zero Emission Vehicles (ZEVs):** We will support rapid uptake of electric vehicles (and hydrogen vehicles where appropriate) to achieve our net zero carbon aim by 2040 across the Island. **Policy I5 – Asset Management,Climate Change Impact and Network Resilience:** Together with Island Roads, we will manage the operation and maintenance of the Island's highway network in a way which fully supports delivery of the ITP objectives and policies, limits carbon emissions and adapts to a changing climate.
Land Use Planning	The Land Use Planning Policy Area considers the changes in land use planning which will enable people to take fewer trips and prioritise travel for new and existing developments. Measures include developing a Movement and Place Framework based on 20-minute neighbourhoods and Healthy Streets approaches, supporting active travel prioritisation through planning, securing funding from developers towards	**Policy LUP1 – Planning for People and Places:** We will ensure that the design and location of new development improves local neighbourhoods, towns and villages through support for sustainable transport, by providing attractive environments for people, and increasing opportunities to live and work locally. **Policy LUP2 – New Development:** We will work with developers and promoters of new development(s) to: a) Ensure that new developments will have good sustainable travel options in accordance with the movement and place framework by prioritising people walking and cycling, and public transport users and zero emission delivery vehicles, in accordance with the

	sustainable transport and creating a priority list of highway improvements identified in our Island Planning Strategy and Infrastructure Development Plan.	specific function of different types of location. This will give people real options for each trip. b) Ensure that financial contributions from developers are used to mitigate the impacts of any additional motor vehicle traffic on existing networks, and improve walking, cycling and public transport networks and opportunities.
Sustainable Tourism	The Sustainable Tourism Policy Area considers the measures which will make sustainable leisure and tourist trips as attractive as possible. These measures will include public transport schemes aimed at tourists, such as eco-tourism messaging and e-bike hire.	**Policy ST1 – Sustainable Tourism:** We will support and raise awareness of sustainable visitor travel choices both on and to or from the Island and work in partnership with Visit Isle of Wight to promote them. **Policy ST2 – Sustainable Tourism Infrastructure:** We will promote and invest in sustainable visitor corridors and support the development of tourist attractions in sustainable locations.
Technology	The Technology Policy Are a considers the technology measures which will reduce the need to travel and increase connectivity between people and services. It also looks at how improved data can support a smarter transport network. Possible measures will include internet and digital connectivity improvements, Mobility as a Service (MaaS), and supporting online options for in-person services.	**Policy T1 – Digital Connectivity:** We will support and promote equitable access to fast and high quality internet connections (called digital connectivity) especially in rural areas, where the infrastructure provided by the private sector may be delivered more slowly, and support community services being made available online as well as in person. We will use technology to make better use of existing data, and collect more where needed, to understand travel choices and support traffic demand management and to engage on our future proposals.

10.3. Assessment of Policy Areas

The policies have been assessed against the ISA Objectives using the following significance scale:

Table 10-2 - Assessment scale

Terms		Effects					Assessment	
		Mag	Scale	Dur	T/P	Cert	Scale	Category
Mag	Magnitude	✓✓	Local	ST-MT	Temp	Low	**+++**	Large beneficial
Scale	Geographic Extent	✓	Local-Reg	ST-LT	Perm	Med	**++**	Moderate beneficial
Dur	Duration	-	Reg/Nat	MT-LT		High	**+**	Slight beneficial
T/P	Temporary / Permanent	**?**		ST			**0**	Neutral
Cert	Certainty	✗		MT			**-**	Slight adverse
ST	Short Term	✗✗		LT			**--**	Moderate adverse
MT	Medium Term						**---**	Strong adverse
LT	Long Term						**?**	Uncertain
Sm	Summary assessment						**+/-**	Combination of beneficial and adverse

The Policy Areas (and relevant Policies contained within) have been assessed against the following ISA Objectives:

1. Protect and improve air quality
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding

4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain
5. Protect and enhance sites designated internationally for nature conservation purposes
6. Protect, enhance and promote geodiversity
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity
9. Protect and enhance the water environment
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all
13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight
14. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)

Consideration was also made of the series of health, equalities and safety sub-objectives:

Health

- Improve accessibility to health and leisure services and facilities and amenities for all
- Improve affordability of transport
- Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents
- Reduce severance
- Improve connections between and within communities
- Reduce air, noise, odour and light pollution from transport
- Improve access to active travel modes?
- Improve access to public transport

Equalities

- Improve accessibility to services, facilities and amenities for all, in particular by active travel modes
- Improve affordability of transport
- Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents
- Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision
- Reduce severance
- Reduce air, noise, odour and light pollution from transport

Safety

- Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents
- Improve actual and perceived safety and security issues

10.4. Assessment of draft Policies

The following table provides an overview of assessment results. Full details are provided in Appendix B.

Table 10-3 - Overview of Assessment Results

LTP Policy Area	ISA Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Accessibility and Safety	++	++ -	+/-	--	+/-	-	+/-	++ -	+/-	+/-	+/-	+	+	++	++	++
Behaviour Change	++	++	-	-	+	+	0	+	+	+/-	0	+	+	+/-	+	+
Infrastructure	++	++	-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+
Land Use Planning	++	++	-	+/-	+/-	0	+	++	+	+	+/-	+	++	++	++	+
Sustainable Tourism	++	++	-	+	+/-	+	+/-	+/-	0	-	+/-	++	++	+	+	+/-
Technology	++	++	+	+	+	-	+/-	+/-	0	-	+/-	+	++	+	+	+

Note should also be made that each policy area is assessed in 'its own right', via the ISA Objectives covering the sustainability elements of environment, health, equalities and safety. Due to the nature of these policy areas and how they are manifested in these areas of sustainability, the approach of assessing each component of the Plan means there is a certain amount of repetition in reporting of anticipated effects.

10.4.1. Accessibility and Safety

The Policy Area considers the changes required to the transport system to enable everyone to have access to the Island's transportation networks in a safe and more sustainable manner. It is seeking to make sustainable transport modes (public transport and active travel) more accessible, and it is anticipated this will reduce the need to travel via car, therefore improving air quality and reducing carbon emissions. However this is dependent on the success and uptake of the measures introduced. Policy AS2 includes provision for joined up public transport, supported with easy booking systems, this removes barriers to accessing public transport, and therefore will help reduce traffic growth and congestion and promote more sustainable transport patterns across the Isle of Wight.

A reduction in travel by private cars will also benefit the water environment by reducing the potential for polluted runoff as well as reduce potential for spillage of hydrocarbons through accidents or during refuelling. However, polluted runoff could occur from new transport infrastructure e.g. transport hubs, new cycle paths, and potential railway extension.

This policy notes that for longer journeys travel by bus or rail is the most viable option for most people on the island, therefore it is anticipated there will be some carbon emissions. For short distances policy AS1 also notes that it aims to make it easier for people to access key services using active travel, which should further help to reduce carbon emissions, particularly for accessing education and employment which can create traffic congestion at peak times. If people are able to walk/ cycle using the measures included in the policy area e.g., walking zones, extended and improved cycle routes between and within settlements, rights of way improvements are anticipated to help reduce carbon emission and contribute to meeting net zero carbon.

The policy does note the possibility of expanding the rail network and increased train frequency, and it is anticipated that this would have adverse effects to the net zero carbon goals in the medium term and it is uncertain as to when in the long term the benefits from people using rail transport on the island will outweigh any adverse impacts from construction and early operation.

There is no note made to ensuring the measures included are resilient and adaptable to the changing climate. The measures which incorporate technology e.g. real time bus time information, and variable messaging signs at key locations in the network may help people plan journeys better in times of extreme weather e.g. during times of storm when crossing to mainland and reduce potential adverse effects. There may be slight adverse impacts to public transport users during extreme weather events where services around the coast may be disrupted, and extreme weather events may also reduce willingness to travel via walking or cycling e.g. in rain or extreme heat. Design measures could be incorporated to include permeable surfaces, SuDS, GI and shelter for both rain and extreme heat to ensure journeys are as comfortable as possible.

This policy area has a number of elements that will potentially benefit habitats, species etc and nature conservation sites. For example, reduction in car usage and a greater focus on walking and cycling and digital connectivity will reduce disturbance and pollution emissions (which could lead to a reduction in deposition), as well as direct roadkill. The policy makes no other reference to protecting and enhancing biodiversity, however there is a risk of habitat fragmentation caused by extensions to walking and cycle paths and associated storage facilities, and this may have slight adverse effects on valued habitat and populations through direct loss of

habitats and severance of ecological networks. On a larger scale, there is the noted possibility of a new passing loop and restoration of rail or light rail connections across the island. These could result in direct effects on biodiversity and habitat as well as sites designated for nature conservation. Certainty of effect is low as precise routes are not yet known. If these improvements are integrated with green infrastructure these potential adverse effects may be mitigated.

Where extensions to walking and cycling routes are implemented there is the potential for some degradation and disturbance to geological features and RIGS, although this is again dependent upon the nature and location of the routes selected. Additionally, if it is found that extension to the railway is required, it is anticipated there will be larger areas of land required for the track and new stations, and therefore may be adverse effects again depending on whether this occurs and the extent of the extension that is required.

The wider historic environment and settings of heritage assets as well as landscapes, townscapes and visual amenity may potentially benefit from a number of elements in the policy area. For example, making active travel and public transport more accessible should lead to a reduction in car usage and a greater focus on walking and cycling will reduce disturbance in historic towns and benefit the character and setting of local landscapes and townscapes and improve tranquillity. Reduced pollution overall may also help to protect historic monuments. However, there is also a potential that the transport investment could also result in adverse effects on the historic environment, archaeological remains, settings of monuments, particularly where extensions to walking and cycling routes, or more significantly extensions to rail / light rail are proposed. Variable Messaging Signage network at key locations, may cause some visual intrusion of views into and out of local landscapes / townscapes and have slight adverse effects if the setting is not considered with their implementation. The policy area notes promoting walking and cycling as a mode of travel for recreational enjoyment which has the potential to also improve access to heritage assets. Parks, green spaces, and common land may all be trip generators for all people using active travel and may help provide greater beneficial effects if highlighted more clearly but no note of how improvements to the active travel network will link with the natural environment assets is made in the policy.

This policy area makes no note of re-using previously developed land but it does include improvements to existing networks throughout the measures introduced e.g. PROW, cycle routes, public transport interchanges. However, the policy area does acknowledge the need for growth and also includes extensions of cycle routes, walking routes and potential railway areas, as well as mobility hubs. It is anticipated that these extensions between villages and towns may require land take from greenfield sites and may therefore have slight adverse effects through a potential permanent loss of highly productive agricultural soils, dependent on the nature and location of the developments.

Many of the measures discussed by this policy area will require the use of natural resources for construction e.g. new active travel routes or other transport associated infrastructure such as mobility hubs. The policy makes no note to ensure a Circular economy is promoted, or that recycled or secondary materials are used in transport infrastructure and public realm improvements. As there is no recommendation to the sort of construction materials that should be used, there is the potential for slight adverse effects as new transport infrastructure is constructed potentially using primary resources, however this is uncertain and dependent on the implementation of the measures included in this policy area.

The policy area includes measures which aim to improve accessibility of people living and working on the island to access key services using active travel, public transport. The improvements of transport hubs and providing more joined up public transport is likely to have beneficial effects for people accessing employment and education. By providing more options for people without use of a private car, particularly for accessing employment there is the potential for this to help remove barriers to economic activities and reduce unemployment. Having the joined up approach with real-time/ accessible travel information is likely to ensure that public transport is accessible and suitable to travel to workplaces without impractical stops and transfers between travel modes. The focus on active travel is also likely to reduce congestion and improve/ enhance journey time reliability on highways and the rail network. The policy area makes provision for rural areas in improvements which should also help make places of employment and education more accessible for rural communities, particularly those without access to private car. Policy AS3's focus on maintaining the current choice of routes and methods of crossing the Solent will help to maintain the access to the island by visitors and locals alike and continue to support the tourist economy which makes a large contribution to the islands overall economy and will also ensure the benefits of the policy area are felt regionally as well as locally.

Provision for coordinating travel information and booking systems to support improved public transport including things like travel apps for smart phones, and real-time and message information on the network at key locations are included within the policy. There is also a Trial Digital Demand Responsive Transport system suggested, which has the potential to improve network efficiency and responds to demand, which may

therefore help improve efficiency of the transport network, particularly when there may be seasonal peaks of transport use e.g. during summer seasons and also at peak times of the day e.g. morning and evenings for travelling to work/ education.

Health

Increased easy access to Public Transport and improved services will improve access to health and leisure facilities for a greater range of people. Policy AS1 focuses on making it easier for people to access key services using healthy modes of transport. Supporting joined-up, affordable public transport will also improve the accessibility of services and facilities for all. The policy area aims to make walking and cycling easier for all people on the Island, with a particular focus on disadvantaged groups as well as making public transport affordable. The E-Bike Share Project will also help to make active transport more affordable. There will be comprehensive walking and cycling network with investment in both urban and rural areas. Though access to active travel would be of less benefit to the elderly and those with certain disabilities.

There is a particular focus on improving the safety and security of the Islands transport system. A Speed Limit Review, Road Safety Improvement programme and safe and accessible walking and cycling routes will all help to reduce the number of accidents. The Safe System approach will ensure road safety is a fundamental consideration, identifying emerging safety issues and increasing personal security on transport networks with CCTV and staff presence at key locations, better use of technology to make the reporting process easier and building more trust in the reporting process. These measures will all work to promote safety and reduce crime and fear of crime and will be particularly beneficial for cyclists, pedestrians and commuters. However, the intention to support schemes such as e-bikes and e-scooters could potentially lead to conflict with other transport network users (pedestrians as well as car drivers). Children and adolescents may be particularly vulnerable in terms of bike and scooter use. Those who are already used to using bikes will benefit most.

Severance from facilities related to health, education and economic opportunities etc. will be reduced for all groups through the further development and integration of Public Transport and increased access from active travel. Reduced congestion would also potentially reduce the severance caused by busy roads and would be particularly beneficial to the young and the elderly, as well as those with certain disabilities. However, the issue of severance would need to be considered in the design of any new transport infrastructure. Opportunities may be taken when upgrading facilities to reduce severance. A reduction in congestion and overall vehicle use will likely result in reduced air, noise and odour pollution. Light levels may be unchanged, though this will help to provide for a safer night time environment for all.

The intention to enhance Public Transport and active travel connections across the region will help both rural and urban areas. Additionally, the support for flexibility and deliverability on cross-Solent services will help to improve connections between the Island and the mainland. The improved public transport will include accessible and travel information and booking systems noted as a key element. Specific note is made of a programme of Bus Infrastructure Improvements to address accessibility and inclusivity.

Equalities

Increased easy access to Public Transport and improved services will improve access to health and leisure facilities for a greater range of people. Policy AS1 focuses on making easier for people to access key services using healthy modes of transport. Supporting joined-up, affordable public transport will also improve the accessibility of services and facilities for all. Access to E-bike share schemes will also provide health benefits and help to increase access, though this would be of less benefit to the elderly and those with certain disabilities, or those who are heavily pregnant. The E-Bike Share Project will also help to make active transport more affordable to a greater range of people, although this may have less benefits for certain groups, as discussed. The policy area aims to make walking and cycling easier for all people on the Island, with a particular focus on disadvantaged groups as well as making public transport affordable.

There is a particular focus on improving the safety and security of the Islands transport system. A Speed Limit Review, Road Safety Improvement programme and ensuring road safety is a key consideration in new infrastructure design will all help to reduce the number of accidents. However, the intention to support schemes such as e-bikes and e-scooters could potentially lead to conflict with other transport network users (pedestrians as well as car drivers). Children and adolescents may be particularly vulnerable in terms of bike and scooter use.

Note is made in the Policy Area supporting text that further development and integration will be undertaken on the public transport network to make transport between main towns and rural areas seamless. This will be beneficial for all groups.

Severance from facilities related to health, education and economic opportunities etc. will be reduced for all groups through the further development and integration of Public Transport and increased access from active travel. Reduced congestion would also potentially reduce the severance caused by busy roads and would be particularly beneficial to the young and the elderly, as well as those with certain disabilities. However, the issue of severance would need to be considered in the design of any new transport infrastructure. Opportunities may be taken when upgrading facilities to reduce severance. A reduction in congestion and overall vehicle use will likely result in reduced air, noise and odour pollution, which may be particularly beneficial to children and the elderly. Light levels may be unchanged, though this will help to provide for a safer night time environment for all.

Safety

There is a particular focus on improving the safety and security of the Islands transport system. A Speed Limit Review, Road Safety Improvement programme and ensuring road safety is a key consideration in new infrastructure design will all help to reduce the number of accidents. However, the intention to support schemes such as e-bikes and e-scooters could potentially lead to conflict with other transport network users (pedestrians as well as car drivers). Children and adolescents may be particularly vulnerable in terms of bike and scooter use, as well as theft of such items.

The aim to improve the safety, security and perceived safety of the Island's transport system will be achieved through adopting a 'Safe/Secure by Design' approach, working towards a Safe System approach to road safety and establishing a continuous network of safe walking and cycling routes. The Safe System approach will ensure road safety is a fundamental consideration, identifying emerging safety issues and increasing personal security on transport networks with CCTV and staff presence at key locations, better use of technology to make the reporting process easier and building more trust in the reporting process. These measures will all work to promote safety and reduce crime and fear of crime.

10.4.2. Accessibility and Safety - recommendations

It is considered that the following recommendations for additional text / amendments to text will act to strengthen this policy area further, or provide greater clarity and understanding of implications for sustainability. Note that policy recommendations in relation to a particular objective may have benefits in relation to other objectives, or be best addressed through other policy areas, but the repetition is made here for clarity.

Table 10-4 - Accessibility and Safety - Recommendations

ISA Objective	Recommendations
1. Protect and improve air quality	No recommendations made.
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	No recommendations made.
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	Note the need to increase resilience of the transport network to a changing climate.
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	Note the importance of ensuring protection of sites designated for nature conservation and provide a focus on areas previously developed if possible.

5. Protect and enhance sites designated internationally for nature conservation purposes	No recommendations made.
6. Protect, enhance and promote geodiversity	No recommendations made.
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	Note the need to protect the setting of cultural heritage assets, as well as the assets themselves.
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	No recommendations made.
9. Protect and enhance the water environment	Note should be made within the Policy of the need to protect and enhance the water environment from the effects of transport. This should include the use of SuDS where possible and the need to comply with the aims and Objectives of the Water Framework Directive.
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	Note the need to protect those areas of high quality soils and focus on previously developed land if possible.
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	Note the importance of reducing use of natural resources, use of secondary materials, waste reduction and the circular economy.
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	No recommendations made.
13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	No recommendations made.
14. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	No recommendations made.
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	No recommendations made.
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	No recommendations made.

10.4.3. Behaviour Change

The Policy Area considers the measures which will influence our residents and visitors' travel habits. It looks to promote a behaviour change through services, campaigns and other activities to encourage walking, cycling, use of public transport and Zero Emission Vehicles in an attempt to entice a change in habitual behaviour away from use of the private car which would improve air quality and contribute to meeting net zero carbon goals. Training programmes for adult and children cycling proficiency may help to reduce perceived barriers to cycling e.g., safety, and further reduce reliance on private car, and thus improve air quality. Measures include a campaign to give mobility credits in exchange for scrapping older diesel vehicles to spend on appropriate shared and public transport options which would reduce the number of private vehicles on the road and force a shift towards spending on public transport and shared active travel options and in turn reduce carbon emissions released from vehicles. Although the policy seeks to encourage Zero Emission Vehicles, the policy area supporting text does not note how people will be encouraged to use zero emission vehicles. The policy area does not promote enhancements to green infrastructure which is a missed opportunity. Green Infrastructure improvements could have the benefit of making walking and cycling more attractive, safe and comfortable and thus help to facilitate behaviour change, while also help to absorb pollutants and therefore improve air quality. There is also no note made to how behavioural change will Contribute to the National Air Quality Objectives and avoid the need to designate any AQMA's on the Island.

The policy area notes that campaigns and activities for encouraging behavioural change will target residents and businesses. However, it does not note how behavioural change marketing and campaigning will support provision of delivery consolidation centres and encourage goods delivery mode shift. Delivery methods are not acknowledged within the policy, so there is the potential for slight adverse impacts if delivery methods continue using existing methods e.g. HGVs and smaller LGVs for local deliveries unless addressed by alternative policy areas.

In principle, the solutions discussed in this policy area to encourage a behaviour change in travel behaviour towards walking, cycling and use of public transport and Zero Emission vehicles, if successful will reduce transport emissions, reduce traffic growth and therefore improve air quality and reduce CO2 emissions. However, as acknowledged within the policy, 'habitual behaviour is hard to change' so the potential beneficial effects on air quality and CO2 emissions, are dependent on the uptake of the solutions discussed in the policy.

Modal shift made may be impacted by changing climate in the long term e.g. increased risk of flooding, intense rainfall, and extreme heat events. This may impact choice to travel via walking or cycling if changing climate conditions make journeys less comfortable or potentially more hazardous, this is not noted within the policy area, though in the short and medium term it is anticipated this will have minimal impact on behavioural shift. However, in the long term, as extreme weather events increase, there may be slight adverse impacts if people feel they need to travel via car to feel comfortable or safe e.g. during times of flood, or extreme heat. A way to mitigate this could be through green infrastructure which incorporates natural flood management, SuDS and use of trees for shade and shelter around key active travel routes, however this is not noted by this policy area.

The policy area makes no note of specific physical development which would require significant land take, therefore it is anticipated that there will be neutral impacts in relation to biodiversity, nature conservation sites and geodiversity. Encouraging a shift away from motorised vehicles, or to more sustainable forms may reduce effects on biodiversity and designated sites through disturbance or could help reduce deposition of pollutants.

It is anticipated that a shift to walking, cycling will have beneficial effects in relation to the water environment e.g. by reducing the potential for accidental spillage of hydrocarbons.

If the policy is successful in creating a behavioural change to walking, cycling it is anticipated that there may be beneficial effects on heritage assets through reducing noise pollution and air pollution around heritage assets which is often associated with road traffic congestion. There is the potential that increased provision for cycling and walking may cause some visual intrusion for designated and non-designated heritage assets due to an increased need for paths, signage and street furniture (including EV charging points) to facilitate these travel modes, however, while considered slight, the extent of the potential adverse impact is uncertain and anticipated to be short term during construction / installation.

The policy areas focus on encouraging a behavioural shift towards sustainable modes of transport is likely to result in beneficial effects for the promotion and protection of PRoW e.g., campaigns may promote PRoW to encourage walking. Additionally, a reduction in car travel is likely to reduce traffic in towns and may have beneficial effects for the setting of local townscapes through enhanced areas of tranquillity, and reduced noise and light pollution. The policy makes no note of conserving, protecting or enhancing landscape assets, these could be identified by campaigns as incentive and destinations for people to walk / cycle to. The policy area notes that zero emissions vehicles will be encouraged, however the supporting infrastructure required for this

e.g. charging stations may have slight adverse impacts on townscapes due to new visual intrusion, and may also have impacts where the network of charging stations across the island includes rural areas, or areas adjacent to National Landscapes causing visual intrusion, though this would be slight.

This policy indirectly promotes the prudent use of finite natural resources by encouraging a behavioural shift towards sustainable modes of transport, all of which reduce the need to use the private car, and reduce the need for fossil fuels e.g. diesel and petrol. In addition, the approach to achieving this is focused on people, and using activities, marketing and campaigns, which can be implemented digitally e.g. online marketing, also have beneficial effects as there is no physical requirement to facilitate the behavioural shift and the policy implies that for the most part existing infrastructure will be promoted, with the only note towards physical changes being directed towards schools in order to support cycling provision e.g. storage, which will have minimal impacts on the use of finite resources.

This policy area is focused on supporting a change in behaviour through services, campaigns, and other activities to encourage walking, cycling and use of public transport and Zero Emission Vehicles. Encouraging the behaviour change is likely to reduce cars on the road, which will reduce congestion, improve and enhance journey time and reliability on the highways. The policy area has a strong focus on influencing travel behaviour through education, both through improving cycling proficiency using training programmes such as adult and children cycling proficiency, additionally a range of initiatives and promotional campaigns to inform, educate, reassure, and encourage cycling provision and education e.g., Bikeability. This is anticipated to likely help improve access to education establishments, and may be of particular benefit for those in deprived areas who may lack skills/ knowledge and may inspire confidence to take alternative travel means to education and training and has the additional benefit of reduced cost compared to private and public travel options.

There is also the potential for initiatives such as the ‘mobility credits’ scheme to contribute to establishing a transport network that increases investment. For example, the spending of ‘credits’ on appropriate shared and public transport options is likely to generate further investment as usage increases and drives further investment in improving public and shared transport. However, this is entirely dependent on uptake of such schemes. There is no note made to support the development of transport solutions which integrate with digitally smart networks, and no specific note made to how rural communities will be encouraged to walk, cycle and use public transport to access employment and educational opportunities.

The policy area includes measures that will apply personalised travel planning techniques, marketing and other behavioural change initiatives when delivering physical transport improvements to maximise the uptake of sustainable modes of travel. The policy notes that the use of zero emission vehicles will be promoted through the various activities, and promotional campaigns, however, does not note how the island will support a growth in these types of vehicles in terms of physical infrastructure and land use planning so there is the potential for slight adverse impacts in the long term if networks of charging stations are not planned in accordance with digital traffic models and land use planning.

Health

This Policy Area will help to support people to change their travel behaviour and will encourage a mode shift to walking, cycling, use of public transport and ZEVs in residential and business areas. Utilising such modes will provide new and increased opportunities to access health and leisure facilities and amenities, though while beneficial to all Groups, full uptake of such opportunities may be more difficult for some groups. Those groups who may not be able to benefit to the same extent as others include the elderly and those with certain disabilities, as well as those with very young children, though recognition is made of some difficulties and that some reassurance needs provided as well as training programmes e.g. adult and cycling proficiency. It may be the case that such groups may still rely on the private car, though an overall reduction in traffic volumes due to Behavioural change may indirectly benefit these groups.

No specific note is made of affordability within the Policy Area, though note is made within the supporting text in relation to introducing ‘mobility credits’ where participants agree to scrap their older diesel vehicles to access ‘credits’ over a set period of time to spend on appropriate shared and public transport options. Similarly, note is made of Gamification / Reward Measures. This alongside, lower / zero costs options such as walking and cycling and cycle / scooter funding for schools will help to improve affordability. This will be of benefit to all groups, particularly those on lower incomes. There could remain some issues such as affordability of public transport.

A focus on Behavioural Change will likely decrease traffic volumes and improve walking and cycling rates. This will reduce the potential for accidents, with particular benefits for children and those with mobility or visual impairment issues. There is also a noted focus on public transport and this will mean more journeys using this

safe form of travel compared to private car use. The increased use of cycling and scooters may potentially result in an increased number of accidents although note is made in supporting text of the need for training programmes such as adult and children cycling proficiency will also be provided to help people to travel safely on our roads and this may minimise the number of accidents. The likely decrease in traffic volumes and improvement in uptake of / provide better opportunity for more sustainable modes should reduce severance caused by busy roads or high levels of congestion. All groups will benefit, with groups such as disabled, the young and elderly likely benefitting most. Providing training, guidance and encouragement in terms of active travel may also help to reduce severance by making facilities and services more accessible by a greater range of modes.

This Policy area will likely lead to reduced volumes of traffic on the roads, but with better connections via more sustainable modes and therefore improve connections across the island. It will help both rural and urban areas, though benefits are most likely in local urban areas.

No specific note is made to reducing air, noise, odour or light pollution from transport in this Policy area. However, it does aim to help deliver through the changing behaviours that will likely lead to a reduction in congestion and overall vehicle use / uptake in more sustainable modes of transport. The supporting text notes measures such as scrapping of older diesel vehicles. This Policy area will likely result in reduced air, noise and odour pollution. All groups will benefit but children and those with certain ailments would likely benefit most.

This Policy area aims to change Behaviours that will lead to an improvement in access to active travel modes, particularly walking and cycling. While beneficial to all Groups, full uptake of such opportunities may be more difficult for some groups. Those groups who may not be able to benefit to the same extent as others include the elderly and those with certain disabilities, as well as those with very young children. However, recognition is made of difficulties and measures such as travel planning, education and reassurance will be provided. Note is also made within the Policy in relation to encouraging use of public transport and this will be of benefit to all groups.

Equalities

This Policy Area will help to support people to change their travel behaviour and will encourage a mode shift to walking, cycling, use of public transport and ZEVs in residential and business areas. Utilising such modes will provide new and increased opportunities to access health and leisure facilities and amenities, though while beneficial to all Groups, full uptake of such opportunities may be more difficult for some groups. Those groups who may not be able to benefit to the same extent as others include the young, the elderly, those with certain disabilities and those who may be heavily pregnant. Those who have different language needs or certain ethnicity, social or cultural aspects may also struggle to fully access public transport, perhaps through a fear of crime / anti-social behaviour.

No specific note is made of affordability within the Policy Area, though note is made within the supporting text in relation to introducing ‘mobility credits’ where participants agree to scrap their older diesel vehicles to access ‘credits’ over a set period of time to spend on appropriate shared and public transport options. Similarly, note is made of Gamification / Reward Measures. This alongside, lower / zero costs options such as walking and cycling and cycle / scooter funding for schools will help to improve affordability. This will be of benefit to all groups.

A focus on Behavioural Change will likely decrease traffic volumes and improve walking and cycling rates. This will reduce the potential for accidents, with particular benefits for children and those with mobility or visual impairment issues. There is also a noted focus on public transport and this will mean more journeys using this safe form of travel compared to private car use. The decrease in traffic volumes would act to reduce severance (by reducing how busy roads are for example). This would be of benefit to all groups. Providing training, guidance and encouragement such as adult and children cycling proficiency, in terms of active travel may also help to reduce severance by making facilities and services more accessible by a greater range of modes and will help people to travel safely on roads.

While note is made within the Policy Area of encouraging use of Public Transport, it is not clear whether this will result in improved provision in rural areas or those areas experiencing constraint in public transport provision.

No specific note is made to reducing air, noise, odour or light pollution from transport in this Policy area. However, it does aim to help deliver through the changing behaviours that will likely lead to a reduction in congestion and overall vehicle use / uptake in more sustainable modes of transport. The supporting text notes measures such as scrapping of older diesel vehicles. This Policy area will likely result in reduced air, noise and odour pollution. All groups will benefit but children and pregnant mothers may benefit most.

Safety

This Policy area will provide training, guidance and encouragement in terms of active travel and will make such modes safer. Reducing traffic volumes on the roads will also likely result in reduced accidents. Children will benefit particularly.

Reducing traffic volumes will improve actual and perceived safety, with benefits for all. Additionally, the provision of cycling education and schemes will also reassure people around safety, again with children benefitting particularly.

10.4.4. Behaviour Change - recommendations

It is considered that the following recommendations for additional text / amendments to text will act to strengthen this policy area further, or provide greater clarity and understanding of implications for sustainability. Note that policy recommendations in relation to a particular objective may have benefits in relation to other objectives, or be best addressed through other policy areas, but the repetition is made here for clarity.

Table 10-5 – Behaviour Change - Recommendations

ISA Objective	Recommendations
1. Protect and improve air quality	Note should be made to using enhanced green infrastructure to help drive and encourage behavioural change and provide multi-benefits in improving air quality through absorption of pollutants. Provide clarity on how uptake of ZEV's will be encouraged through provision of enhanced charging network.
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	Note should be made to using enhanced green infrastructure to help drive and encourage behavioural change and provide multi-benefits in improving air quality through absorption of pollutants. Note should also be made to ensuring modal shift campaigns also support commercial and logistics sectors in facilitating low carbon impact goods deliveries e.g. electric vehicles.
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	Encourage green and blue infrastructure around active travel routes to provide more comfortable walking and cycling environments which are adaptable to changing climatic conditions.
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	No recommendations made.
5. Protect and enhance sites designated internationally for nature conservation purposes	No recommendations made.
6. Protect, enhance and promote geodiversity	No recommendations made.
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	No recommendations made.
8. Protect and enhance the character and quality of	No recommendations made.

landscapes, townscapes and visual amenity	
9. Protect and enhance the water environment	Incorporate green infrastructure solutions with walking and cycling to mitigate potential adverse impacts anticipated from road and footpath upgrades.
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	No recommendations made.
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	Where physical adaptations are required e.g. schools there is the opportunity to promote the circular economy and encourage the use of recycled materials to support schools which require on-site facilities to support cycle/ scooter storage.
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	No recommendations made.
13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	No recommendations made.
14. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	Provide more detail on affordability of public transport. Specific note could be made of the need to reduce speed as part of wider behavioural change. Specific note / clarification should be made that efforts will be to encourage all groups to access public transport and facilities will cater for all needs such as the disabled etc.
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	Ensure that education programmes / schemes include for those whose first language may not be English. Reassurance could also be provided in relation to utilising public transport that users will be safe from crime / anti-social behaviour. Provide clarity that public transport provision will increase in rural areas, or those areas not well served. Provide greater clarification that training should also be focused on wider population groups and not just focused on children.
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	Provide additional clarity to note that education elements will include personal safety in terms of utilising public transport or other elements of the transport network. Clarity to be provided on the need to increase actual and perceived safety / security on the wider transport network.

10.4.5. Infrastructure

This Policy area is concerned with providing infrastructure to help widen travel choices across the island and provide alternatives to the car. There is though a recognition that use of the car will remain an attractive option for many, particularly the elderly and those living in rural areas. As such, this Policy area aims to achieve a smooth flow of traffic and better journey time reliability. It also recognises that reducing congestion will help business, improve road safety and reduce emissions of pollution and carbon. Types of infrastructure noted include new shared paths, junction improvements, macro freight consolidation centres and more EV charging points. There may also be additional road capacity, though this will be only when absolutely necessary.

Some of the measures noted within the Policy area are anticipated to have beneficial effects on air quality, as well as reduce carbon emissions. For example, measures such as parking restrictions are likely disincentivise private car use for short journeys, and therefore reduce traffic growth and congestion and as such improve air

quality. Similarly, the Policy area notes measures to decrease the use of certain goods vehicles and reduce overall journey distances made by these vehicles by using macro and micro freight-consolidation at key locations. In addition, clear note is made of support for increasing ZEV use through planning and enabling charging and fuelling infrastructure across the Island, including rural areas, expanding EV car clubs and accelerating the uptake of ZEV amongst council and wider fleets. The Policy area also includes measures which are likely to help reduce congestion and thus improve air quality e.g., traffic management, better road design, use of speed limits, real-time traffic monitoring and signage. There is also provision in this policy area to encourage greater and more robust digital connectivity to allow increased uptake of home working, home schooling etc through WightFibre and the delivery of the Island Digital Strategy. Nevertheless, it remains that there may be some requirement for additional road capacity and this may lead to continued pollution and carbon emissions, particularly in the short term, prior to other measures fully taking effect. A net gain in biodiversity such as through tree planting would help to address some pollution issues (albeit on a very local scale) and would also help to sequester carbon, particularly in the long term as vegetation matures and carbon absorption and dissipation is optimised.

The Policy area notes how severe weather events could put transport infrastructure and services at risk of disruption particularly along the coastline, adjacent to river network and links to the mainland are regularly affected by weather events. Although there is a need to ensure these links are more resilient to climate change the Policy area does not how this can be achieved. Measures which involve ongoing network maintenance and implementing a 'Safe Design' approach to road safety do not clearly encourage design for successful adaptation to predicted changes in weather conditions, and frequency of events, and therefore are unlikely to lead to development that is resilient over its lifetime. There is no note made to implementing SuDS and natural flood management where possible, or how the roads which are known to be vulnerable to flooding can be protected. Therefore, there is uncertainty in how effective the implementation of this policy area will be, and there is the potential for adverse effects in the medium to long term as extreme weather events increase and where there may be greater disruption to the Solent Ferry Crossings.

As a response to climate change, the Policy area sets out that it will design, construct and maintain infrastructure in light of the risk from a changing climate, and in the supporting text it sets out that they will seek to increase soft/permeable surfaces to reduce the risk of flooding from hard surfacing. Policy I3 notes protecting the built and natural environment, and notes planting trees, however further Green Infrastructure improvements throughout the network, including near new and existing active travel routes, could further help to provide natural flood management, and reduce pollution events. Reduction of the numbers of private car and goods vehicles on the road provides an opportunity to benefit the water environment through a reduction in polluted runoff from roads (tyre degradation etc.). There would also be a reduction in pollution from accidents / accidental spillage of hydrocarbons – this effect would also be enhanced in the medium to longer term through an uptake in EV's. Although additional road capacity would only be considered when absolutely necessary its provision would result in increased polluted runoff (including from tyre degradation) into the water environment and increasing the chance of accidents from which water pollution could occur.

Biodiversity is likely to be enhanced through the Policy area as it requires a net gain in biodiversity for all new transport infrastructure schemes and looks for opportunities to deliver environmental enhancements through new and upgraded infrastructure schemes and routine maintenance. Measures include tree planting schemes for major new transport infrastructure and investigation of opportunities to deliver environmental enhancements through new or upgraded infrastructure schemes and it's anticipated this will bring slight beneficial effects to the natural environment. The potential reduction in private cars and goods vehicles will mean a reduction in pollution and disturbance to species, habitats and internationally designated sites. Reduced traffic may also result in a reduction in 'roadkill'. Habitats, species and sites designated for nature conservation purposes may experience negative impacts through the potential that the implementation of EV charging networks and new active travel routes, or associated facilities, as well as macro freight consolidation centres (particularly in non-urban areas) and some highway infrastructure improvements. Although there would be opportunities for green infrastructure to be developed.

In terms of geodiversity the need to remove/ disturb RIGS on a major scale will be reduced as providing additional road capacity will only be considered where absolutely necessary. However, with the implementation of new active travel routes (and associated infrastructure), as well as features such as macro freight consolidation centres, it is likely that land take will be required, and therefore, a potential for disruption and degradation of geological sites. However, such schemes could provide greater access to such areas and allowing greater numbers to appreciate these important landscape features where visible.

A focus on reducing the use of the private car, and goods vehicles are likely to have beneficial effects through reducing visual intrusion from traffic congestion and car parks, as well as reducing air, noise and light pollution

which may adversely effect vulnerable heritage assets. A reduction in noise and light pollution particularly where there are queuing vehicles, and may also help to preserve tranquillity – this is an important consideration given the Noise Important Areas on the island. This will also reduce the impact of parking on townscapes, and have beneficial effects for the setting. New walking and cycling routes may improve access to heritage assets, and measures which include green infrastructure improvements in urban streets may also help to improve the setting of heritage assets. The policy area notes improving the EV charging network, and this may have some slight adverse effects on conservation areas, and in rural areas through causing visual intrusion, as would potentially features such as macro-freight consolidation centres (depending upon precise location) or other infrastructure improvements.

This policy area notes that new road infrastructure will only be considered if absolutely necessary, and therefore it is anticipated this will help avoid the sterilization of viable mineral resources, help avoid transport-related infrastructure development on best agricultural land, and avoids the permanent loss of the most highly productive agricultural soils. It is acknowledged however, that some of the measures included with this policy area are likely to result in some land take and have adverse effects on agricultural resources e.g. construction of new EV charging stations in rural areas and macro freight consolidation centres. Although no specific note to avoid the sterilization of mineral resources, and to ensure the protection of soil resources from transport-related infrastructure construction activities has been included, it is anticipated this will addressed by other policy areas, or the waste and minerals plan for the island.

Less use of private cars and an increase in ZEV is anticipated to help reduce the consumption of primary natural resources e.g., less fuels are needed to power these vehicles. The policy area as a whole makes no recommendation or promotion of the Circular Economy, resource efficiency during the whole project life cycle, or for the use of sustainably sourced/ locally produced materials with transport related projects. However, Policy I5 sets out that providing additional road capacity may be considered, although it states that this would be only when absolutely necessary its provision would require resources to be used. Similarly, the development of transport hubs would also require the use of resources.

This policy area includes a number of measures that area likely to result in increased opportunities for people to access jobs and the services they need. Measures will include increased opportunities for commercial / business interactions, as well as making areas more pleasant to do business or shop in e.g. Low traffic areas. The anticipated reduction in congestion will therefore help to make business more efficient and will also provide businesses with new (and potentially cheaper) ways to connect with consumers. The introduction of macro and micro freight consolidation points at key locations should also help to improve efficiency of deliveries for district centres and for local businesses. There may be negative impacts on low income groups who may be at a disadvantage in relation to accessing jobs and skills if road user charging schemes are introduced.

In relation to supporting the wider coordination of land use, energy planning and transport planning the policy area supports the development of EV charging networks through measures such as planning and enabling charging and fuelling infrastructure across the island including rural areas and expanding EV car clubs. Policy I5 also seeks to future proof infrastructure on the island for new technology including WightFibre for the delivery of the Island Digital Strategy.

Health

Traffic demand management for car based travel may make it harder for some groups such as the elderly or disabled to access services and facilities as they may have greater difficulty and challenge to utilise active travel modes. Supporting the wider availability of electric charging facilities and alternative fuels as well as car sharing options will make some methods of transport more accessible, particularly for low-income groups, and therefore improve accessibility to services and facilities.

Increasing parking restrictions and charges could potentially make it difficult for many to afford transport as travelling by private car can be lower cost than public transport. Encouraging car sharing options such as car clubs could help to make transport more affordable for some groups, which would also be particularly beneficial for those on a low income.

Demand management for car based travel and for freight and logistics intends to cause shift to more sustainable travel and therefore may help to reduce the number of vehicles on the road and as such potentially the number of accidents. Managing the operation and maintenance of the Island's highway network to support the LTP's safety objectives and implementation of a 'Safe Design' approach will help to improve the safety of the network. Additionally measures which will improve the safety of the network include Pedestrian First Zones, reviewing the allocation of space within built up areas, reviewing the parking strategy and supply and pricing

and proposed traffic calming and removal schemes. Those with disabilities such as poor eyesight and wheelchairs users may benefit particularly.

Managing the operation and maintenance of the Island's highway network to support the LTP's accessibility objectives will help to reduce severance. Traffic demand management for car based travel may make it harder for some groups such as the elderly, disabled or low-income groups to access essential facilities as active travel modes or public transport may be inaccessible to them. Demand management could reduce severance by reducing vehicle numbers and as such reducing traffic volumes on roads.

Managing the operation and maintenance of the Island's highway network to support the LTP's policies and objectives may improve connections between and within communities and may also improve access to active travel modes and public transport.

Protecting the built and natural environment and requiring net gain in biodiversity for all new transport infrastructure would help to ensure that levels of pollution do not worsen. Additionally, the encouragement of electric vehicles and discouragement of use of private cars and certain goods vehicles would help to lower air and noise pollution. A reduction in air and noise pollution would be particularly beneficial for children, the elderly and those with certain health issues such as lung conditions. A reduction in noise pollution will also help improve wellbeing and reduce stress. Construction of new infrastructure may have negative effects on pollution levels, though this would be typically only for the construction phase.

Equalities

Traffic demand management for car based travel may make it harder for some groups such as the elderly, disabled or pregnant to access services and facilities as they are unable to utilise active travel modes. Supporting the wider availability of electric charging facilities and alternative fuels as well as car sharing options will make some methods of transport more accessible, particularly for low-income groups, and therefore improve accessibility to services and facilities.

Increasing parking restrictions and charges will make it difficult for many to afford transport as travelling by private car can be lower cost than public transport. Encouraging car sharing options could help to make transport more affordable for some groups, which would be particularly beneficial for those on a low income.

Demand management for car based travel and for freight and logistics intends to cause shift to more sustainable travel and therefore may help to reduce the number of vehicles on the road and consequently the number of accidents. Managing the operation and maintenance of the Island's highway network to support the LTP's safety objectives and implementation of a 'Safe Design' approach will help to improve the safety of the network. Additionally measures which will improve the safety of the network include Pedestrian First Zones, reviewing the allocation of space within built up areas, reviewing the parking strategy and supply and pricing and proposed traffic calming and removal schemes. Those with disabilities such as poor eyesight and wheelchairs users and those pushing prams may benefit particularly.

Managing the operation and maintenance of the Island's highway network to support the ITP's accessibility objectives will help to reduce severance. Traffic demand management for car based travel may make it harder for some groups such as the elderly, disabled, pregnant or low-income groups to access essential facilities as active travel modes or public transport may be inaccessible to them.

Protecting the built and natural environment and requiring net gain in biodiversity for all new transport infrastructure would help to ensure that levels of pollution do not worsen. Additionally, the encouragement of electric vehicles and discouragement of use of private cars and certain goods vehicles would help to lower air and noise pollution. A reduction in air and noise pollution would be particularly beneficial for children, the elderly and those with certain health issues such as lung conditions. A reduction in noise pollution will also help improve wellbeing and reduce stress. Construction of new infrastructure may have negative effects on pollution levels (though typically during construction period).

The policy area makes no reference to the provision of public transport in rural areas or those experiencing constraint.

Safety

Demand management for car based travel and for freight and logistics intends to cause shift to more sustainable travel and therefore may help to reduce the number of vehicles on the road and consequently the number of accidents. Managing the operation and maintenance of the Island's highway network to support the LTP's safety objectives and implementation of a 'Safe Design' approach will help to improve the safety of the network. Additionally measures which will improve the safety of the network include Pedestrian First Zones,

reviewing the allocation of space within built up areas, reviewing the parking strategy and supply and pricing and proposed traffic calming and removal schemes. Those with disabilities such as poor eyesight and wheelchairs users and those pushing prams may benefit particularly.

A reduction in traffic volumes would improve actual and perceived safety, with benefits for all. Managing the operation and maintenance of the Island's highway network to support the LTP's safety objectives and policies.

10.4.6. Infrastructure - recommendations

It is considered that the following recommendations for additional text / amendments to text will act to strengthen this policy area further, or provide greater clarity and understanding of implications for sustainability. Note that policy recommendations in relation to a particular objective may have benefits in relation to other objectives, or be best addressed through other policy areas, but the repetition is made here for clarity.

Table 10-6 - Infrastructure - Recommendations

ISA Objective	Recommendations
1. Protect and improve air quality	No recommendations made.
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	No recommendations made.
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	Policy I5 could include more detail about measures which can be implemented to ensure that the road network is resilient to climate change, and particularly flooding which it currently acknowledges is an issue across the island. Measures such as SuDS and use of green infrastructure for natural flood management could be included to ensure resilience is maximised. There could also be note made to understand/ explore what opportunities there may be to improve resilience of the Solent crossing which is the key link to the mainland, and which is acknowledged to be frequently disrupted by severe weather events.
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	No recommendations made.
5. Protect and enhance sites designated internationally for nature conservation purposes	No recommendations made.
6. Protect, enhance and promote geodiversity	No recommendations made.
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	Policy I3 itself seems more focused on improving the natural environment with the measures it discusses. While the measures may also benefit the built environment, and the supporting text acknowledges the potential impact of new infrastructure on heritage assets e.g., historic parks, gardens, Grade-listed buildings and scheduled monuments scattered across the island, there is no clear note in the policy text or suggested measures as to how the LTP will be used to conserve and enhance the Islands heritage assets e.g., through ensuring infrastructure and network improvements and associated street furniture do not have adverse effects on heritage assets such as by use of appropriate signage/ lighting etc.
8. Protect and enhance the character and quality of	No recommendations made.

landscapes, townscapes and visual amenity	
9. Protect and enhance the water environment	No recommendations made.
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	There could be a caveat included to note that where new infrastructure is deemed absolutely necessary, there could be an approach to use previously developed land wherever possible to mitigate the risk to mineral resources, and agricultural land.
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	Note should be made of the need to minimise waste and promote the circular economy.
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	No recommendations made.
13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	No recommendations made.
14. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	No recommendations made.
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	No recommendations made.
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	No recommendations made.

10.4.7. Land Use Planning

The purpose of this Policy area is to reduce the reliance on private motorised transport through effective land use planning that will decrease the distance between jobs, services and homes and making towns and villages more walkable, cyclable and accessible by public transport. A key element to this Policy area is the '20 minute neighbourhood' and a clear focus on ensuring that new development does not lock in car dependency and shifts the focus to providing sustainable travel options for the variety of journeys people need to take and ensuring there is a sustainable option for longer journeys across the island e.g., via public transport. At the local level, this is also likely to improve air quality and should help prevent the need to designate any AQMAs in the long term as improvements and land use changes which support active travel methods are constructed and become operational. The Movement and Place Framework should further support the shift towards sustainable travel through appropriate infrastructure and road hierarchies. The inclusion of securing financial contributions from developers to limit impacts of development on transport networks may also help to mitigate adverse impacts associated with development in the long term.

The policy area also notes measures to encourage electric vehicle, car club use and more efficient use of the transport network which have the potential to contribute to reducing emissions and improving air quality, however this is uncertain as this is dependent on uptake and use of the scheme as and when they become

available. Nevertheless, reducing the need to travel long distances to access community facilities and services, and therefore reduce the need to use car or public transport should result in a reduction in emissions and pollutants from transport. This is anticipated to help protect and improve air quality, as well as reduce CO2 emissions and help meet net zero carbon targets.

A reduced need to travel will reduce the potential adverse effects associated with a changing climate, however there is still a reliance on active travel for most elements of travel. The supporting text within the Policy area notes that the topography of the island is challenging, and when combined with changing climate e.g. extreme heat events, extreme cold. heavy rainfall etc, may not be suitable for walking, and cycling in particular.

Other benefits from a reduction in car usage include to the water environment by reducing polluted runoff (including from tyre degradation) and reducing the chance of accidents from which water pollution could occur.

This policy area makes no note of how Land Use Planning will increase the resilience of the transport network to the effects of a changing climate and there is no note made to implementing SuDS or including green infrastructure as part of the improvements to villages and towns on the island which could help to make walking and cycling more comfortable and adaptable to changing climates e.g. natural shading and natural flood management.

Reducing the need to travel by vehicles (through providing services and facilities within easy walking and cycling distance) may lead to a reduction in the need for development on greenfield sites, with consequent loss of habitats and may also lead to a reduction in disturbance to wildlife. Providing attractive places may also require planting and this could help to deliver improved habitat and biodiversity. Nevertheless, the potential for loss or disturbance remains (including to sites designated for nature conservation and geodiversity), for example through increased provision of facilities for walkers and cyclists, or increased lighting. Effects are not anticipated to be significant and would be dependent upon location and precise nature of infrastructure.

Reducing car dependency through improved provision of local services is likely to cause a reduction in traffic congestion in villages, and towns across the island and have beneficial effects for heritage assets by reducing noise, vibration and air pollutants caused by traffic congestion. The changes and the inclusion of active travel routes may also present opportunity to improve the integrity of the setting of designated heritage assets, and reduce visual intrusion caused by cars e.g. traffic and parking.

Similarly, townscape would benefit through reduced congestion and greater control on parking at key destinations and busy locations, along with wider plans to revitalise town centres, neighbourhood centres and local villages. Managing demand effectively through the Movement and Place Framework could also result in less requirement for large scale transport infrastructure such as roads which would have beneficial effects by protecting landscapes (though there is uncertainty over the scale to which demand management would reduce the need for large scale infrastructure). This would also potentially help to conserve soil and agricultural resources, with the wider revitalisation of town centres etc. providing opportunities to remediate contaminated land or help to facilitate the re-use of previously developed land.

Revitalising town centres and other places, along with developing walking and cycling infrastructure will require the use of finite natural resources, although such infrastructure (and the noted support for EV's) would also allow for the reduction of hydrocarbon fuel use. Nevertheless it is recommended that note is made of the requirement to encourage resource efficiency, use of recycled materials, or circular economy, which could be incorporated into design e.g. for public realm improvements.

The implementation of the 20-minute neighbourhood principle should also help ensure education and employment is located near to residents and will open more economic opportunities for people without access to a private car. Note is also made of the Movement and Place Framework which should also have beneficial effects for reducing traffic congestion, and will thus help with business efficiency and provide reliable journey times, which will benefit goods delivery.

The Island Movement and Place Framework also includes some coordination between land use, and transport planning through managing the transport network in accordance with its function in different locations. It is also noted that use of this framework will help give people real options for each trip including walking, cycling and public transport. The consideration of place and integration with new developments is likely to support the housing and employment development by ensuring there is a coordinated approach and the appropriate forms of transport are available to these areas.

Health

This Policy area has a clear focus on reducing private motorised transport and via the ’20 minute neighbourhood’ allowing greater and easier access for all population groups to local services and facilities (including health and social provision), as well as open spaces and job opportunities, through both active and sustainable transport modes. This Policy approach is anticipated to have the potential for clear health and wellbeing benefits for all groups in society. For example, a greater focus on active travel modes (leading to greater opportunities for exercise) and the move away from car dependency will lead to reductions in air and noise pollution that will have benefits for all groups, in relation to physical and mental health. Improvements in air quality are likely to be particularly beneficial to children, the elderly and those with certain health conditions, especially those with lung conditions. However, it is to be noted that not all groups are likely to benefit to the same degree from aspects of this Policy area. For example, older and disabled groups may experience some reduced access through reduced mobility, with a 20 minute walk or cycle potentially unpractical in some cases – there would still though be potential to utilise private cars and there is also an enhanced focus on public transport and prioritising users of this mode. On the other hand cyclists and pedestrians will benefit largely from the ’20 minute neighbourhood’ concept. Reduced focus on vehicles and a concentration on ‘planning for places and people’, with safe, inclusive and attractive routes will also be particularly beneficial to children as it will increase activity and play (and therefore help to reduce issues such as childhood obesity) as well as reduce the potential for traffic accidents.

While there may still be uncertainties around affordability of public transport, there will be an increase in modes which are free (walking), or which can be utilised with a small investment (cycling). There may also be an improved affordability with the provision of facilities for charging electric vehicles and cycle parking in new developments.

The ’20 minute neighbourhood’ concept will reduce vehicle use and provide for safe active mode routes. 20mph zones, combined with traffic management through an Island Movement and Place Framework will also be introduced. This will help to reduce the potential for accidents across all groups, but particularly children and adolescents, the elderly, cyclists and pedestrians. The ‘Healthy Streets’ approach will have similar benefits by ensuring safe networks.

Severance from services and facilities will be reduced across all groups through the provision of safe and attractive routes, while opportunities for social interactions such as visiting friends and relatives will likely increase, with associated health and wellbeing benefits. 20mph zones, combined with traffic management through an Island Movement and Place Framework will also be introduced which will allow for much reduced traffic severance, as will a greater focus on pedestrians and cyclists.

Equalities

In relation to equality and the effects on Protected Characteristic Groups, the ’20 minute neighbourhood’ will allow greater access to all protected groups to local services and facilities, as well as employment opportunities, through both active and sustainable transport modes. Older and disabled groups and those who are pregnant (particular in later stages of pregnancy) may experience some reduced access through reduced mobility, with a 20 minute walk or cycle potentially not practical in some cases – there would still be potential to utilise private cars / taxis though and there will be a clear focus on public transport, though again, there are likely to be groups which may find accessing public transport challenging on occasion such as lone travellers or those from a BAME community. While note is made within the Policy Area supporting text of encouraging use of Public Transport, it is not clear whether this will result in improved provision in rural areas or those areas experiencing constraint in public transport provision.

While there are still uncertainties around affordability of the public transport, there will be an increase in modes which are free (walking), or which can be utilised with a small investment (cycling). This will be of benefit to all groups. There may also be an improved affordability with the provision of facilities for charging electric vehicles and cycle parking in new developments.

The ’20 minute neighbourhood’ concept will reduce vehicle use and provide for safe active mode routes. 20mph zones, combined with traffic management through an Island Movement and Place Framework will also be introduced. This will help to reduce the potential for accidents across all groups, but those with reduced mobility such as those with certain disabilities and those who are heavily pregnant may still be more at risk to traffic incidents. The ‘Healthy Streets’ approach will have similar benefits by ensuring safe networks.

Severance from services and facilities will be reduced across all groups through the provision of safe and attractive routes. 20mph zones, combined with traffic management through an Island Movement and Place

Framework will also be introduced which will allow for much reduced traffic severance, as will a greater focus on pedestrians and cyclists.

Safety

The '20 minute neighbourhood' concept will reduce vehicle use and provide for safe active mode routes. 20mph zones, combined with traffic management through an Island Movement and Place Framework will also be introduced. This will help to reduce the potential for accidents across all groups, but those with reduced mobility such as disabled and pregnant may still be more at risk to traffic incidents. The 'Healthy Streets' approach will have similar benefits by ensuring safe networks.

Safety will be improved across all protected groups through the reduction in traffic volumes and speed, along with its management. Perception of security will be enhanced through the 'Healthy Streets' approach which plans and designs attractive, comfortable, safe and inclusive networks for all. Nevertheless, some groups such as BAME, LGBTQ, faith groups and lone travellers may still retain negative perceptions of safety on public transport.

10.4.8. Land Use Planning - recommendations

It is considered that the following recommendations for additional text / amendments to text will act to strengthen this policy area further, or provide greater clarity and understanding of implications for sustainability. Note that policy recommendations in relation to a particular objective may have benefits in relation to other objectives, or be best addressed through other policy areas, but the repetition is made here for clarity.

Table 10-7 – Land Use Planning - Recommendations

ISA Objective	Recommendations
1. Protect and improve air quality	Land use policy area makes no note to promote or enhance green infrastructure, which can both encourage active travel use by making routes more comfortable and attractive, but also contribute to absorbing pollutants.
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	No recommendations made.
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	Reference to be made to increasing resilience of the transport network to a changing climate.
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	The policy area could note that including GI with improvements to local networks, to both make routes more attractive but also to minimise habitat fragmentation and provide ecological links throughout the towns and villages across the island. Any planting should be with species native to the island.
5. Protect and enhance sites designated internationally for nature conservation purposes	No recommendations made.
6. Protect, enhance and promote geodiversity	No recommendations made.
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	No recommendations made.

8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	This policy area makes no note of promoting and protecting Public Rights of Way, highlighting these as areas for improvement may help achieve greater benefits in the short term and enhancements to existing networks may help achieve the objectives of this policy area while new routes and other improvements are implemented in the medium to long term.
9. Protect and enhance the water environment	No recommendations made.
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	Specific note to be made of the importance of remediating areas of contamination / avoiding creating areas of contamination.
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	Note requirement to encourage resource efficiency, use of recycled materials and circular economy.
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	No recommendations made.
13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	No recommendations made.
14. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	No recommendations made.
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	Provide clarity that public transport provision will increase in rural areas, or those areas not well served
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	No recommendations made.

10.4.9. Sustainable Tourism

The purpose of the policy area is to make sustainable leisure and tourist trips as attractive as possible. Measures included with this policy area are likely to reduce the reliance on private car for tourism through measures e.g., onward Mobility Hubs at terminals in local/ district hubs, marketing and campaigns to promote sustainable transport use, expansion of e-bike/ bike and e-scooters at strategic locations and ticketing services for tourism combining travel and attraction. These together are likely to encourage visitors to the island to use walking, cycling and public transport to experience the island, and should therefore result in improved air quality. Additionally measures which encourage ferry operators to modify their fleet to use low-emission fuels and technology are also anticipated to have significant beneficial effects given the frequencies of ferry crossings throughout the year. Similarly to air quality, the focus on promoting sustainable forms of transport will reduce CO2 emissions, although the use of public transport will still contribute some of emissions. This policy area is concerned with supporting sustainable visitor travel choices to, from and on the Island, and does not note the resilience of the transport network to the effects of a changing climate. Although it should be noted that

in the long term, the changing climate may have adverse effects on ferry crossings and potentially stop people being able to visit the island at all at certain times.

Similarly, a reduction in car usage and a greater focus on walking and cycling will reduce disturbance and pollution emissions (which could lead to a reduction in deposition), as well as direct road kill. This could directly and indirectly benefit individual species and habitats, as well as those wider areas designated for nature conservation. There may also be benefits to the water environment through a reduction in polluted runoff, as well as a reduced potential for pollution incidents through accidents or during refuelling. There is a potential for greater disturbance to sites of nature conservation in the long term if marketing of scenic public transport leads to greater demand in additional services in these areas. The increased awareness of key visitor destinations may result in increased access to the Islands designated sites of geological interest.

In terms of heritage assets and landscapes and townscapes, there may be beneficial effects from this policy area as the coordination with tourism organisations/ providers, and marketing of the various island attractions in order to actively manage the movement of visitors will reduce pressures caused by influxes of visitor cars during peak tourism seasons and therefore reduce the impacts of air/ noise pollution associated with traffic congestion. There may also be negative effects through the sudden increase of visitors in places which could result in noise pollution, littering, visual intrusion from idle buses, and disturbances to tranquil areas.

This policy area is focused on raising awareness and supporting sustainable visitor travel choices, however the creation of Mobility Hubs and the delivery of high quality interchange facilities suggests that construction may be involved and therefore the potential loss of agricultural land or soil resources. There is no note made to promote the circular economy in constructing these, or promoting the use of secondary, local or recycled materials, however there is opportunity to. Other measures included in this include digital connectivity e.g. apps, which will reduce the amount of primary materials required to print timetables etc for personal use. One measure does note including information booklets, while this will be of benefit to those who don't have access to smart phones or digital devices, it may have an adverse impact if significant amounts of printing are required. Other means e.g. digital public information points/ social media/ radio campaigns may be better way to provide such information as it is adaptable and can be accessible to all including for people with disability e.g. using Audio, visual etc. These could be located at key points in the network and include things such as QR codes which link to journey planning apps and can be used to download walking and cycle routes etc (supported by 5g improvements from policy area 5 Technology).

This policy area will contribute to establishing an effective transport network that increases investment through measures such as ticketing services which combine travel and attraction, and coordination with tourism organisers, and enhanced marketing of scenic public transport routes is likely to help boost the tourism economy and transport economy and drive further investment. The focus on active and sustainable travel modes for visitors may also help to reduce congestion, particularly at peak times, enhance journey time reliability particularly for public transport, and therefore provide greater efficiency for businesses and network efficiency which will benefit both visitor and local people alike, helping to also improve people's access to employment which supports the visitor economy.

This policy area supports the wider coordination of land use and transport planning across the Isle of Wight through creating onward mobility hubs/ interchange facilities at terminals and local/ district centres, but also digitally through MaaS (Mobility as a Service) frameworks and associated journey/ ticket management apps. Campaigns focused on raising awareness for public transport services and visitor attractions across the island will also help to actively manage movement of visitors on the island and should help ensure the sustainable transport networks across the island are balanced, and efficient.

Health

The policy will improve accessibility to tourists for leisure services and facilities in particular. Awareness campaigns, mobility hubs, work with Visit Isle of Wight, and development of MaaS framework will all make it easier for tourist to access public transport and active travel modes, therefore improving their accessibility. Furthermore, awareness campaigns will allow tourists to make informed choices on the most affordable means of transport.

Encouraging the use of public transport and active travel modes may reduce the number of visitors travelling on the roads in private cars. This in turn may reduce the number of accidents on roads. However, encouraging the use of e-bikes, bikes and e-scooters by those who are inexperienced may result in an increase in incidents on the transport network.

The intended reduction of private cars through the promotion of walking, cycling and public transport, would allow for much reduced traffic severance. This would be particularly beneficial for children, the elderly and those with visual impairments and mobility issues.

This policy area should result in greater promotion of the public transport network and how to use it and may improve connections within and between communities on the Island. This could have beneficial effects on wellbeing as visiting family and friends may be made easier. Additionally, making visitors aware of transport options on and to the Island may increase the number of visitors and therefore improve connections with the mainland.

Encouraging more sustainable visitor travel choices both and to the Island would reduce the air and noise pollution. Air pollution would also be reduced through the encouragement to ferry operators to use low-emission fuels. A reduction in air and noise pollution would be particularly beneficial for children, the elderly and those with certain health issues such as lung conditions. A reduction in noise pollution will also help improve wellbeing and reduce stress.

Promotion of the options to walk and cycle to attractions, development of the MaaS framework and working alongside Visit Isle of Wight and other key service operators to more actively manage the movement of visitors may help to improve access to active travel, with benefits for health and wellbeing for all groups (though note as with all aspects of active travel, some groups will be better able to take advantage than others).

Tourism awareness campaigns for public transport services, marketing of scenic public transport routes, development of the MaaS framework and creation of mobility hubs would improve the access to public transport for all groups.

Equalities

The policy will improve accessibility to tourists for leisure services and facilities in particular. Awareness campaigns, mobility hubs, work with Visit of Wight, and development of MaaS framework will all make it easier for tourist to access public transport and active travel modes, therefore improving their accessibility. Awareness campaigns of the available public transport and active travel modes will allow tourists to make informed choices on the most affordable means of transport.

Encouraging the use of public transport and active travel modes may reduce the number of visitors travelling on the roads in private cars. This may reduce the number of accidents on roads. However, encouraging the use of e-bikes, bikes and e-scooters by those who are inexperienced may result in an increase in incidents on the transport network. Children and adolescents may be particularly vulnerable in terms of bike and scooter use.

The enhancement and improvement of public transport to encourage its use by tourists may be beneficial to those in rural areas as many of the tourist opportunity areas are in rural locations.

The intended reduction of private cars through the promotion of walking cycling and public transport, would allow for much reduced traffic severance. This would be particularly beneficial for children, the elderly and those with visual impairments and mobility issues.

Encouraging more sustainable visitor travel choices both and to the Island would reduce the air and noise pollution. Air pollution would also be reduced through the encouragement to ferry operators to use low-emission fuels. A reduction in air and noise pollution would be particularly beneficial for children, the elderly and those with certain health issues such as lung conditions. A reduction in noise pollution will also help improve wellbeing and reduce stress.

Safety

Encouraging the use of public transport and active travel modes may reduce the number of visitors travelling on the roads in private cars. This may reduce the number of accidents on roads. However, encouraging the use of e-bikes, bikes and e-scooters by those who are inexperienced may result in an increase in incidents on the transport network. Children and adolescents may be particularly vulnerable in terms of bike and scooter use, as well as theft of such items. Reducing traffic volumes will improve actual and perceived safety, with benefits for all.

10.4.10. Sustainable Tourism - recommendations

It is considered that the following recommendations for additional text / amendments to text will act to strengthen this policy area further, or provide greater clarity and understanding of implications for sustainability.

Note that policy recommendations in relation to a particular objective may have benefits in relation to other objectives, or be best addressed through other policy areas, but the repetition is made here for clarity.

Table 10-8 – Sustainable Tourism - Recommendations

ISA Objective	Recommendations
1. Protect and improve air quality	To further ensure visitors to the island use sustainable transport, a more widespread approach may be required from the mainland to the island for example promoting sustainable travel for the whole journey, because there is the potential that people visiting from further afield on the mainland, may still need a car to get to ferry crossing terminals, at that point it may be too late to encourage them to cross without a car or not use a car to access the island. Extended journey planning in cooperation with neighbouring local authorities to and from key UK destinations e.g., train and coach stations may help to ensure the benefits are realised.
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	To allow visitors to the island flexibility while also using sustainable transport, this policy area may be in a good position to also promote and market EV car clubs/ hire that visitor to the island can use to explore along further distances of the island without having to rely on more rigid public transport timetables. This could also help to encourage visitors to access the island on foot/ bike initially knowing they have the option to use a EV on arrival.
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	No recommendations made.
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	No recommendations made.
5. Protect and enhance sites designated internationally for nature conservation purposes	No recommendations made.
6. Protect, enhance and promote geodiversity	No recommendations made.
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	No recommendations made.
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	The policy area seeks to encourage more walking and cycling; however no note has been made to promote or protect PRoW networks on the Island, promotion of this may help achieve greater benefits and could be something that is integrated with MaaS frameworks.
9. Protect and enhance the water environment	No recommendations made.
10. Seek to remediate contaminated land, facilitate the re-use of	No recommendations made.

previously developed land, as well as conserve soil and agricultural resources	
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	No recommendations made.
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	No recommendations made.
13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	No recommendations made.
14. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	No recommendations made.
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	No recommendations made.
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	No recommendations made.

10.4.11. Technology

This policy area considers the technology measures which will reduce the need to travel and increase connectivity between people and services. This policy area aims to make high quality, reliable digital connections to homes and businesses more available, through means such as supporting delivery of the Island's Digital Strategy and roll out of fibre broadband, 5G mobile coverage which is anticipated will bring moderate beneficial effects by enabling people to work from home and therefore reduce the need to travel for work. The policy area also notes developing MaaS framework which will include integrated Bus and Rail services and trialled e-scooters and e-bike hire and it is anticipated this will help to make sustainable modes more attractive and will encourage a modal shift to active and low carbon transport methods, thus improving air quality as traffic congestion is reduced and overall emissions are reduced locally.

This policy area supports and promotes access to fast, high quality internet connections, particularly in rural areas, and it is anticipated that this will improve access to education, training, and employment opportunities, and facilitate access to online community services, so will help reduce the need to travel for 'essential' services. Therefore, it is expected there will be a reduction in CO2 emissions from transport and will contribute to achieving net zero carbon targets, however this is dependent on uptake, and some groups of people may be reluctant to use such services if they lack access to smart phones, laptops, computers etc, or are unable/ lack the skills to use such tools. Some form of digital skills workshops may help to support this policy area in ensuring as many people as possible are able to access and take advantage of the improved internet connections.

This policy does not note increasing resilience of the transport network to the effects of the changing climate. However, it is anticipated that high quality, reliable digital connections to homes and businesses means that people will not have to travel for work or education, additionally, this provision will ensure there is flexibility so that in instances where there are extreme weather events, people have the option to choose not to travel for work/ education and can work from home. In addition, it is anticipated that the MaaS framework and integration of sustainable transport services via technology means that it can respond quickly, and provide up to date

travel/ journey planning opportunities to people and can adapt advice to changes in weather conditions e.g., if there is a storm/ flooding in part of the network, it may be able to respond to this and suggest alternative routes/ means of sustainable travel. However, the benefits of this are entirely dependent on the capabilities of the apps and service created as part of MaaS framework.

The measures suggested to reduce the need to travel by creating high speed internet connections is likely to have beneficial effects for the natural environment, as there will be a reduced need to travel which reduces air/ noise pollution and is also likely to reduce the amount of 'road kill'. It should also be considered that the construction and creation of high speed internet connections may also cause habitat disturbance and in some cases potentially severance and operational disruption to habitats both underground and on the land, though this would likely be confined to the construction phase. Designated sites may be particularly affected if new connections are required on the island and between the island and mainland as the Solent is an SPA, and parts of the island coastline are SAC and Ramsar sites. If new cables are required under the sea, there may be adverse impacts to protected species and habitats from construction with vibration and noise pollution.

In relation to geodiversity it is anticipated there is the potential for slight adverse effects where new underground cables may be required to provide better connection to rural areas of the island, this may require removal and may degrade the RIGS, depending on location of the improvements that are required.

One of the measures the policy notes include improving 5g mobile coverage across the island and coordinating with providers to minimise the impact on networks. While the coordination with providers will reduce overall impact, it is anticipated there is there may be slight adverse impacts to heritage assets, landscapes and townscapes if supporting infrastructure e.g. tall masts create visual intrusion. Improving the internet connection and reducing the need to travel is also anticipated to have beneficial effects for the historic environment and particularly townscapes by reducing the amount of traffic congestion, and therefore reducing the generation of noise, pollutants, and visual intrusion. The development of MaaS framework and use of technology for ticketing, and journey planning, may also help to reduce the need for street furniture and signage for wayfinding in historic towns and villages on the island and help improve the visual amenity of these spaces. There is a potential for slight adverse impacts where parking for hire vehicles e.g. bikes and scooters may cause visual intrusion unless designed appropriately. There may also be opportunities to create public realm improvements through bike and scooter hire parking by potentially making use of car parks in towns and villages which currently adversely impact historic setting of the Islands towns and villages and creating more pleasant spaces to change transport mode while also reducing the impact of car parks on these historic environments and townscapes.

Where new connections are required to be constructed to facilitate internet, excavations may result in removal of high quality agricultural soils and sterilization of mineral resources, particularly due to the linear nature of cable construction. It is anticipated that where existing connections are available and viable these will be used, however this policy area does not note this and therefore there is uncertainty as to the effects.

Measures such as delivering extensive rollout of Fibre broadband and 5G mobile coverage is likely to require consumption of primary resources for production of cables, and construction/ improvements to the existing cable network and may require high carbon materials e.g. concrete for the infrastructure required to support the new cables/ masts etc. Once implemented, however it is expected that higher speed internet will reduce the need to travel for employment and education and will therefore reduce the need for fuel and is further supported by MaaS framework measures included in the policy area. The policy area notes supporting the development of Hydrogen Supply Project, however, does not explain how this will benefit the transport network, or how this may help to reduce the need for finite resources. Note that later iterations of the LTP document removed specific reference to the Hydrogen Supply Project.

The improvements to digital connectivity in rural areas will facilitate more efficient working from home and will help to support economic activities in rural areas. This connectivity will also help to improve accessibility to education and training, in particular hybrid learning at higher education level, which may help in places with high unemployment which may also currently face barriers to education and employment due to costly and inefficient public transport options. Working to establish an effective transport network, with reduced congestion and more reliable journey times which may further help improve the efficiency of local businesses and drive further growth.

The integration of the rollout of fibre broadband coordinated with providers, the development of MaaS to integrate sustainable transport modes and help journey planning and support for workplace travel plans and other travel planning initiatives are all likely to have benefits once the infrastructure improvements are made and digital tools are developed and will facilitate integrated real time transport information to help inform decisions and create a more efficient network. Note was also made of providing support to the development of the Hydrogen Supply Project in partnership with external organisations.

Health

Support and promotion of digital connectivity offers new ways of connecting with health and other service providers e.g. virtual GP appointments, and could benefit members of all groups in terms of improving access to services. Additionally, the policy aims to make it easier to plan, book and pay for public transport. However, it is vital to recognise that some individuals., such as older people, or those with health problems including hearing, sight or learning difficulties, those with limited English language skills and those from low-income groups may find such services more difficult to access or more difficult to fully realise the benefits that these can offer.

Digital Connectivity will bring a benefit to all groups. Increased digital connectivity will remove the need for transport costs in many instances by removing the need to travel, though affordability of digital connectivity may be an issue for some groups such as the elderly and those on a low income.

Increased digital connectivity and the reduced need to travel to work or services would result in fewer vehicles in the transport network and therefore reduce the number of accidents and incidents as well as decreased congestion and consequently reduced severance.

The promotion and support of digital connectivity would help to improve connections across the Island and beyond. It would also allow for a better and more reliable level of services to be accessed online. Benefits would be experienced across all groups.

Greater digital connectivity would likely result in improved air, noise and odour conditions for all groups due to the need for less physical journeys. Children and those with certain health problems / disabilities would likely benefit most.

The development of a MaaS (Mobility as a Service) framework which will cover bike and e/bike hire as week as bus and rail services and make it easier to plan, book and pay for services would help to improve access to active travel modes and public transport.

Equalities

Support and promotion of digital connectivity offers new ways of connecting with health and other service providers e.g. virtual GP appointments, and could benefit members of all groups in terms of improving access to services. Additionally, the policy aims to make it easier to plan, book and pay for public transport. However, it is vital to recognise that some individuals., such as older people, or those with health problems including hearing, sight or learning difficulties, those with limited English language skills and those from low-income groups may find such services more difficult to access or more difficult to fully realise the benefits that these can offer.

Digital Connectivity will bring a benefit to all groups. Increased digital connectivity will remove the need for transport costs in many instances by removing the need to travel, though affordability of digital connectivity may be an issue for some groups such as the elderly and those on a low income.

Increased digital connectivity and the reduced need to travel to work or services would result in fewer vehicles in the transport network and therefore reduce the number of accidents and incidents as well as decreased congestion and consequently reduced severance.

The policy area is not expected to improve the provision of public transport provision in rural areas or those experiencing constraint.

Greater digital connectivity would likely result in improved air, noise and odour conditions for all groups due to the need for less physical journeys. Children and those with certain health problems / disabilities would likely benefit most.

Safety

Increased digital connectivity and the reduced need to travel to work or services would result in fewer vehicles in the transport network and therefore reduce the number of accidents and incidents.

Reducing traffic volumes will improve actual and perceived safety, with benefits for all. Greater digital connectivity may reduce the need to travel and therefore alleviate concerns people may have.

10.4.12. Technology - recommendations

It is considered that the following recommendations for additional text / amendments to text will act to strengthen this policy area further, or provide greater clarity and understanding of implications for sustainability.

Note that policy recommendations in relation to a particular objective may have benefits in relation to other objectives, or be best addressed through other policy areas, but the repetition is made here for clarity.

Table 10-9 - Technology - Recommendations

ISA Objective	Recommendations
1. Protect and improve air quality	The policy notes supporting the development of the Hydrogen Supply Project – however does not explain what this is, and how it is relevant to this policy area, a brief explanation would make this clearer, and may improve implementation of the policy area. Note that later iterations of the LTP document removed specific reference to the Hydrogen Supply Project.
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	No recommendations made.
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	To ensure there is resilience of the network and journey planning the policy area could note that MaaS framework responds to changing climate and is adaptable.
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	No recommendations made.
5. Protect and enhance sites designated internationally for nature conservation purposes	Note should be made in relation to the need for careful routing / location of infrastructure to avoid sites designated for nature conservation where possible.
6. Protect, enhance and promote geodiversity	No recommendations made.
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	No recommendations made.
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	No recommendations made.
9. Protect and enhance the water environment	No recommendations made.
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	Note should be made in relation to the careful routing / location of any digital infrastructure.
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and	No recommendations made.

recycled materials, reduce the level of waste generated	
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	No recommendations made.
13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	No recommendations made.
14. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	No recommendations made.
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	No recommendations made.
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	No recommendations made.

10.5. Policy Assessment and addressing recommendations

Following the initial assessment of draft policies, along with the recommendations made, it was recognised that the LTP would benefit from further consideration of a range of issues, in addition to greater clarity on how the policy areas would be implemented. In some instances, rather than addressing recommendations made within each Policy area, it was considered more appropriate to add further detail and clarity throughout the LTP, as well as providing a specific section on 'Ensuring Sustainability'. Tables showing how recommendations were addressed are provided in Appendix C.

An overview of the assessment of the 'Ensuring Sustainability' section is as follows:

10.5.1. Ensuring Sustainability

While this additional section on 'Ensuring Sustainability' is not considered a Policy Area, it does recognise that during design, construction and implementation of all Policy Areas, IoWC will ensure that an understanding of potential impacts is developed and taken into account. Clear note is made that wherever possible, measures will be taken to avoid or mitigate impacts or take opportunities to enhance impacts. It is also clearly noted that consideration of protection and enhancement of the environment, as well as protecting the health and wellbeing of our community will be a fundamental element of the implementation of this LTP and any schemes derived from it. This will be for all stages of the project lifecycle, from inception to decommissioning.

As such, it is noted that different levels of assessment will be undertaken, depending upon the requirement of each Policy or proposal. Note is made that these assessments will be guided by the HM Treasury Green Book and DfT Transport Appraisal Guidance (or the equivalents at the time) and may include:

- Environmental Impact Assessment (EIA);
- Equalities Impact Assessment (EqIA);
- Health Impact Assessment (HIA);

It is also important to note that there is a clear commitment made within the LTP to undertaking Habitats Regulation Assessment, alongside working with bodies such as Natural England and that an assessment will be made of any potential direct or indirect impacts and mitigate and / or compensate for these, and work in line with existing best practice and relevant legislation.

Note is also made within this section that IoWC will seek to reduce noise and light pollution and include features in schemes to reduce or absorb particulate matter. Such elements would be anticipated to have beneficial effects on health and wellbeing for all groups.

Wider environmental issues would also be addressed through the noted commitment to encourage the use of low emission vehicles and sustainable modes of transport, as well as reducing waste and resource use by moving towards a circular economy, alongside building in resilience to climate change.

Recognition is also made that many of the LTP policies are focused on new or improved infrastructure, which may increase hard surfacing. As such, IoWC commit to take full account of the impact that these types of schemes can have on water quality, water run-off, flooding, soils, contamination and waste, and will aim, wherever possible to maximise the potential for improvements, for example, through inclusion of sustainable urban drainage systems, and natural flood management, as well as the reuse of materials.

These commitments outlined in the LTP provides reassurance that issues relating to the environment, health and wellbeing, as well as safety and equitable access to transport will be addressed at such future time as required and when further details of particular schemes are known. It is anticipated that this would ensure that sustainability considerations are a key component of future schemes derived from the LTP.

In addition to the section on 'Ensuring Sustainability', as part of the development of the LTP4 and in addressing the recommendations made through the ISA, an Appendix entitled 'Project design and implementation checklist' was added to the LTP4. It sets out that the potential impacts from the design, construction, operation, and maintenance processes under all of the policy areas will be avoided or mitigated where possible. The checklist considers a number of the ISA Objectives.

In relation to ISA Objective 2, the checklist includes prompts to ensure a carbon impact assessment is undertaken where necessary and to consider where the impacts of carbon can be mitigated in the outcomes of projects. Additionally, where possible it will be considered that carbon sequestration measures such as green infrastructure will be introduced.

Questions are also included which will be beneficial to ISA Objective 4 (biodiversity). Such areas include protecting and enhancing the environment and creating net biodiversity gain, planting, consideration of targets, working with relevant partner organisations and integrating ecological principles into projects. Note is made within the LTP4 that Policy EV2 of the emerging IPS also seeks a minimum 10% increase in BNG. Measures such as planting, permeable surfacing, green roofs and SuDS will also be beneficial for increasing resilience to climate change (ISA Objective 3), as well as considering natural capital and green infrastructure. Further to this, measures such as working with partners to promote greater flood resilience, integrating blue infrastructure where possible and undertaking WFD assessments where required, will also be beneficial in terms of ISA Objective 3.

Planting will also help to enhance landscapes and townscapes (ISA Objective 8) by making it easier for people to request new street trees and increasing green infrastructure based natural solutions.

The protection of heritage assets (ISA Objective 7) is also considered through measures which include ensuring projects protect these assets and enhance where possible, undertake archaeological investigation where necessary and consider the effects on network improvements and street furniture.

In terms of nationally designated sites for nature conservation (ISA Objective 5) the checklist ensures that such are considered and that appropriate legally required assessments are carried out and their results considered. It also ensures that direct and indirect impacts on nature conservation sites will be avoided where possible as well as accounting for potential impacts on ecological networks.

The checklist includes prompts which will be beneficial for protecting and enhancing the water environment (ISA Objective 9). Measures include processes to promptly respond to transport incidents which may cause pollution and ensuring consideration of opportunities to improve water quality.

ISA Objective 10 will be benefitted through the consideration of using previously developed land where possible and improving areas of contamination through remediation.

By exploring opportunities to reduce the consumption of natural resources, using local supplies and materials and embedding sustainable waste management practices ISA Objective 11 (material assets) will benefit.

Benefits will also be experienced for Objectives 14-16 (Health and Wellbeing, Equalities and Safety) through the questions set out in the checklist. These include considering people and communities and their health and wellbeing and achieving fair and equitable access to services and facilities. Additionally, it sets out the need to consider community severance, community safety and the need to reduce crime.

10.5.2. Amendments to policy areas

As noted, a series of recommendations were made following the assessment of policy areas and this resulted in some amendments to policy text. The noted amendments to policy areas and their implications for the assessed significance of effect are set out as follows. Note that only larger areas of change are addressed here – some minor amendments to the originally assessed policies were made in order to improve 'readability' and layout. While minor amendments were not re-assessed, consideration has been made of the new Policy text to ensure it remains in line with that assessed.

Accessibility and Safety

Additional text has been added to this policy area to provide additional clarity on a number of aspects. Reference has been added to enhancing the setting of cultural heritage assets which will be beneficial for ISA Objective 7. Text has also been added to discuss the reallocation of the highway and make more use of the PRoW network. This may help to encourage the use of active travel modes rather than private cars and therefore improve air quality (ISA Objective 1) and reduce CO2 emissions (ISA Objectives 2). This may also improve the health and wellbeing of citizens (ISA Objective 14). Additional note has been made of increasing the resilience of active travel networks to climate change. This would have similar benefits as discussed previously for ISA Objectives 1, 2 and 14, as well as on ISA Objective 3 (climate change).

This iteration of the LTP outlines further improvements to be made to the public transport network including measures within the Bus Service Improvement Plan and provides additional clarity on a number of aspects such as improving connections around Smallbrook Station and exploring extension of rail services and provision of light rail connections. Also, the focus of 'to find the most appropriate and financially sustainable opportunities for these communities' will provide better equality for all citizens (ISA Objective 15). These measures may all help to promote the use of public transport over private cars.

Further measures have been added in relation to Cross-Solent travel. Establishing a working group to monitor carbon impacts and introduce new measures quickly, increasing resilience to a changing climate and encouraging ferry operators to make active travel the cheapest option, will be likely to have beneficial effects on ISA Objectives 1, 2, 3 and 15.

Additional text is also provided in respect of safe cycling and walking access and personal security. This additional clarity is welcomed in relation to ISA Objective 16 (Promote community safety and reduce crime and fear of crime for all citizens) but is not considered to amend the significance of effect.

Behaviour Change

Within the 'Behaviour Change' policy area, a small number of additional amendments were made to provide additional clarity to the LTP. Among the amendments was a section relating to the encouragement of uptake in electric vehicles, which would be beneficial for ISA Objectives 1 (air quality) and 2 (CO2 emissions).

The amendments to the LTP also outlines more initiatives to encourage people to use active travel and public transport and educate and reassure people on using them. This will help to reduce the use of private cars and their effects on the environment, in particular air quality and carbon emissions, while providing reassurance to people may help to reduce inequalities between different groups.

Note is made in the policy area to support improvements for public transport ticketing and improvements to the affordability of public transport. This would help to make public transport more accessible for everyone (ISA Objective 15).

Infrastructure

In relation to this policy area, additional clarity has been provided to recognise that all infrastructure should be built in accordance with guidance and standards which prioritise sustainable transport. The policy area will also work with major employers to increase sustainable transport use. Amendments have also been made to the Policy I3 'Protecting the Built and Natural Environment' to recognise the UNESCO Biosphere Reserve status of the Island and specific note is made that infrastructure will be delivered in a manner which appropriately balances economic, social, and environmental impacts with its local context. Visual impact will be a key consideration in this, particularly in rural settings, where important environmental designations such as Areas of Outstanding Natural Beauty are seen as key to local ecology, wellbeing, and the visitor economy.

Additional text has also been added to improve bus shelters particularly in rural area, which it is anticipated will help improve equality between all citizens (ISA Objective 15).

Within this policy area note is now made to mitigating risks to mineral resources and agricultural land from new infrastructure, as well as improving areas of contamination and avoiding areas designated for nature conservation. This would be beneficial for ISA Objectives 5 (designated sites) and 10 (soils). Additional text relating to the protection of heritage assets from infrastructure and network improvements will be beneficial for ISA Objective 7. A small amount of text was also added to provide clarity in relation to circular economy. This would be beneficial in relation to ISA Objective 11.

Further information has also been added surrounding the support of use of ZEV's. Measures include the electric vehicle charging infrastructure strategy, charging ports in public car parks, accelerating uptake among public transport and ferry operators and expanding electric car clubs. The movement towards ZEV will help to reduce carbon emissions (ISA Objective 2) and improve air quality (ISA Objective 1).

Additionally, measures included in the updated LTP under this policy area include vegetation maintenance programmes, consideration of soft surfaces, SUDs solutions and improvements to information for passengers to plan public transport journeys in disruptive weather. These measures will be beneficial for climate change resilience and flood risk (ISA Objective 3) and the water environment (ISA Objective 9), although the scores have not been changed.

Land Use Planning

Within the 'Land Use Planning' policy area, a number of additional amendments were made to provide additional clarity to the LTP. Information added to the supporting text sets out that '20-minute neighbourhoods' will be established in both urban and rural areas (where opportunities arise) and more services will be provided in rural areas to prevent the need to travel. This will help to reduce inequalities between rural and urban areas (ISA Objective 14).

The updated LTP sets out there will be support for sustainable transport and sets out the need to promote and protect PRoW and encourage more walking and cycling in the short term whilst improvements are made in the medium to long term. This will help to promote active travel and in turn improve the health and wellbeing of citizens (ISA Objective 14). It also sets out that opportunities for more water-based transport will be investigated.

Text has also been added in relation to new developments, such as developing sustainable transport masterplans for Ryde and Newport and other areas to allocate housing development in some town centre car parks, move from a 'predict and provide' approach to a 'decide and provide' approach and ensuring sustainable travel objectives are considered in travel plans submitted in support of major development proposals.

Sustainable Tourism

Additional measures have been added to the supporting text of this policy area. These include working to make it easier for tourists to get to the Island without a car, information booklets setting out sustainable ways to access key visitor designations, EV car clubs/hire, promoting cycle tourism offer and investigating a tourist subsidy to contribute to sustainable travel options.

It also outlines awareness campaigns and ticketing options for transport services which include working with neighbouring authorities and public transport providers so tourists can travel to the Island without a car. It additionally includes information booklets on visitor designations and sustainable ways to get there, availability of electric vehicle car clubs/hire and promoting cycle tourism. This will help encourage tourists to use sustainable modes of transport and therefore having beneficial effects across a number of objectives. Awareness will also be raised of the location of EV charge points for those who do visit the island by car.

Technology

The only amendment made to this policy area was the addition of the words 'natural environment'. The policy area will minimise the impacts of the Islands Digital Strategy on the natural environment which would be beneficial for a number of the ISA Objectives, although no changes have been made to the scores given.

The following table sets out the assessment results of the LTP4 issued for consultation. Full details of assessments are provided in Appendix B, with how recommendations were addressed contained in Appendix C. While none of the noted amendments were considered to change the significance of effect 'scoring', it is considered that these do act to increase clarity and understanding of the policies, as well as enhance the sustainability performance of the policy areas. It is now shown within the LTP that there is a clear process for when a transport intervention takes place to ensure that measures will be subject to the appropriate level of

assessment by the relevant authority, adhere to the relevant legal framework and be reflective of the scale and nature of the project. Clear note is made that dependent on the scheme, assessment will include Health Impact Assessment, Equalities Impact Assessment, Habitats Regulation Assessment and Environmental Impact Assessment. Where these statutory assessments are undertaken they will be guided by the HM Treasury Green Book and DfT Transport Appraisal Guidance. The 'Ensuring Sustainability' and associated 'Appendix 1 Project design and implementation checklist' to the LTP4 also provides a clear and strong indication of how sustainability issues will be addressed during implementation of the Plan.

Table 10-10 - Overview of assessment results - Draft LTP

LTP Policy Area	ISA Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Accessibility and Safety	++	++	-	+/-	--	+/-	-	+/-	++	-	+/-	+/-	+/-	+	+	++	++	++
Behaviour Change	++	++	-	-	+	+	0	+	+	+/-	0	+	+	+/-	+	+	+	+
Infrastructure	++	++	-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+	+
Land Use Planning	++	++	-	+/-	+/-	0	+	++	+	+	+/-	+	++	++	++	++	+	+
Sustainable Tourism	++	++	-	+	+/-	+	+/-	+/-	0	-	+/-	++	++	+	+	+	+	+/-
Technology	++	++	+	+	+	-	+/-	+/-	0	-	+/-	+	++	+	+	+	+	+

10.6. Summary and conclusions to the assessment of LTP policies

It is inherent in the nature of a transport plan that it could result in a number of interventions that will have implications for sustainability. For example, the LTP notes that there could be investment in road or rail infrastructure, mobility hubs or stations and an EV charging network, among other things. These interventions could require varying levels of civil engineering works, although it is anticipated that through this LTP, such works will be localised for the most part and there is a clear focus on reducing private car use across the Island and enabling a switch to public transport or more active modes. Nevertheless, it is in the nature of these works that there will be particular implications on the environment. For example, new infrastructure could involve a direct loss of habitat, or could have an adverse effect on the water environment through pollution incidents during construction, or through polluted runoff during operation, and would also result in a new feature in the landscape and these adverse effects are reflected in the assessment scores for certain ISA Objectives such as those relating to issues such as biodiversity, cultural heritage, landscape and townscape. However, it is also recognised that key elements of the LTP could bring benefits for those Objectives and again this is recognised in the assessment. As such, the nature of the LTP means that there could be a mix of effects, both beneficial and adverse, across many ISA Objectives.

The clear focus within the LTP of improving accessibility, alongside reducing the need to travel, reducing private car use across the Island and enabling a switch to public transport and active modes of travel in addition to encouraging an uptake in electric vehicles and digital connectivity etc., is reflected in the strong performance in terms of ISA Objective 1 (protect and improve air quality) and ISA Objective 2 (reduce carbon dioxide (CO_2) emissions from transport and contribute to meeting net zero carbon target). Some slight adverse effects are noted for these Objectives, relating to the recognition that there will still be emissions from public transport and the increasing train frequency noted and it is noted that there may be investment in rail infrastructure, as well as additional road capacity although only where necessary – this could lead to emissions both in construction and operation.

Other areas of strong environmental performance relate to ISA Objective 8 (protect and enhance landscape and townscape). Key elements of the LTP such as the reduction in traffic, reduction in speeds and reduction in noise and air pollution, are anticipated to result in improvements to the setting of cultural heritage assets.

ISA Objective 12 also performed relatively well in terms of environmental performance. The policy areas discuss a safe, secure, affordable and accessible public transport system which is essential for enabling people to travel beyond their local neighbourhood without a car. Investment in improved Public Transport Services,

new mobility hubs, better and more integrated ticketing options, E-Bike Share Project, improvements to Cross-Solent travel and providing more for those in rural areas will all help to provide better connectivity within and across the Island. This will help drive economic growth through for example, making it easier and potentially cheaper for staff to get to work or for customers to get to businesses and more transport options for people to access jobs and skills. Better and more efficient infrastructure may also make doing business easier e.g. by reducing congestion. Achieving this outcome will be facilitated and enabled by cooperation between partner organisations and other stakeholders. The need for strong linkages across organisations is reflected throughout the LTP and is recognised in respect of ISA Objective 13 (support the wider coordination of land use, energy planning and transport planning across the Isle of Wight).

Health and Equalities

It is also considered that the LTP performs strongly in respect of ISA Objective 14 (improve health and well-being for all citizens and reduce inequalities in health) and ISA Objective 15 (promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society). In terms of health, the focus to move away from private car use and the subsequent improvement of air quality / reducing pollution will have clear direct health benefits for all groups, but particularly important to young children, the elderly and those with certain medical conditions. Active travel modes will provide greater opportunities to undertake exercise for all groups, with anticipated direct health benefits, but also improvements in wellbeing. Such improvements in health and wellbeing will also be enabled by reduced congestion, reduced traffic speeds, reduced pollution and so on. All of these elements will be enhanced or enabled by the policy areas outlined within the LTP.

Similarly, the focus on increased access to Public Transport and improved services will improve access to health, leisure, educational, training and employment facilities and services for a greater range of people. People will also be better able to connect with friends and family across the Island and this can improve wellbeing.

However, while the LTP is generally considered significantly beneficial in terms of health, it is to be recognised that there are potential problems in ensuring that health inequalities are not increased. For example, a focus on active travel may not be as effectively beneficial for certain vulnerable groups such as the elderly, those with young children or those with certain disabilities. Similarly, greater digital connectivity provides opportunities for people to access certain health services online such as GP appointments, but this may not be appropriate or a viable option for all groups, with the elderly and those on low incomes potentially finding such services more difficult to access.

Similar findings are made in terms of equalities. On the whole, it is found that the LTP is generally beneficial in terms of providing greater equity in allowing people to access the services and facilities they require. For example, providing active travel routes will provide greater accessibility to a range of services and facilities for all. This could be of particular benefit by providing greater travel options to people such as those from BAME or LGBTQ groups, or individuals such as lone travellers, who may feel unsafe using public transport. Personal safety campaigns as well as publicising reporting methods for public transport users would help to reassure such groups to use public transport. The introduction of measures such as cycling provision and education, road safety campaigns and reward measures would also work to inform, educate, reassure and encourage people to use modes of active travel and public transport. Provision of active travel opportunities and options (including bike and E-bike hire schemes) would likely improve affordability of travel for all groups. However, those with mobility issues such as those with certain disabilities, elderly, the very young, or heavily pregnant women may benefit less from this active travel provision than other groups.

Note is made within this LTP of the consideration of affordable transport. As well as those on low incomes, affordable transport would be of particular benefit to those in rural areas. Bike and car share schemes, along with ticketing improvements and encouraging people to move away from private car ownership can also reduce costs and make travel more affordable to a greater range of people. Nevertheless, it still remains that some groups may continue to experience pressures in terms of transport affordability, particularly with the introduction of road user charging schemes and workplace parking levies, and this issue needs to be explored further and likely continuously monitored. This is particularly important considering the ever changing factors that contribute to the general ‘cost of living’.

11. Mitigation

11.1. Introduction

The term mitigation encompasses any approach that is aimed at preventing, reducing or offsetting any significant adverse environmental effects that have been identified. In practice, a range of measures applying one or more of these approaches is likely to be considered in mitigating any significant adverse effects predicted as a result of implementing the LTP. In addition, it is also important to consider measures aimed at enhancing positive effects. All such measures are generally referred to as mitigation measures.

However, the emphasis should be in the first instance on proactive avoidance of adverse effects. Only once alternative options or approaches to avoiding an effect have been examined, should mitigation then examine ways of reducing the scale / importance of the effect.

Mitigation can take a wide range of forms, including:

- Refining Intervention measures in order to improve the likelihood of positive effects and to minimise adverse effects;
- Technical measures (such as setting guidelines) to be applied during the implementation phase;
- Identifying issues to be addressed in project assessment (including but not limited to WebTAG, Environmental Impact Assessment and the development of Environmental Management Plans) for certain projects or types of project;
- Proposals for changing other plans and programmes; and
- Contingency arrangements for dealing with possible adverse effects.

11.2. Mitigation approaches applied through the ISA

A number of mitigation approaches have been used through development of the LTP4 in order to mitigate potential adverse effects. These have included the following:

Table 11-1 - How mitigation has been incorporated into the LTP4

Approach to mitigation	How has this been incorporated into the LTP4
Refining Policies in order to better reflect the ISA Objectives and improve the likelihood of positive effects and to minimise adverse effects	Assessment was made of a draft LTP4 and recommendations were made in relation to clarifying and bolstering aspects of sustainability. These are set out in a section relating to Sustainability as well as across a number of the policy areas and clear linkages can be made to the ISA Objectives. How these recommendations were addressed is detailed in Chapter 10 and Appendix B.
Refining Interventions / Measures in order to improve the likelihood of positive effects and to minimise adverse effects	No specific Interventions have been set out in detail at this stage of LTP4 development and as many of the measures are subject to funding, their delivery timescales are uncertain. These aspects will be clarified through the development of more detailed Implementation Plans every year which will help to reflect up to date information on what resources are available, and which schemes are ready for delivery or will be prioritised that year. It is to be noted that as set out in the LTP, commitment is made that any intervention arising from the LTP will be subject to assessment that will include (as appropriate) Health Impact Assessment, Equalities Impact Assessment, Habitats Regulation Assessment and Environmental Impact Assessment. Where these statutory assessments are undertaken they will be guided by the HM Treasury Green Book and DfT Transport Appraisal Guidance. As such, it is anticipated that issues relating to the environment, health and wellbeing, as well as safety and equitable access to transport will be addressed at such future time as required and when further details of particular schemes are known. It is anticipated that this would ensure that sustainability considerations are a key component of future schemes derived from the LTP.

Technical measures (such as setting guidelines) to be applied during the implementation phase	As above.
Identifying issues to be addressed in Scheme / Intervention assessment (i.e. at Project level), including but not limited to WebTAG, Environmental Impact Assessment and the development of Environmental Management Plans, for certain projects types of project	The ISA made a clear recommendation within the Assessment of policies to ensure that the LTP4 sets out clearly a process of how sustainability issues will be considered in future scheme development. LTP4 sets out that dependent on the scheme, assessment will include as required, Health Impact Assessment, Equalities Impact Assessment, Habitats Regulation Assessment and Environmental Impact Assessment. Where these statutory assessments are undertaken, they will be guided by the HM Treasury Green Book and DfT Transport Appraisal Guidance (or equivalents prevailing at the time) throughout the life of LTP4.
Proposals for changing other plans and programmes	No proposals have been made to change other plans and programmes as the LTP will act in accordance with a range of other Plans and Programmes e.g. local development plan and there are clear commitments made within the LTP for IoWC to work with partner organisations and stakeholders to make net improvements to the local environment and to achieve their vision for the Island's transport system. There are a number of delivery partners who are needed for delivering this LTP: • Town and parish councils. • Local public transport and ferry operators. • Tourism services and providers. • The NHS and public sector. The LTP has been assessed as having cumulative beneficial effects in relation to a number of other Plans in the Isle of Wight as it will act to bolster aspects of these other Plans (see Chapter 12 Cumulative effects).
Contingency arrangements for dealing with possible adverse effects	The ISA has proposed a series of monitoring indicators and a Performance Management Plan has been compiled. It is anticipated that the monitoring programme will cover significant social, environmental and economic effects and which will involve measuring indicators that will enable the establishment of a causal link between the implementation of the LTP and the likely significant effects (both positive and negative) being monitored. This will allow identification at an early stage of unforeseen adverse effects and allow appropriate remedial action to be undertaken.

12. Cumulative, Synergistic and Indirect effects

12.1. Introduction

As required by the SEA Regulations, there is a need to consider cumulative, synergistic and indirect effects of implementation of the LTP4. Secondary and indirect effects are effects that are not a direct result of the LTP4, but which occur away from the original effect or as the result of a complex pathway. Cumulative effects arise where several proposals or elements individually may or may not have significant effect but in-combination have a significant effect due to spatial crowding or temporal overlap. Synergistic effects are when two or more effects act together to create an effect greater than the simple sum of the effects when acting alone.

12.2. Likely cumulative effects

ISA Objectives which have the potential for cumulative effects have been identified (as required by the SEA Regulations) from the analysis of plans and programmes, the baseline data, consultation responses and an examination of the identified key issues and cumulative, synergistic and indirect effects have also been considered during the ISA. These relate to air quality, carbon emissions, biodiversity, landscapes and townscapes, flooding, soil, agricultural resources and contaminated land, economic growth and health and well-being and equalities.

12.3. In-plan cumulative effects

The results of the direct effects of the LTP4 proposals are discussed in Chapter 10. It is considered that the proposals can interact cumulatively across sustainability issues as shown in Table 12-1. The identification of these effects already takes into account the fact that IoWC have taken on board earlier recommendations to improve the sustainability performance of the LTP4.

Table 12-1 - In-Plan cumulative effects

Effects	Causes	Significance
Air pollution emissions	It is considered that the LTP4 will have an overall cumulative beneficial effect on air quality. This beneficial effect will be derived from a clear focus on reducing private car use across the Island and enabling a switch to public transport or more active modes, as well as encouraging an uptake in electric vehicles, digital connectivity and the 20-minute neighbourhood approach.	Anticipated short to long term moderate beneficial effects – benefits may be reduced if an outcome is continued reliance on the road network and a low uptake / provision for net zero vehicles as opposed to more sustainable modes of transport.
Reducing carbon emissions	It is considered that the LTP4 will have an overall cumulative beneficial effect on reducing carbon emissions. This beneficial effect will be derived from a clear focus on reducing private car across the Island and enabling a switch to public transport or more active modes, as well as encouraging an uptake in electric vehicles, digital connectivity and the 20-minute neighbourhood approach.	Anticipated short to long term moderate beneficial effects – benefits may be reduced if an outcome is continued reliance on the road network and a low uptake / provision for net zero vehicles as opposed to more sustainable modes of transport.
Flooding	It is considered that the LTP4 could have overall mixed beneficial and adverse effects in terms of flooding. It should be noted that a range of aspects of the LTP4 will be neutral (for example increasing digital connectivity). Development of infrastructure such as mobility or freight hubs and EV charging points, as well as increased road capacity and junction improvements, could lead to an increase in impermeable area and	Overall mix of slight beneficial and slight adverse over the medium to long term as the LTP is implemented.

	contribute to increased flood risk by increasing runoff. However, opportunities will be provided for increasing permeable areas such as through the development of open green space or the implementation of SuDS. It is considered that effects (beneficial or adverse) will be slight on a regional scale.	
Biodiversity	It is anticipated that there will be a mix of beneficial and adverse effects on biodiversity from implementation of the LTP4. For example, development of transport infrastructure could lead to direct loss of habitat or both direct and indirect disturbance on species and habitats. However, elements of the LTP4 such as the provision of open green space and improved public realm (such as through the '20 minute neighbourhood' concept) could provide opportunities for planting and biodiversity enhancement / net gain. The clear focus within the LTP4 on improving air quality and reducing traffic volumes / encourage uptake of sustainable and active travel modes and EV's would also likely result in less pollution deposition and less disturbance as well as potentially less direct road kill. There is also a potential for sites designated for nature conservation to benefit from less pollution deposition and less disturbance.	Adverse effects are considered most likely in the short term (particularly during construction of any infrastructure), with beneficial effects more likely to be experienced in the medium to long term as the uptake of active travel modes and EVs continues and pollution and noise levels decline.
Landscapes and townscapes	It is anticipated that there will be a mix of beneficial and adverse effects on landscapes and townscapes from implementation of the LTP4. For example, adverse effects could be derived from the development of transport infrastructure introducing new features such as EV charging points and signs and lighting in the landscape. On the other hand, elements of the LTP such as public realm improvements, a reduction in traffic and therefore reduced noise, vibration and air pollutants, along with a general reduction in traffic volumes and congestion provide opportunities for enhancement.	Slight adverse effects are considered most likely in the short term (particularly during construction of any infrastructure), with beneficial effects more likely to be experienced in the medium to long term as schemes / measures are implemented.
Soil, agricultural resources and contaminated land	It is anticipated that there will be a range of cumulative beneficial and adverse effects on soil, agricultural resources and contaminated land from implementation of the LTP4. For example, the development of transport infrastructure could lead to loss of soil and agricultural resources through encroachment, while opportunities may also be provided for remediating areas of contamination (though it also increases impermeable area).	Adverse effects are considered most likely in the short term (particularly during construction of any infrastructure), with beneficial effects more likely to be experienced in the medium to long term.
Economic growth	It is anticipated that the LTP4, through its focus on reducing congestion, the 20-minute neighbourhood concept and providing new travel options will help drive economic growth through for example, making it easier and potentially cheaper for staff to get to work or for customers to get to businesses. There would also be more transport options for people to access jobs and skills. Better and more efficient infrastructure and improved digital connectivity may also make doing business easier e.g. by reducing congestion and will potentially help to attract inward investment.	Anticipated major beneficial effects over the medium to long term as schemes are implemented.

Health, wellbeing and equalities	It is anticipated that the LTP4 will act to promote health and well-being and equalities through providing greater access to services and employment opportunities, as well as greater opportunities for active travel. There is also a clear emphasis on low traffic neighbourhoods, reducing vehicle numbers and vehicle speeds. Improvements to air quality and a reduction in noise levels will also benefit health. Some parts of the population though may not be able to take full advantage e.g. the elderly, or those with certain disabilities in terms of active travel and there also remains uncertainty the cost of digital connectivity and public transport which may be an issue for some groups. The LTP sets out that affordability of public transport will be addressed.	Anticipated moderate beneficial effects over the medium to long term as schemes are implemented, though with some uncertainty of effect on elements of the population.

12.4. In-combination cumulative effects with other plans and projects

The ISA has also considered other plans and projects that might lead to cumulative effects when combined with the LTP.

Table 12-2 - Cumulative effects with other plans and projects

Plan	Overview	Potential for cumulative effects with LTP4
Isle of Wight Core Strategy (including Waste and Minerals) and Development Management Development Plan Document March 2012	The Strategy sets out the spatial vision and objectives for the Island and the strategic policies to help deliver them. One of the Spatial Strategies developed from the spatial vision and objectives is SP7 Travel. It focuses on the three main strategic areas of; • General sustainable travel issues; • Improvements to the road network; and • Cross-Solent transport links.	There is a clear linkage between the Strategy and the LTP4. There is a potential for a range of cumulative effects (beneficial or adverse) in respect of how the wide range of development outlined will interact with LTP4. However, clear note is made within the LTP of the requirement for involving many partners in transport delivery. The successful delivery of the LTP will require other partners to deliver the policies set out within the Strategy. Note is also made within the LTP of the delivery partners who are critical to delivering the LTP and this covers transport providers, etc. As such, it is considered that cumulative effects can be managed to ensure beneficial effects are maximised while adverse are minimised.
Isle of Wight Draft Island Planning Strategy	The draft Island Planning Strategy has been prepared as a key document that sets out how, in spatial terms, and through the planning system, the council will use land-use planning to contribute to achieving it's draft Regeneration Strategy and Corporate Plan. The local plan, along with relevant neighbourhood plans, form a collection of plans and policies that are collectively known as the `development plan'.	The LTP4 has the potential for a range of cumulative effects (beneficial or adverse) along with this Strategy. The LTP4 sets out how Land Use Planning will be used to provide better access to services etc via active travel and therefore help to reduce the number of private cars on the road. This Strategy will need to be considered alongside the LTP4 and ensure any new developments have limited adverse effects.
Isle of Wight Neighbourhood Plans	Neighbourhood Plans have been adopted for Bembridge, Brading, Brighstone, Freshwater and Gurnard.	There is a potential for a range of cumulative effects (beneficial or adverse) in respect of how the plans will interact with LTP4. However, clear note is made within the LTP of the requirement for involving many partners in

	An adopted neighbourhood plan is part of the statutory local development plan and will form the basis for determining planning applications related to the relevant parish.	transport delivery. The successful delivery of the LTP will require parish's to deliver the policies and implementation proposals set out within their plans. Note is also made within the LTP of the delivery partners who are critical to delivering the LTP and this covers transport providers, etc. As such, it is considered that cumulative effects can be managed to ensure beneficial effects are maximised while adverse are minimised.
The Isle of Wight Digital Strategy 2019	The vision of the strategy is 'To be the world's smartest, most connected island'. The main challenges and strategic priorities that underpin the Digital Strategy are: • Unspoilt nature with national and European designations covering 70% of the Island's area. • An aging population with 36% over retirement age by 2026 placing significant pressure on public sector service provision • Average house prices are 7 times the annual wage • Economic growth is slower and productivity lower than the surrounding region • High-tech companies exist but less than 25% working population NVQ Level 4 or above • 96% island's workforce are residents • 97% of the island's businesses are small or micro SMEs. • Island's Regeneration programme could deliver 12,000 new jobs, 1,700 new homes and an income revenue increase for the Council of approximately £15 million per annum over the period of 2018 to 2027 • The draft Island Plan sets out updated targets of 9,615 new homes between 2019-2035 and 30 hectares allocated for employment uses over six sites with a shared vision: "For the Isle of Wight to be an inspiring place in which to grow up, work, live and visit." • There is a need to overcome the barrier of attractiveness as a place to live. Digital connectivity provides real opportunity for this whilst retaining the natural beauty of the island.	The LTP4 and particularly Policy Area 6 - Technology can work in conjunction with this Strategy to maximise the beneficial effects for the Island in terms of digital connectivity. Therefore beneficial cumulative effects are anticipated with the LTP4.

- The Isle of Wight currently benefits from over 98% fibre coverage in areas targeted by the Rural Broadband Project, bringing the total coverage across the island to 96%

13. Monitoring

13.1. Introduction

The SEA Regulations state that '*the responsible authority shall monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action' (Part 4 Post Adoption Procedures Regulation 17). In addition, the Environmental Report should provide information on a 'description of the measures envisaged concerning monitoring' (Schedule 2 Information for Environmental Reports).*

In line with the SEA Regulations, the Isle of White Council is the Responsible Authority in respect of LTP4. The ISA monitoring will cover significant social, environmental and economic effects and it will involve measuring indicators that will enable the establishment of a causal link between the implementation of the LTP and the likely significant effects (both positive and negative) being monitored.

13.2. Monitoring programme

The IoWC will monitor against the LTP4 objectives via an Annual Progress Report and Table 13-1 below shows the main indicators that will be used to do this.

Table 13-1 - Monitoring Indicators

Objective	Outcome to be monitored	Indicators to be used and source	Frequency
A transport network which produces net zero greenhouse gas emissions and is resilient to the impacts of climate change	Reduction in car, van and HGV vehicle kms	**Indicator: Total vehicle kilometres on the Isle of Wight** Road Traffic statistics (https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-tra) • TRA0206: motor vehicle traffic (vehicle kms) by local authority & selected vehicle type in Gt Britain **Indicator: Numbers and types of vehicles at key junctions on the Isle of Wight** Suggested new traffic counts to be measured against baseline for set junctions in Solent Transport sub-regional model 2018 (Local Plan Report (IWC.gov.uk) Note – there are no national count sites (WebTris) on the Isle of Wight	Annual
	Reduction in the carbon intensity of remaining vehicle kms	**Indicator: Number of licensed ultra-low emission vehicles on the Isle of Wight** Data on all licensed and registered vehicles (https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01) • Table VEH0132a: Licensed ultra-low emission vehicles by local authority: UK **Indicator: Mission Zero Climate and Environment Strategy 2021– 2040 indicators** 2570-Mission-Zero-Climate-and-Environment-Strategy-2021-2040-final.pdf (IWC.gov.uk) **Indicator: Number of electric vehicle charging points on the Isle of Wight** • Energy and environment: data tables (ENV) - GOV.UK (www.gov.uk) • Table ENV0601: Electric vehicle charging devices by local authority, UK	Annual Annual Annual

		Indicator: Regular traffic counts and speed surveys, baseline to be provided by Island Wide speed review 2022	Annual
		Indicator: Percentage vehicles in IWC and wider IoW fleet which are electric/ultra-low emission • Data on IWC and wider IoW fleet percentages of zero emission vehicles	Annual
	Minimal disruption to on-island and cross Solent travel due to the effects of climate change	**Indicator: Reported incidents of ferry/hovercraft cancellations due to weather** (As a proxy for climate change). Specific metrics to be added on access to/review of reporting e.g. average network age, no. resilience related measures implemented in the last year, proportion of transport interventions incorporating best practice Sustainable Urban Drainage Systems (SuDS)/ Natural Flood Management.	Annual
		Indicator: Number/frequency of impacts/disruption on highway network Impacts/disruption (e.g., closures) on highway network as a result of weather (as a proxy for climate change) – reporting from Island Roads. Specific metrics to be added on access to/review of reporting.	Annual
People and goods can travel sustainably and efficiently to and from and around the Island, to help grow the local economy	Reliable physical and digital connections between businesses, employees, suppliers and customers	**Indicator: Journey times to key services** Journey time statistics: Journey time statistics: data tables (JTS) - GOV.UK (www.gov.uk) • JTS0104: Average minimum travel time to reach the nearest key services by mode of travel, local authority, England	Biannual since 2017 – latest data 2019
		Indicator: Journey times to employment locations • JTS0401: Travel time, destination and origin indicators for employment centres by mode of travel and local authority, England	Annual
		Indicator: Proportion of bus services running on time DfT Bus Reliability and Punctuality: Bus reliability and punctuality (BUS09) - GOV.UK (www.gov.uk) • BUS0902: Non-frequent bus services running on time, by local authority, England • BUS0903: Average excess waiting time for frequent services, by local authority: England.	Annual

		IWC Superfast broadband rollout – Gigabit Island Project indicators	
		Indicator: Average speed on local 'A' roads • Road congestion and travel time statistics – Average speed, delay and reliability of travel times (CGN) - GOV.UK CGN0503: Average speed on local A roads	Annual
		Indicator: Average delay on local 'A' roads • CGN0504: Average delay on local A roads	Annual
	Sufficient capacity for travel by active modes and public transport to allow the Island to grow sustainably	Journey time statistics: : Journey time statistics: data tables (JTS) - GOV.UK (www.gov.uk) • JTS0104: Average minimum travel time to reach the nearest key services by mode of travel, local authority, England • JTS0401: Travel time, destination and origin indicators for employment centres by mode of travel and local authority, England	Bi-annual since 2017
		Operator data e.g., bus journey time reliability/punctuality or capacity data	TBC
		Length of cycle network / footways	Annual
		Percentage of existing and new cycle network meeting LTN1/20 requirements	Annual
		Quality assessments of future walking and cycling schemes e.g. against the Healthy Streets checklist	Annual
An inclusive, accessible and affordable transport system for all	Public transport is more affordable, reliable and accessible, particularly for those living in deprived areas	**Indicator: Proportion of bus services running on time** DfT Bus Reliability and Punctuality: Bus reliability and punctuality (BUS09) - GOV.UK (www.gov.uk) • BUS0902: Non-frequent bus services running on time, by local authority, England	Annual

	Level of IWC financial support for bus services	Annual
	Bus reliability information from operators	TBC
	Number/percentage of bus stops with real time passenger information (RTPI) and full physical access	Annual
	Low level buses as percentage of fleet	Annual
	Levels of concessionary fare/student pass use	Annual
All journeys are safer and perception of safety is improved	Crime incidents associated with public transport network (including crime statistics and information supplied by British Transport police, if applicable)	Annual
	Killed/Seriously injured data – Hampshire and IWC Road Safety partnership	Annual
	Equivalent National Highways and Transportation (NHT) (public satisfaction survey data) collected by Island Roads	Annual
Walking and cycling is a viable alternative for many trips	DfT walking/cycling statistics: https://www.gov.uk/government/statistical-data-sets/walking-and-cycling-statistics-cw • CW0302: Proportion of adults that cycle by frequency, purpose and local authority • CW0303: Proportion of adults that walk by frequency, purpose and local authority	Annual
	Length of cycle network/footways	Annual
	IWC cycle counts – permanent cycle count sites	Annual
		Annual

		Active Lives Online Tool survey data: Active Lives | Sport England • cycling for travel • walking for travel measures	
	Better access to services and opportunities on and off Island by sustainable modes and digital media	Travel Plan monitoring	Annual
		Ferry/hovercraft company data on multimodal trips - % arrived by public transport/walking/cycling OR without car/no passengers	Annual
		National Rail Passenger Survey – showing arrival mode at the station i.e. for combined rail and hovercraft journeys.	Annual
A safe transport network that supports thriving, healthier communities	Increased ability to access services locally or digitally	Journey time statistics: Journey time statistics: data tables (JTS) - GOV.UK (www.gov.uk) • JTS0104: Average minimum travel time to reach the nearest key services by mode of travel, local authority, England • JTS0401: Travel time, destination and origin indicators for employment centres by mode of travel and local authority, England • JTS0405:Travel time, destination and origin indicators for GPs by mode of travel and local authority, England • JTS0407: Travel time, destination and origin indicators for food stores by mode of travel and local authority, England	Bi-annual since 2017
		School travel data	Annual
		Active Lives survey children and young people data Active Lives | Sport England Walking to get to school or other places Cycling to get to school or other places	Annual
		Uptake/% homes with (superfast) broadband – Gigabit Island Project	Annual
		Measured levels of accessibility through planning applications	

A much higher share of trips made on foot, by cycle or by public transport	In addition to indicators above: IWC LCWIP • No. of Action Plans completed and percentage Island coverage • Additional cycleways and footways/pedestrian improvements created • Census 2011 – percentage cycling to work • Cycle counts and pedestrian footfall counts – town centres **Indicator: Number of bus passenger journeys** https://www.gov.uk/government/statistical-data-sets/bus01-local-bus-passenger-journeys • BUS0109: Passenger journeys on local bus services by local authority, England **Indicator: Number of rail passenger journeys** • Estimates of station usage | ORR Data Portal, Table 1410 Joint Strategic Needs Assessment data from Public Health. Specific metrics to be added on access to/review of reporting. Public transport patronage data	Annual Annual Every 10 years Annual Annual Annual Annual Annual
Reduced NOx, PM10 and PM2.5 emissions from transport	Air Quality Annual Status Report – NO2 diffusion tube results – various sites	TBC
Improved road safety and personal security	Killed/Seriously injured data – Hampshire and IWC Road Safety partnership DfT Road accident and casualty figures	Annual

	https://www.gov.uk/government/statistical-data-sets-reported-accidents-vehicles-and-casualties-tables-for-great-britain • DFT RAS10014: Accidents by county, English region, local authority and road class • DfT RAS30038: Reported casualties by severity, region & local authority, England • DfT RAS30040: Reported casualty rate per billion vehicle miles & kms by local authority, England	Annual
	Equivalent National Highways and Transportation (NHT) (public satisfaction survey data) collected by Island Roads	Annual
	Length of streets pedestrianised or low traffic/20 mph neighbourhoods	Annual
	Number of road safety specific schemes installed and their metrics	Annual

14. Summary and Conclusions

The ISA process carried out throughout the development of the LTP4 has been thorough and comprehensive. Iterations of the draft LTP4 have been subject to review by the ISA team and continuous dialogue has taken place with the Plan development team. It is considered that this has resulted in an enhanced incorporation of sustainability considerations as the draft LTP4 evolved up to and including the current draft consultation version, particularly in terms of clarity and content of the proposed approach to sustainability and environmental policy which includes aspects related to environmental protection and enhancement, addressing climate change, improvements to health and community safety and greater equality of opportunity for all.

Commented [TM1]: What version should we be referring to

Based on the findings of the ISA, it is possible to draw a number of key considerations with regards to the LTP4. These are outlined as follows.

Firstly, comparison was made between the LTP4 and the alternative of continuing under the present approach. It was found that implementation of the LTP4 provides a favoured approach across the range of ISA Objectives. Where LTP4 is particularly beneficial in comparison to the present approach is that it offers a clear approach to reducing emissions and improving air quality as a result of the measures it puts in place to reduce private car usage and encourage more sustainable modes of transport and active travel. LTP4 will also be particularly beneficial in helping to address issues relating to equalities, health and community safety. LTP4 also sets out approaches to addressing issues related to the transport network in terms of protection of the environment and the more sustainable use of resources, as well as providing clear support to the Island's economic growth. It also provides greater context to coordination of planning across sectors of relevance to transport.

Set out within LTP4 are its Vision and Objectives and these were shown to provide a generally firm underpinning to help ensure that the sustainability performance of the plan could be maximised. While, some areas of potential uncertainty remained in early iterations of LTP4, in particular relating to the environment, incorporating to the developing LTP4 greater clarity on how these issues will be addressed, ensured that these elements are in alignment with the requirement to ensure sustainability is fully incorporated to the LTP.

Through a series of Policy Areas as well as an Ensuring Sustainability' area and associated 'Appendix 1 Project design and implementation checklist', the LTP4 also sets out the approach to be taken to achieve the goals and objectives of the Plan. In terms of sustainability the ISA found that LTP4 performs strongly in a number of areas. In particular the focus within the LTP of improving accessibility, alongside reducing the need to travel, reducing private car use across the Island and enabling a switch to public transport and active modes of travel in addition to encouraging an uptake in electric vehicles and digital connectivity etc., is reflected in the strong performance in terms of protecting and improving air quality and reducing carbon dioxide (CO_2) emissions from transport and contributing to meeting net zero carbon targets. It is recognised that some slight adverse effects are noted in these areas, as there will still be emissions from public transport and the increasing train frequency noted and it is noted that there may be investment in rail infrastructure, as well as additional road capacity although only where necessary – this could lead to emissions both in construction and operation.

Other areas of strong environmental performance relate to protecting and enhancing landscape and townscape, with key elements of the LTP such as the reduction in traffic, reduction in speeds and reduction in noise and air pollution, being of benefit in this regard. These elements are also anticipated to result in improvements to the setting of cultural heritage assets.

The policy areas discuss a safe, secure, affordable and accessible public transport system which is essential for enabling people to travel beyond their local neighbourhood without a car. Investment in improved Public Transport Services, new mobility hubs, better and more integrated ticketing options, E-Bike Share Project, improvements to Cross-Solent travel and providing more for those in rural areas will all help to provide better connectivity within and across the Island. This will help drive economic growth through for example, making it easier and potentially cheaper for staff to get to work or for customers to get to businesses and more transport options for people to access jobs and skills. Better and more efficient infrastructure may also make doing business easier e.g. by reducing congestion. Achieving this outcome will be facilitated and enabled by cooperation between partner organisations and other stakeholders. The need for strong linkages across organisations is reflected throughout the LTP and is recognised in respect of supporting the wider coordination of land use, energy planning and transport planning across the Isle of Wight.

Health and Equalities

It is also considered that the LTP performs strongly in respect of improving health and well-being for all citizens and reducing inequalities in health and promoting greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society. In terms of health, the focus to move away from private car use and the

subsequent improvement of air quality / reducing pollution will have clear direct health benefits for all groups, but is anticipated to be particularly important to young children, the elderly and those with certain medical conditions. Active travel modes will provide greater opportunities to undertake exercise for all groups, with anticipated direct health benefits, but also improvements in wellbeing. Such improvements in health and wellbeing will also be enabled by reduced congestion, reduced traffic speeds, reduced pollution and so on. All of these elements will be enhanced or enabled by the policy areas outlined within the LTP. Similarly, the focus on increased access to Public Transport and improved services will improve access to health, leisure, educational, training and employment facilities and services for a greater range of people. People will also be better able to connect with friends and family across the Island and this can improve wellbeing.

Similar findings are made in terms of equalities. On the whole, it is found that the LTP is generally beneficial in terms of providing greater equity in allowing people to access the services and facilities they require. For example, providing active travel routes will provide greater accessibility to a range of services and facilities for all. This could be of particular benefit by providing greater travel options to people such as those from BAME or LGBTQ groups, or individuals such as lone travellers, who may feel unsafe or unsure using public transport.

However, in terms of both health and equality, it is important to recognise that not all groups may benefit to the same extent from measures outlined in the LTP. For example, those with certain disabilities or the elderly may not be able to avail of active travel as much as others, while in respect of road user charging schemes or work place levies, those on low incomes could be disproportionally affected. As such, an important consideration of LTP4 is the need for affordable connections. As well as those on low incomes, affordable transport would be of particular benefit to those in rural areas. Bike and car share schemes, along with ticketing improvements and encouraging people to move away from private car ownership can also reduce costs and make travel more affordable to a greater range of people. Nevertheless, it still remains that some groups may continue to experience pressures in terms of transport affordability, particularly with the introduction of road user charging schemes and workplace parking levies, and this issue needs to be explored further and likely continuously monitored. This is particularly important considering the ever changing factors that contribute to the general ‘cost of living’.

Where it was considered that performance could be improved, a series of recommendations were made to strengthen the Policy Areas in order to address those areas identified as adverse or to strengthen those areas of LTP4 which have been identified as being beneficial to sustainability. These recommendations resulted in a series of sustainability / environmental policies which provide greater clarity to how sustainability would be considered during the implementation of the LTP.

LTP4 sets out that dependent on the policy or proposal, assessment will include as required, Health Impact Assessment, Equalities Impact Assessment, Habitats Regulation Assessment and Environmental Impact Assessment. Where these statutory assessments are undertaken, they will be guided by the HM Treasury Green Book and DfT Transport Appraisal Guidance (or equivalents at the time) throughout the life of LTP4.

It is recognised that LTP4 will not act or be delivered in isolation and will influence and be influenced by, other Plans and Policies. Overall, considering the nature of the policies it is considered that many of the effects will be beneficial. A number of in-plan cumulative effects have been identified, though with significant beneficial effects more likely to be realised over the medium to long term in relation to issues such as air quality, carbon emissions, flooding, economy, health, wellbeing and equalities. It is also to be acknowledged that there will likely be some cumulative adverse effects, though no significant adverse cumulative effects were identified.

It is important that IoWC understand the effect of the implementation of their LTP and the ISA sets out a potential series of monitoring indicators that will be considered and finalised alongside further development of LTP4. It is the intention that monitoring will cover significant social, environmental and economic effects and it will involve measuring indicators that will enable the establishment of a causal link between the implementation of the LTP4 and the likely significant effects (both positive and negative) being monitored. This will be of particular benefit to those involved with the next iteration of the LTP and if required, will allow early remediation to be undertaken of any identified adverse effects.

Overall, it is considered that the LTP4 represents a well-balanced approach in terms of sustainability performance across the full range of potential key effects delineated in the ISA Framework, and should help ensure that the vision, objectives and policies can be achieved in a sustainable and integrated fashion.

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